



Amtrak Fact Sheet Fiscal Year 2021 Commonwealth of Virginia

Amtrak Service & Ridership

At the end of FY 2021, Amtrak operated 24 trains per day in Virginia, as part of the following routes:

- **Long Distance**
 - Auto Train* (daily Lorton-Sanford)
 - Cardinal* (thrice weekly New York-Washington-Charlottesville-Charleston-Cincinnati-Indianapolis-Chicago)
 - Crescent* (daily New York-Washington-Charlottesville-Charlotte-Atlanta-Birmingham-New Orleans)
 - Palmetto* (daily New York-Washington-Richmond-Charleston-Savannah)
 - Silver Meteor* (daily New York-Washington-Richmond-Charleston-Savannah-Jacksonville-Miami)
 - Silver Star* (daily New York-Washington-Richmond-Columbia-Savannah-Jacksonville-Tampa-Miami)
- **State Supported**
 - Carolinian* (daily New York-Washington-Richmond-Selma/Smithfield-Raleigh-Charlotte)
 - Northeast Regional* (daily Richmond-Washington-BWI-Baltimore-Wilmington-Philadelphia-Trenton-Newark-New York-New Haven-New London-Providence-Boston)

Stations Served

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

City (Code)	Ridership
Alexandria (ALX)	100,838
Ashland (ASD)	8,617
Burke Centre (BCV)	5,594
Charlottesville (CVS)	64,196
Clifton Forge (CLF)	1,108
Culpeper (CLP)	7,982
Danville (DAN)	3,743
Fredericksburg (FBG)	41,297
Lorton (LOR)	197,708
Lynchburg (LYH)	28,459
Manassas (MSS)	15,010
Newport News (NPN)	71,856
Norfolk (NFK)	63,205
Petersburg (PTB)	21,476
Quantico (QAN)	9,546
Richmond (Main Street) (RVM)	41,687
Richmond (Staples Mill) (RVR)	152,312
Roanoke (RNK)	34,110
Staunton (STA)	3,610
Williamsburg (WBG)	28,397

City (Code)	Ridership
Woodbridge (WDB)	7,324
Total Virginia Station Usage:	908,075

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 Virginia with each service’s host railroads and customer on-time performance (OTP) in FY 2021:

Service	Host Railroad (s)	FY21 OTP
<i>Auto Train</i>	CSX, Florida Central Rail Corridor	56.0%
<i>Cardinal</i>	CSX, Norfolk Southern, Buckingham Branch Railroad	54.1%
<i>Crescent</i>	Norfolk Southern	54.6%
<i>Palmetto</i>	CSX	60.7%
<i>Silver Meteor</i>	CSX, Florida Central Rail Corridor, Florida DOT	55.1%
<i>Silver Star</i>	CSX, Norfolk Southern, Florida Central Rail Corridor, Florida DOT	44.6%
<i>Carolinian</i>	CSX, Norfolk Southern	69.2%
<i>Northeast Regional</i> (Richmond / Newport News / Norfolk)	Amtrak, CSX, Metro-North, Norfolk Southern	80.2%
<i>Northeast Regional</i> (Roanoke)	Amtrak, Metro-North, Norfolk Southern	82.0%

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 505,729 members listing an address in Virginia. This is a 4.8% 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 Virginia, Amtrak spent \$141,041,010, broken down in the following locations:

City	Amount (\$)
Alexandria	982,129
Arlington	10,418,374
Centreville	695,418
Chantilly	6,768,103
Chesapeake	22,807,673
Dillwyn	297,569
Fairfax	2,704,546
Falls Church	834,179
Fredericksburg	108,503
Herndon	14,645,682
Leesburg	178,378
McLean	10,663,814
Norfolk	2,731,587
North Chesterfield	314,929
Oakton	23,233,410
Reston	22,428,435
Richmond	14,049,735
Springfield	952,191
Suffolk	107,074
Tysons	4,090,264
Virginia Beach	1,249,033

Employment & Wages

At the end of FY 2021, Amtrak employed 17,055 people, including 757 Virginia residents. Total FY 2021 wages were \$1.54 billion, of which Virginia residents earned \$90,759,133.

Section 209 Service

In the Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432), Congress 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. Agreements were reached with all parties by the deadline, and the services continued to run without interruption.

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.

Dedicated State Funding for Passenger Rail

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 revenue. In 2020, the Virginia General Assembly merged IPROC with the state's other rail funds and moved them all under the Virginia Transportation Trust Fund (VTTF) as the Commonwealth Rail Fund (CRF). The CRF receives 7.5 percent of all revenue directed to the VTTF, of which 93 percent of the CRF is directed to the Virginia Passenger Rail Authority to support the operation of Amtrak service and qualifying intrastate capital needs for rail infrastructure. The IPROC legislation was the first known dedicated funding source to be created by a state to support intercity passenger rail operations and capital projects.

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.

Station Improvements

Ashland: Amtrak invested over \$7 million into the station for new ADA compliant, dual side, 350-foot platforms and path of travel sidewalks. These new platforms and sidewalks opened to the public after a ribbon cutting ceremony on June 7, 2022.

Charlottesville: Amtrak is currently in the design stages of modifying the station's platform to ensure ADA compliance. This will include a new platform with associated ramps, stairs, railings, and signage for the station. This project is projected to be completed in FY 2025.

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.

Auto Train

Amtrak's *Auto Train*, the longest passenger train in the world, 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 FY 2021, the *Auto Train* carried 132,922 vehicles.

AMTRAK ROUTES IN VIRGINIA

① Congressional District

TRACK OWNERSHIP	
█ Amtrak	█ NS
█ UP	█ CP
█ BNSF	█ CN
█ CSX	█ Other

