



CHIEF EXECUTIVE OFFICER'S REPORT

November 2009

MONTHLY DELAY SUMMARY

	July	August	September	October
System wide				
Total delays	45	74	36	80
Average length of delay (mins.)	20	16	15	16
Number over 30 minutes	5	9	2	7
Days with Heat Restrictions/Total days	0/22	4/21	0/21	0/21
On-Time Performance	92.9%	87.8%	94.1%	86.9%
Fredericksburg Line				
Total delays	24	38	13	27
Average length of delay (mins.)	19	15	14	19
Number over 30 minutes	2	4	0	3
On-Time Performance	91.6%	86.1%	95.2%	90.1%
Manassas Line				
Total delays	21	36	23	53
Average length of delay (mins.)	21	17	16	14
Number over 30 minutes	3	5	2	4
On-Time Performance	94.0%	89.3%	93.2%	84.2%

SYSTEM RIDERSHIP

The year-to-date gain in ridership is 400 trips higher per day than October of last year which represents a 2.7% increase. The average daily ridership was 16,413. We are attributing this increase to the regular fall bump and the fact that October 1st marked the beginning of the new federal budget year in which all federal agencies have a transit subsidy of up to \$230.00. However, the year-to-date ridership is up 0.2% which indicates an overall slowing of the growth in ridership. A number of factors could be causing this; increased fares, rising unemployment and crowding on the trains. We'll continue to watch overall ridership and attempt to make adjustments to encourage further growth.

SYSTEM ON TIME PERFORMANCE

OTP on the Fredericksburg Line was 90.1% and the Manassas Line was 84.2%. System on time performance for October was 87.2%. We had a total of 80 delays out of 609 trains during the month of October, eight of which were mechanical. Most of the delays were due to congestion (38%) followed by switch and signal failures (18%). In addition, the Manassas line had several delays as a result of seasonal leaf oil issues. Overall system-wide on-time performance is 90% for the first four months of FY 2010.

HIGHEST RIDERSHIP DAY EVER

VRE experienced its highest ridership day ever on October 14, 2009. The total ridership was over 18,000. We also had seven days over 16,500 and four days over 17,000.

CSX SIGNAL SUSPENSION

Beginning Friday night, November 13th, after VRE service has concluded, CSX will conduct a signal suspension between Rippon and Alexandria. Work is not expected to be completed until after evening service on Monday, November 16th. Because all signals will be temporarily removed from service, all trains will have to stop and wait for individual authorization to proceed. This suspension will only affect Fredericksburg line trains. As a result, we decided to operate a very limited schedule on November 16th. Train 300, 304 and 310 will run in the mornings and trains 303, 307 and 313 will run in the evenings. While these trains will experience severe delays, some VRE riders do not have an alternative transportation option. As such, we decided to run limited service. Actual track work will take place south of Alexandria and north of Rippon.

Ultimately, this work will benefit VRE's Fredericksburg Line riders. The additional track between Alexandria and Franconia/Springfield is being built to speed up passenger trains. This area, also known as Franconia Hill, is the "ruling grade" on the Fredericksburg Line, meaning it is the steepest hill in VRE territory. The addition of the third track will allow VRE and Amtrak trains to more easily pass slower freight trains who take considerable time to climb this steep grade.

CAB SIGNAL NOW EXTENDS FROM RO TO VA

An Automatic Train Control (ATC) system with cab signals currently exists on the CSX RF&P Subdivision between Richmond, VA and Arlington, VA. However, the approximately two-mile segment of track from Arlington to the Virginia Avenue Tower in Washington, DC is controlled by a Centralized Traffic Control (CTC) system, without cab signals. This segment of track is the portion of the VRE network where rail traffic is most dense and the speeds are most restricted. VRE and CSX initiated a project to improve the efficiency and safety of VRE, Amtrak and CSX operations by filling in the "gap" with the ATC/cab signal system. Installing the signal system permits the signal status to be transmitted directly to the engineer in the cab, augmenting the fixed wayside signals as well as helping dispatchers safely intersperse trains at closer intervals and higher speeds. The project was completed October 25, 2009. The project was funded with Rail Enhancement Funding from the Commonwealth and a match provided by CSX.

BROOKE AND LEELAND PARKING EXPANSION UPDATE

VRE submitted the draft Environmental Assessment to FTA for approval of a parking expansion at Brooke. The preferred alternative is a surface parking lot to the south of the existing lot. Stafford County and VRE are working jointly to submit a hardship acquisition package to FTA for approval to purchase property at the proposed project location. As soon as

the property appraisal is complete, FTA will review the request. The proposed project will create an additional 200 surface lot parking spaces.

The Environmental Assessment for the Leeland Road parking lot expansion project is currently under review by FTA. VRE is taking a recommendation to the Operations Board this month to award a task order for final design. The design work will not begin until the environmental document is approved by FTA. The Stafford County Board of Supervisors approved a zoning reclassification of the PRTC parcel to allow for parking and a radio tower.

MONTHLY PERFORMANCE MEASURES – OCTOBER 2009

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
October Fredericksburg OTP Average	90.1%
October Manassas OTP Average	84.2%
VRE OCTOBER OVERALL OTP AVERAGE	87.2%

RIDERSHIP YEAR TO DATE	RIDERSHIP
VRE FY 2009 Passenger Totals	1,354,198
VRE FY 2008 Passenger Totals	1,350,981
PERCENTAGE CHANGE	0.2%

RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	MONTHLY RIDERSHIP
OCTOBER 2009	345,883
OCTOBER 2008	352,652
PERCENTAGE CHANGE	2.7% (NORMALIZED)
SERVICE DAYS (CURRENT/PRIOR)	21/22