DRPT
Virginia Department of Rail and Public Transportation

Passenger Rail Update

Kevin Page
Chief of Rail Transportation

April 16, 2008

Existing Amtrak System



Existing Amtrak Routes: Eastern U.S.

Passenger Rail Stations & Routes in Virginia

21 Amtrak Stations

- Alexandria
- Ashland
- Charlottesville
- Clifton Forge
- Culpeper
- Danville
- Springfield
- Fredericksburg
- Lorton (Auto Train)
- Lynchburg
- Manassas
- Newport News
- Norfolk (Bus)
- Petersburg
- Quantico
- Richmond (Staples Mill Road)
- Richmond (Main Street)
- Staunton
- VA Beach (Bus)
- Williamsburg
- Woodbridge



8 Service Routes

- Auto Train
- Cardinal
- Carolinian
- Crescent
- Palmetto
- Regional (Newport News, VA)
- Silver Meteor
- Silver Star

April 16, 2008

Existing Amtrak Routes: Virginia

- Auto Train Route: Lorton, VA to Sanford, FL



Span of Service

- **Daily service in each direction**
- **Depart/Arrive 4:00 PM / 9:30 AM**
- **No Business Class Available**

Route Information

- **Annual Ridership (2007-365 days)**
  - **Virginia = 108,911 (299 riders/day)**
  - **Outside Virginia = 108,911 (299 riders/day)**
  - **TOTAL = 217,822 (598 riders/day)**
- **On Time Performance**
  - **Q1-2008 = 55%**

April 16, 2008

Existing Amtrak Routes: Virginia

- Cardinal Route: Chicago to New York City



Span of Service

- **Service three times per week (Wed/Fri/Sun)**
- **Depart/Arrive 11:30 AM / 5:30 PM**
- **No Business Class Available**

Route Information

Annual Ridership (2007 – 156 days)

Virginia = 17,004 (109 riders/day)

Outside Virginia = 78,150 (501 riders/day)

TOTAL = 95,154 (610 riders/day)

- **On Time Performance**

  Q1-2008 = 18%

April 16, 2008

Existing Amtrak Routes: Virginia

- Carolinian Route: Charlotte, NC to New York City



Span of Service

- Daily service
- Depart/Arrive 11:00 AM / 4:30 PM
- Business Class Available

Route Information

- Annual Ridership (2007 – 365 days)
  - Virginia = 33,221 (91 riders/day)
  - Outside Virginia = 222,992 (611 riders/day)
  - TOTAL = 256,212 (702 riders/day)
- On Time Performance
  - Q1-2008 = 27%

April 16, 2008

Existing Amtrak Routes: Virginia

- Crescent Route: New Orleans to New York City



Span of Service

- **Daily service**
- **Depart/Arrive 7:00 PM / 10:00 AM**
- **No Business Class Available**

Route Information

- **Annual Ridership (2007 – 365 days)**
  - **Virginia = 33,550 (92 riders/day)**
  - **Outside Virginia = 224,059 (614 riders/day)**
  - **TOTAL = 257,608 (706 riders/day)**
- **On Time Performance**
  - **Q1-2008 = 68%**

April 16, 2008

Existing Amtrak Routes: Virginia

- Palmetto Route: Savannah to New York City



Span of Service

- Daily service
- Depart/Arrive 10:00 AM / 7:00 PM
- Business Class Available

Route Information

Annual Ridership (2007 – 365 days)

Virginia = 18,997 (52 riders/day)

Outside Virginia = 138,002 (378 riders/day)

TOTAL = 156,998 (430 riders/day)

- On Time Performance

  Q1-2008 = 55%

April 16, 2008

Existing Amtrak Routes: Virginia

- Regional Route: Newport News, VA to Boston



Span of Service

- **Daily service**
- **Depart/Arrive 6:00 AM / 9:00 PM**
- **Business Class Available**

Route Information

- **Annual Ridership (2007 – 365 days)**
  - **Virginia = 224,760 (616 riders/day)**
  - **Outside Virginia = 176,750 (484 riders/day)**
  - **TOTAL = 401,510 (1,100 riders/day)**
- **On Time Performance**
  - **Q1-2008 = 60%**

April 16, 2008

Existing Amtrak Routes: Virginia

- Silver Meteor Route: Miami to New York City



Span of Service

- Daily service
- Depart/Arrive 8:00 PM / 7:00 AM
- No Business Class Available

Route Information

- Annual Ridership (2007 – 365 days)
  - Virginia = 10,602 (30 riders/day)
  - Outside Virginia = 281,134 (770 riders/day)
  - TOTAL = 291,735 (800 riders/day)
- On Time Performance
  - Q1-2008 = 55%

