



Amtrak Fact Sheet Fiscal Year 2021 State of Ohio

Amtrak Service & Ridership

At the end of FY 2021, Amtrak operated over six trains per day in Ohio, as part of the following routes:

- **Long Distance**

Capitol Limited (daily Chicago-Toledo-Cleveland-Pittsburgh-Washington)

Cardinal (thrice weekly New York-Washington-Charlottesville-Charleston-Cincinnati- Indianapolis-Chicago)

Lake Shore Limited (daily Chicago-Cleveland-Buffalo-Boston/New York)

Stations Served

During FY 2021, Amtrak served the following locations in Ohio.

City (Code)	Ridership
Alliance (ALC)	2,040
Bryan (BYN)	2,808
Cincinnati (CIN)	7,164
Cleveland (CLE)	32,263
Elyria (ELY)	4,578
Sandusky (SKY)	5,164
Toledo (TOL)	28,045
Total Ohio Station Usage:	82,062

Amtrak maintains the Great American Stations website (<https://www.greatamericanstations.com/>), which includes detailed profiles of every Amtrak station. Information available includes a brief history of each station, a review of what organization or organizations are responsible for the various portions of each facility, a list of routes serving each station, contact information for the appropriate Amtrak representative for that station, and relevant local community links.

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that Amtrak does not own or control. Host railroads are statutorily required to provide Amtrak trains “preference” over freight transportation. However, on time performance on most host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities.

Listed below are the Amtrak services that operate in Ohio with each service’s host railroads and customer on-time performance (OTP) in FY 2021:

Service	Host Railroad (s)	FY21 OTP
<i>Capitol Limited</i>	CSX, Norfolk Southern	28.7%
<i>Cardinal</i>	CSX, Norfolk Southern, Buckingham Branch Railroad	54.1%
<i>Lake Shore Limited</i>	CSX, Norfolk Southern, Metro-North	55.1%

Customer OTP measures what proportion of customers arrive at their destination on time. For *Acela* trains, the margin is within ten minutes of the schedule and the margin is 15 minutes for all other trains. Thus, if a train is 16 minutes late to its final stop, and all its riders are headed for that stop, then even if the train is on time at every intermediate stop, customer OTP would be 0%, reflecting the passengers' experience.

Amtrak Guest Rewards

At the end of FY 2021, there were approximately 13.5 million members of Amtrak Guest Rewards (AGR), with 91,683 members listing an address in Ohio. This is a 5.3% increase from FY 2020. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>

Procurement

In FY 2021, Amtrak procured goods and services worth \$2.63 billion, and more than 99% of that figure was sourced from firms headquartered domestically. In Ohio, Amtrak spent \$22,286,476, broken down in the following locations:

City	Amount (\$)
Akron	170,852
Amelia	510,531
Canton	186,785
Cincinnati	1,423,467
Cleveland	607,815
Cleveland Heights	287,185
Columbus	172,029
Dayton	3,269,638
Findlay	2,943,093
Glenwillow	233,261
Hudson	334,184
Mentor	425,629
Metamora	836,604
Miamisburg	1,548,118
Middletown	2,268,070
Napoleon	613,417
North Canton	1,511,395
Solon	727,622
Toledo	267,868
Uniontown	525,693
West Chester	207,776
Youngstown	2,540,186

Employment & Wages

At the end of FY 2021, Amtrak employed 17,055 people, including 54 Ohio residents. Total FY 2021 wages were \$1.54 billion, of which Ohio residents earned \$5,207,156.

Additional Information

Bipartisan Infrastructure Law

Enacted in November 2021, the Infrastructure Investment and Jobs Act (IIJA), or “Bipartisan Infrastructure Law,” provides \$66 billion in guaranteed funding for intercity passenger and freight rail over the next five years. That includes \$22 billion in dedicated Amtrak funding – for fleet modernization, state-of-good-repair work, and other specified project types – and another \$44 billion for FRA-administered grants. This historic federal investment will rebuild crumbling infrastructure, improve accessibility onboard and at our stations, enable overdue service expansions, and transform U.S. passenger rail service.

Amtrak Connects US

In 2021, Amtrak released the Amtrak Connects US vision for growing America’s passenger rail system and meeting the needs of both fast-growing metro areas and other underserved communities. Our vision proposed 39 new routes, 25 enhanced routes, and 160 new stops to serve 20 million new riders across the United States. Since then, the Federal Railroad Administration has launched the Corridor Identification & Development Program to establish a pipeline of intercity passenger rail projects ready for federal investment and technical assistance.

Importantly, the Amtrak Connects US vision was only a starting point. Amtrak is ready to work with States and other eligible entities to begin or expand service anywhere – regardless of whether the route was included in the vision.

Expansion Planning

In Ohio, the Amtrak Connects US vision suggests new or expanded service on six routes with hubs at Cleveland, Cincinnati, and Toledo. Amtrak is working with the Ohio Rail Development Corporation (ORDC) to determine which corridors should advance as part of the Federal Railroad Administration (FRA) Corridor Development Program. Amtrak has provided ORDC with preliminary data on ridership, revenue, and high-level route development construction costs. Establishment of such services is a component of Amtrak’s vision to provide relevant, commercially viable, reliable services connecting major business and population centers and rural communities. Amtrak would seek to assist with grant applications, project development and implementation, and be the service provider.

Station Improvements

Bryan: Amtrak has completed final design plans for an ADA-compliant, restroom-equipped, replacement station, on the site of an antiquated facility from the 1970s. Amtrak also will construct a new ADA-compliant passenger boarding platform, with new lighting, signage, railings, and appropriate egress and access to parking and the public right-of-way.

Cincinnati: Amtrak moved from a temporary passenger waiting facility back into the historic Cincinnati Union Terminal (now the Cincinnati Museum Center) after an extensive, locally financed rehabilitation of building systems and exteriors. The iconic 1933 Art Deco gem is characterized by a dramatic half-dome and an interior mosaic wrapping around the main hall depicting Cincinnati’s growth and transportation.

Cleveland: The Cleveland Lakefront Alliance has commenced a civic leader led process to reimagine the city's Lake Erie shoreline. Components could include a public park capping the Norfolk Southern main line. Amtrak is participating as part of the advisory committee. A new, expanded Amtrak station could be part of the plan.

Elyria: Amtrak is providing design review services for Lorain County, as it develops plans for infrastructure improvements that would allow Amtrak to serve the restored, historic New York Central passenger station downtown. That station, now the Lorain County Transportation and Community Center, serves local transit and intercity buses. Amtrak has committed to contribute to the cost of returning rail service to the transportation center, should Lorain County raise the additional funds. The project will require the construction of stairways, elevators, and platforms to access the elevated railroad line.

Oxford: Amtrak is assisting the City of Oxford, home of 19,000-student Miami University of Ohio, with design review on plans the community is developing for a new stop along the New York-Washington-Cincinnati-Chicago *Cardinal* route. Butler County Regional Transit Authority is developing an intermodal transit facility of which Amtrak will be a part.

Toledo: Toledo-Lucas County Port Authority reconfigured passenger waiting, ticketing and back-office functions for Amtrak in the Martin Luther King Plaza Amtrak Station to allow relocation of Greyhound bus service to the facility. Co-location of Amtrak and Greyhound allows continued advancement of Amtrak's goal of greater intermodal connectivity. Amtrak and Greyhound have worked aggressively to establish interline agreements between their respective services, allowing seamless, one-ticket travel for Amtrak passengers to places served only by Greyhound.

AMRAK ROUTES IN OHIO

