



Amtrak Fact Sheet Fiscal Year 2019 *Commonwealth of Virginia*

Amtrak Service & Ridership

Amtrak operates about 25 trains daily in Virginia. These include the following National Network trains:

- The **Auto Train** (daily Lorton, VA-Sanford, FL)
- 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 state-supported trains through Virginia:

- The **Northeast Regional** (daily Roanoke/Norfolk/Newport News/Richmond-Manassas/Fredricksburg-Alexandria-Washington-Philadelphia-New York-Boston)
- The **Carolinian** (daily New York-Washington-Richmond-Raleigh-Charlotte).

During FY19 Amtrak served the following Virginia locations:

<u>City</u>	<u>Boardings & Alightings</u>
Alexandria	201,535
Ashland	29,924
Burke Centre	9,062
Charlottesville	136,786
Clifton Forge	2,190
Culpeper	16,285
Danville	7,535
Fredericksburg	67,540
Lorton (Auto Train)	236,035
Lynchburg	54,632
Manassas	26,234
Newport News	95,510
Norfolk	64,505
Petersburg	32,834
Quantico	20,106
Richmond - Main Street	50,157
Richmond - Staples Mill	361,191

Roanoke	59,056
Staunton	5,405
Williamsburg	54,553
Woodbridge	11,738
Total Virginia Station Usage:	1,542,813

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads in order to operate routes using tracks that are not owned or controlled by Amtrak. 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 Virginia with each service's host railroads and on-time performance (OTP) in FY19:

Service	Host Railroads	FY19 OTP
<i>Northeast Regional (Roanoke)</i>	Norfolk Southern and Metro-North	74.1%
<i>Northeast Regional (Richmond/Newport News/Norfolk)</i>	CSX, Norfolk Southern, and Metro-North	79.3%
<i>Auto Train</i>	CSX and Florida Central Rail Corridor	75.0%
<i>Cardinal</i>	CSX, Norfolk Southern, and Buckingham Branch Railroad	50.0%
<i>Crescent</i>	Norfolk Southern	28.7%
<i>Palmetto</i>	CSX	62.8%
<i>Silver Meteor</i>	CSX, Florida Department of Transportation, and Florida Central Rail Corridor	49.4%
<i>Silver Star</i>	CSX, Norfolk Southern, Florida Department of Transportation, and Florida Central Rail Corridor	35.8%
<i>Carolinian</i>	CSX and Norfolk Southern	56.3%

"On-time performance" represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

Amtrak Guest Rewards

At the end of FY19, there were **441,313** members of the Amtrak Guest Rewards program in Virginia. This is a 10% increase from FY18.

Procurement

Amtrak spent \$124,952,204 on goods and services in Virginia in FY19, including at:

<u>City</u>	<u>Amount</u>
Arlington	\$ 38,763,038
Fairfax	\$ 5,260,286
Herndon	\$ 5,132,152
McLean	\$ 16,070,101
Oakton	\$ 23,552,910
Reston	\$ 11,588,809
Tysons Corner	\$ 4,867,653
Virginia Beach	\$ 3,407,529

Employment

At the end of FY19, Amtrak employed 817 Virginia residents. Total wages during FY19 of Amtrak employees living in Virginia were \$87,111,284.

PRIIA Section 209 and State-Supported Services

The Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432) required, by October 2013, an equitable arrangement of cost sharing between Amtrak and state or public agency partners that provide funding for short-distance, intercity train services.

During the 2013 regular session of the Virginia General Assembly, the previously authorized Intercity Passenger Rail Operating and Capital Fund (IPROC) was funded with a dedicated mechanism through legislation that called for restructuring the existing state sales tax. This fund is used by the Department of Rail and Public Transportation to support both the operation of the **Amtrak Virginia** services and qualifying intrastate capital needs for rail infrastructure. The IPROC legislation is the first known dedicated funding source to be created by a state to support intercity passenger rail operations and capital projects. Subsequently, agreements were reached with all parties, including Virginia, by the 2013 deadline, and the services continued to run without interruption.

State Partnerships

On October 31, 2017, the Lynchburg service was extended to Roanoke. Capital improvements were made to the Norfolk Southern route and a new station platform built in downtown Roanoke. This was Roanoke's first Amtrak service since 1979.

Stations

Ashland: Construction is underway for new ADA compliant, dual side, 350-foot platforms and path of travel sidewalks that will be completed by the end of 2020.

Culpeper: Amtrak completed a new ADA compliant, 350-foot platform, along with paths of travel around the station to the street side in November 2019.

Petersburg: Designs are currently underway for ADA improvements that include a new 1,000-foot platform, with a portion including a relocated canopy and paths of travel. Construction is expected to begin by the fall 2020.

Auto Train

Amtrak's **Auto Train** service operates daily between Lorton, Virginia (outside of Washington, D.C.) and the **Auto Train** terminal off I-4 in Sanford, Florida. This unique service carries passengers and their vehicles on a 16½ hour overnight trip from Northern Virginia to Florida. Passengers ride in Superliner coaches and sleepers, while their vehicles are transported in auto carrier cars at the rear of the train and are delivered to them upon arrival at the Sanford terminal. In FY19 **Auto Train** carried 128,624 vehicles.

AMTRAK ROUTES IN VIRGINIA

① Congressional District

TRACK OWNERSHIP

— Amtrak	— NS
— UP	— CP
— BNSF	— CN
— CSX	— Other

