



Amtrak Fact Sheet, Fiscal Year 2010

Commonwealth of Virginia

Amtrak Service & Ridership

Amtrak operates over 20 trains daily in Virginia. These include the *Regional* service to Lynchburg, Richmond, and Newport News as well as the following long-distance trains:

- The *Auto Train* (daily Lorton, Va.- Sanford, Fla.)
- The *Cardinal* (tri-weekly New York-Washington, DC-Charlottesville-Cincinnati-Chicago)
- The *Crescent* (daily New York-Charlottesville-Atlanta-New Orleans)
- The *Palmetto* (daily New York-Richmond-Savannah)
- The *Silver Meteor* (daily New York-Richmond-Miami)
- The *Silver Star* (daily New York-Richmond-Tampa-Miami)

Amtrak also operates one shorter-distance train through Virginia, the *Carolinian* (daily New York-Richmond-Charlotte).

During FY10 Amtrak served the following Virginia locations:

<u>City</u>	<u>Boardings + Alightings</u>
Alexandria	139,837
Ashland	19,163
Burke Centre*	1,156
Charlottesville	91,707
Clifton Forge	3,022
Culpeper	8,848
Danville	8,658
Franconia-Springfield**	2,103
Fredericksburg	56,427
Lorton (Auto-Train)	244,252
Lynchburg	58,348
Manassas	16,239
Newport News	116,229
Petersburg	22,148
Quantico	23,560
Richmond - Main Street	27,520
Richmond - Staples Mill	266,343
Staunton	5,860
Williamsburg	47,176
Woodbridge	11,250
Total Virginia Station Usage:	1,169,846

* Amtrak service to Burke Centre began 1/18/10.

** Amtrak service to Franconia-Springfield suspended 5/9/10.

Additionally, Amtrak estimates that well over one million of the 4.5 million Amtrak passengers using Washington Union Station reside in Northern Virginia.

Procurement/Contracts

Amtrak placed orders valued at \$120,574,481 for goods and services in Virginia in FY10. Most of this was in the following locations:

<u>City</u>	<u>Amount</u>
Arlington	\$ 42,317,815
Burke	\$ 2,088,577
Chantilly	\$ 1,144,811
Chesapeake	\$ 8,027,544
Fairfax	\$ 1,383,270
Herndon	\$ 4,540,748
McLean	\$ 21,472,789
Oakton	\$ 26,823,557
Reston	\$ 5,545,874
Salem	\$ 1,119,273

Employment

At the end of FY10, Amtrak employed 848 Virginia residents. Total wages of Amtrak employees living in Virginia were \$64,619,988 during FY10.

State Partnerships

Amtrak participated in a study to develop a priority list of capital improvements on the Washington-Richmond corridor. Approximately \$70 million in projects were agreed to for Phase I implementation, aimed at relieving congestion, improving reliability, and allowing additional trains to operate. The Virginia Department of Rail and Public Transportation (DRPT) and track-owner CSX have reached agreement on the program and work is underway. The first new project, which opened in spring 2007, was a new bridge over Quantico Creek, parallel to the existing, single-track bridge.

DRPT asked Amtrak in May 2007 to begin discussion on a cooperative effort to develop a strategic plan identifying promising markets and routes to be developed in Virginia. Using information provided by Amtrak, the DRPT in January 2008 posted on its website (<http://www.drpt.virginia.gov/studies>) an Amtrak Short Term Action Plan report. Adding service along two existing routes was found to better suit the goal of identifying service that could be implemented in the short term. These two routes are Washington-Richmond-Newport News and Washington-Charlottesville-Lynchburg. Amtrak's effort to provide related information to DRPT continues. Service to Lynchburg began on October 1, 2009, with service to Burke Center available to VRE ticket holders. Regular Amtrak ticket sales to/from Burke Centre began January 18, 2010. The new frequency to Richmond began July 20, 2010.

DRPT announced \$504,000 in grants to the Buckingham Branch Railroad on February 15, 2006, some of which would be used on replacing the crossing of the CSX line (also used by Amtrak) at Doswell, and for improvements to the *Cardinal* route between Charlottesville and Clifton Forge.

Station/Facility Improvements

- **Clifton Forge:** Amtrak has endorsed a plan by the Town of Clifton Forge and the Chesapeake & Ohio Historical Society to move the station to a newly constructed replica station located on the Society's museum grounds. When complete, it will be outfitted with an ADA accessible waiting room, restrooms and a new platform. The current station is in a CSX building in a yard area.
- **Richmond Main Street Station:** Opened for passenger service for the first time in 28 years on December 20, 2003, after the City and State completed a \$51.6 million station overhaul (Phase I). Two trains a day currently stop at Main Street Station in each direction. A Phase II project, which would add an additional two round-trips to Main Street Station, relocate train-storage areas, and address train speed issues related to CSX's Acca Yard, is currently under review by Richmond and the state of Virginia. DRPT is leading a task force on improving rail operations through Acca Yard. An eventual Phase III would allow Amtrak trains to serve Main Street Station to and from the south.

FRA High-Speed Intercity Passenger Rail Program

- **VDRPT:** On October 28, 2010, the FRA announced that the Virginia Department of Rail and Public Transportation would be awarded \$45.3 million dollars for the Washington-Richmond corridor and the Appomattox River Bridge project. Of the total, \$44.3 million is for the completion of the environmental studies and the preliminary engineering for the Washington-Richmond portion of the Southeast High-Speed Rail Corridor. The remainder of the funding will be used for the preliminary engineering necessary to improve the single track Appomattox Bridge, which is on the same corridor near Petersburg.