April 16, 2008

Existing Amtrak Routes: Virginia

- Silver Star Route: Miami/Tampa to New York City



Span of Service

- **Daily service**
- **Depart/Arrive 3:30 PM / 2:40 PM**
- **No Business Class Available**

Route Information

- **Annual Ridership (2007 – 365 days)**
  - **Virginia = 17,754 (49 riders/day)**
  - **Outside Virginia = 311,378 (853 riders/day)**
  - **TOTAL = 329,132 (902 riders/day)**
- **On Time Performance**
  - **Q1-2008 = 55%**

April 16, 2008

VRE Operations

- **Commuter rail designed to take cars off the road**
- **VRE Operations (5 days/week - 250 days/year)**
- **Operating Span 5:05 a.m. to 8:10 p.m.**
  - 14 trains/day on Fredericksburg Line
  - 16 trains/day on NS Manassas Line – use CSX Alexandria to Union Station
- **Ridership**
  - Ridership: 13,540 Total/Day (2007)
    7,170 Fredericksburg Line/Day
    6,370 Manassas Line/Day
- **Reliability**
  - System On-time performance
    - CY2007 = 88.37%
    - CY2006 = 81.52%

April 16, 2008

Amtrak's Short Term Action Plan Report

- December 2007 – Amtrak delivered "Advancing Passenger Rail in the Commonwealth of Virginia Short-Term Action Plan" Report
  - Reviewed short term intercity passenger rail opportunities in Commonwealth
  - Identified I-95 and I-66/Route 29 transportation corridors for enhanced intercity passenger service
  - Provided refined ridership, cost, and subsidy estimates needed to enhance service in the Lynchburg to Washington, DC and Newport News to Washington, DC corridors.
  - Both proposals would include service to New York City.

Amtrak Short Term Proposal
Newport News to Washington, DC

- Highest potential rail ridership corridor
- Add a new train that would depart Newport News at 6:45 a.m. and depart Washington, DC at 4:00 p.m. Operating weekdays (M-F), with minor departure time changes on Saturdays and Sundays.
- Business class train service
- Estimated new annual ridership: 50,500 (139 riders/day)
- Approximate travel time = 4.5 hours each direction
- Estimated capital cost
  - Refurbished Amtrak trainset required
  - Host railroad improvements could be significant
- Required operating subsidy = $1.7 million/year

Amtrak Short Term Proposal
Lynchburg to Washington, DC

- Add a new train that would depart Lynchburg at 5:00 a.m. and depart Washington, DC at 5:00 p.m. Operating weekdays (M-F), with minor departure time changes on Saturdays and Sundays.
- Business class train service
- Estimated initial new annual ridership: 33,100 (91 /day)
- Approximate travel time = 3.5 hours each direction
- Estimated capital cost
  - Existing Amtrak trainset to be used (minor cost)
  - Host railroad improvements would be minor
- Required operating subsidy = $1.9 million/year

April 16, 2008

Key Challenges
Reliability and Scheduling

- Primary focus must be on improving reliability
  - Set goal of 95% level of on-time performance
  - Amtrak to work with VA to develop a Performance Implementation Plan
- Amtrak service on-time performance in Virginia ranges from 18% to 68% with an overall average of 43% in 2007.
- VRE on-time performance in the I-95 corridor has improved dramatically from 75.3% in 2006 to 85.5% in 2007.
- Amtrak service is not designed for Virginia's commuter needs. Most trains do not operate during peak work time travel periods.

Rail Funding to Date

- The Commonwealth through the mass transit program has invested $84 million in VRE in the past 6-years (FY2002-FY2007) for capital improvements and operation
- Rail Enhancement Fund total project investments FY2006-2014 - $396.4 Million
  - Freight Rail Improvements $154.8 Million
  - Passenger Rail Improvements $72.6 Million
  - FY2009 Rail Enhancement Program reserves $169 Million for state rail projects
    - The Crescent Corridor alone totals more than $800 Million
- VTA 2000: $81.6 Million designated for rail improvements
  - Eastern Shore Railroad: $6.7 Million
  - Passenger Rail Improvements: $74.9 Million

Statewide Rail Plan Funding

- Infrastructure needs will exceed available state funds
- Private, state, local and federal investment are key components for passenger and freight rail improvements
- Passenger rail requires a subsidy
  - Example: Ridership fares cover about 30% of VRE expenses, the remaining 70% is federal, state, and local subsidies
- September 30, 2008 resource allocation report recommendations will be constrained, but will likely include federal and private funding

April 16, 2008

Statewide Rail Plan Schedule

- February 2008: began plan development
- April 2008: presentation to CTB on US 29 Corridor
- Summer 2008: present draft document to CTB
- Summer 2008: publish statewide rail plan
- September 30, 2008: resource allocation report


DRPT
Virginia Department of Rail and Public Transportation
The Smartest Distance Between Two Points