



Amtrak Fact Sheet Fiscal Year 2023 Commonwealth of Virginia

Amtrak Service & Ridership

At the end of FY 2023, Amtrak operated up to 37 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*** (eight daily roundtrips serving Roanoke/Norfolk/Newport News/Richmond-Washington-New York)

Stations Served

During FY 2023, Amtrak trains served the following locations in Virginia.

City (Code)	Ridership
Alexandria (ALX)	308,013
Ashland (ASD)	33,785
Burke Centre (BCV)	14,230
Charlottesville (CVS)	172,871
Clifton Forge (CLF)	1,572
Culpeper (CLP)	17,386
Danville (DAN)	7,705
Fredericksburg (FBG)	95,926
Lorton (<i>Auto Train</i>) (LOR)	272,896
Lynchburg (LYH)	69,487
Manassas (MSS)	43,221
Newport News (NPN)	124,877
Norfolk (NFK)	230,114
Petersburg (PTB)	46,274
Quantico (QAN)	21,009
Richmond (Main St.) (RVM)	121,315
Richmond (Staples Mill Rd.) (RVR)	403,892
Roanoke (RNK)	104,515
Staunton (STA)	4,306

City (Code)	Ridership
Williamsburg (WBG)	69,469
Woodbridge (WDB)	31,837
Total Virginia Station Usage:	2,194,700

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 (OTP) 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 OTP in FY 2023:

Service	Host Railroad (s)	FY23 OTP
<i>Auto Train</i>	CSX, Florida Central Rail Corridor	66%
<i>Cardinal</i>	CSX, Norfolk Southern, Buckingham Branch Railroad	58%
<i>Crescent</i>	Norfolk Southern	57%
<i>Palmetto</i>	CSX	67%
<i>Silver Meteor</i>	CSX, Florida Central Rail Corridor, Florida DOT	53%
<i>Silver Star</i>	CSX, Norfolk Southern, Florida Central Rail Corridor, Florida DOT	49%
<i>Carolinian</i>	CSX, Norfolk Southern	61%
<i>Northeast Regional</i> (Richmond / Newport News / Norfolk)	Amtrak, CSX, Metro-North, Norfolk Southern	72%
<i>Northeast Regional</i> (Roanoke)	Amtrak, Metro-North, Norfolk Southern	70%

Customer OTP measures what proportion of customers arrive at their destination on time. For *Acela* trains, the margin is within 10 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 2023, there were approximately 16.7 million members of *Amtrak Guest Rewards* (AGR), with 738,062 members listing an address in Virginia. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>.

Procurement

In FY 2023, Amtrak procured goods and services worth \$3.71 billion, and 99.0% of that figure was sourced from firms headquartered domestically. In Virginia, Amtrak spent \$216,965,498 broken down in the following locations:

City	Amount (\$)
Alexandria	2,340,957
Arlington	7,980,705
Ashburn	1,101,354
Centreville	778,426
Chantilly	13,458,269
Chesapeake	28,316,184
Chester	246,584
Dillwyn	326,982
Fairfax	1,310,534
Falls Church	1,020,886
Herndon	35,612,034
Leesburg	331,319
McLean	19,491,625
Norfolk	5,907,263
North Chesterfield	1,315,460
Oakton	21,225,136
Reston	45,600,201
Richmond	23,053,145
Springfield	297,432
Tysons	3,929,530
Vienna	115,864
Virginia Beach	2,087,569
Williamsburg	144,651
Wytheville	111,859
Yorktown	318,275

Employment & Wages

At the end of FY 2023, Amtrak employed 22,642 people, including 903 Virginia residents. Total FY 2023 wages were \$2.21 billion, of which Virginia residents earned \$117,315,511.

Additional Information

Auto Train

Amtrak's *Auto Train* service, the longest passenger train in the world, operates daily between Lorton, VA, (outside of Washington, DC) and Sanford, FL. This unique service carries passengers and their vehicles on a 16½ hour overnight trip from Northern Virginia to Florida. Passengers ride in *Superliner* Coach Class and private rooms, while their vehicles are transported in auto carriers at the rear of the train and are delivered to them upon arrival. In FY 2023, the *Auto Train* carried 177,871 vehicles. FY 2023 saw a 20% increase in vehicles carried from pre-pandemic ridership in FY 2019.

