

Passengers at RIC

Carrier	2006 Total passengers	2005 Total passengers	Percent change	2006 Market share	2005 Market share
AirTran Airways ¹	268,452	144,772	85.4%	8.15%	4.99%
American Airlines	378,338	390,781	-3.2	11.49	13.46
Continental Airlines	258,541	208,361	24.1	7.85	7.18
Delta Air Lines	842,147	851,780	-1.1	25.57	29.34
JetBlue Airways ²	217,947	N/A		6.62	N/A
Northwest Airlines	142,974	217,571	-34.3	4.34	7.49
United Airlines	335,358	311,014	7.8	10.18	10.71
US Airways	842,355	762,023	10.5	25.57	26.24
Charter/Other	7,933	17,201	-53.9	0.24	0.59
Total	3,294,045	2,903,503	13.5		

¹ AirTran Airways started service at RIC in June 2005.

Note: Skybus Airlines began service in May 2007.

² JetBlue Airways began service at RIC in March 2006.

On the Web: www.flyrichmond.com

Highway Travel Index

Year	Travel-time index ¹	Rush hours per day	Annual delay per peak traveler ²	Annual congestion cost per peak traveler ³	Peak travelers
2003	1.09	4.0	17	\$284	491,000
2002	1.08	3.6	15	246	462,000
2001	1.07	3.4	13	217	435,000
2000	1.07	3.4	14	220	408,000

Highway Traffic Comparisons

Selected MSAs	Travel-time index ¹	Rush hours per day	Annual delay per peak traveler ²	Annual congestion cost per peak traveler ³	Peak travelers
Washington, D.C.	1.51	8.0	69	\$1,169	2,109,000
Atlanta	1.46	8.0	67	1,127	1,557,000
New York City	1.39	7.4	49	824	8,231,000
Baltimore	1.37	7.4	50	838	1,261,000
Philadelphia	1.32	7.2	38	641	2,938,000
Charlotte, N.C.	1.31	7.4	43	724	389,000
Louisville, Ky.	1.24	7.2	42	703	478,000
Memphis, Tenn.	1.22	6.4	33	549	534,000
Virginia Beach	1.21	6.6	26	438	838,000
Charleston, S.C.	1.20	6.2	25	422	253,000
Raleigh-Durham, N.C.	1.19	6.2	27	461	422,000
Jacksonville, Fla.	1.18	6.6	34	573	497,000
Pittsburgh	1.10	3.6	14	241	1,007,000
Richmond-Petersburg	1.09	4.0	17	284	491,000

¹ Travel-time index is the ratio of the peak-period travel time compared to free-flow travel time. A travel-time index of 1.5, for example, means that a 20-minute trip in free-flowing traffic will take 30 minutes.

² Extra travel time for peak period during the year divided by the number of travelers who being a trip during the peak period (6 a.m. to 9 a.m. and 4 p.m. to 7 p.m.)

³ Value of travel delay for 2003 and excess fuel cost.

Source: Texas Transportation Institute, Urban Mobility Study 2005 (2003 data)

On the Web: tti.tamu.edu

A year for transportation

Before 2007, Virginia's aging transportation network hadn't seen a major boost in funding in 21 years. A transportation deal had bogged down in the state legislature for years, while Republican leaders staked out opposing positions on how to fund improvements for roads and rail.

But legislative leaders finally compromised, agreeing to borrow \$3 billion, impose stricter fines on poor drivers and raise auto registration fees to fund new transportation projects.

The plan will jumpstart many construction projects. Plans for Richmond include a \$44 million facility for the Greater Richmond Transit Authority, a 55-mile Virginia Capital bike trail from Richmond to Williamsburg, replacement of the Huguenot Bridge in Richmond and Henrico County, widening and improving U.S. 360 in Mechanicsville, widening Interstate 64 from four to six lanes in Goochland County, widening U.S. 250 in Goochland to four lanes and changing the Lewistown Road interchange in Hanover County.

Richmond-area residents who work in Northern Virginia or Washington, D.C., also got some help with their commutes. The Greater Richmond Transit Authority began offering bus service to Fredericksburg, where commuters can catch the Virginia Railway Express to Northern Virginia.

The region's air passengers have also seen a break in air ticket prices since discount airlines began flying from Richmond. The arrival of AirTran Airways in 2005 and JetBlue Airways in 2006 forced other major carriers to lower prices. SkyBus began offering cheap flights to Columbus, Ohio, in 2007. As prices have fallen, the number of passengers at the airport has continued to soar, to 3.3 million a year in 2006, up 13.5 percent from 2005.



Amtrak Ridership

Amtrak ridership	Boardings and alightings
Petersburg	18,296
Richmond - Main Street Station	10,982
Richmond - Staples Mill	231,108

Source: Amtrak, passengers for fiscal year 2006.

On the Web: www.amtrak.com