Service Expansion and Improvements.

State Partnerships: The Virginia Passenger Rail Authority (VPRA) launched two new roundtrips in 2022, a second to Roanoke and a third to Norfolk, with the resumption of an additional roundtrip to Newport News. These new roundtrips provide more travel options for Virginians. This investment has resulted in the highest ridership in the Commonwealth since Amtrak began operations 53 years ago.

Dedicated State Funding for Passenger Rail: Virginia's Intercity Passenger Rail Operating and Capital Fund (IPROC) legislation was the first known dedicated funding source to be created by a state to support intercity passenger rail operations and capital projects. 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% of all revenue directed to the VTTF, and 93% of the CRF is directed to the VPRA to support the operation of Amtrak service and qualifying intrastate capital needs for rail infrastructure.

In 2021, the Commonwealth finalized agreements with Amtrak, CSX, and Virginia Railway Express (VRE), launching the Transforming Rail in Virginia Initiative to expand and improve passenger, commuter, and freight rail in Virginia and create a vital connection in America's national rail network between the Northeast and Southeast corridors. Virginia has seen the fastest growth in frequencies and ridership thanks to consistent and substantial investment in intercity passenger rail within the Commonwealth. Virginia is a perfect example of how states can lead the way in intercity passenger rail growth through partnerships with Amtrak and other stakeholders.

S-Line: The S-Line rail corridor is a freight line, owned by CSX, that connects Richmond and Raleigh, NC, on the federally designated Southeast Corridor. Virginia has already acquired the unused CSX-owned tracks in the state, and North Carolina officials are working to finish a deal to purchase the corridor in their state.

Virginia's project partner, the North Carolina Department of Transportation, received \$1.09 billion in Federal Railroad Administration Federal State Partnership Grant Program funding for the S-Line project. This award funds right-of-way acquisition, design, and construction of the first segment of a high-performance passenger line connecting Raleigh to Wake Forest, NC. The service will allow more frequent and reliable train service and make the trip between Charlotte, Raleigh, Richmond, and Washington, DC, competitive with driving and flying times.

Long Bridge: Led by VPRA in partnership with Amtrak and CSX, the Long Bridge project will construct a new, two-track railroad bridge next to the existing bridge, creating a four-track corridor. This project will increase rail traffic capacity and construct approximately 1.8 miles of improvements including seven rail bridges and pedestrian bridges over land and the Potomac River and related railroad infrastructure between Arlington, VA, and Washington, DC. Annually, up to 1.3 million Amtrak passengers and 4.5 million VRE customers traverse the current Long Bridge, which operates at 98% capacity during peak hours. The project's purpose is to increase railroad capacity between Virginia and the District of Columbia while alleviating rail congestion caused by the existing two-track Long Bridge.

Daily *Cardinal* Service: Amtrak received a federal Corridor Identification and Development Program (CIDP) grant for daily frequencies on its *Cardinal* service between New York City and Chicago, which stops in Alexandria, Manassas, Culpeper, Charlottesville, Staunton and Clifton Forge, VA.

Station Improvements

The Americans with Disabilities Act of 1990 (ADA) requires that stations in the intercity rail transportation system be made readily accessible to and usable by individuals with disabilities. In response, Amtrak developed an ADA Stations Program to bring the stations it serves (and for which it has ADA responsibility) into compliance with ADA requirements and to provide the best possible service to passengers with disabilities in the shortest timeframe and most integrated and efficient way possible.

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 dual platforms to ensure ADA compliance. This will include a new platform with associated paths of travel and signage for the station. This project is expected to be completed in FY 2026.

Lynchburg: Amtrak is currently in the design stages to provide a new platform, accessible walkways to the public right of way, parking stalls and all lighting and signage for the platform, walkways, and parking. Construction will commence in FY 2025 and be completed in FY 2027.

Manassas: Amtrak is currently in the design stages to provide a new platform, accessible walkways to the public right of way, and all lighting and signage for the platform and walkways. Construction will commence in FY 2025 and be completed in FY 2027.

Newport News: The new Newport News Transportation Center is expected to open in summer 2024. The center will be a hub for rail, buses, taxis, and airport shuttles. It's located about a mile from the Newport News/Williamsburg Airport and replaces the undersized Amtrak station located nine miles to the south on Warwick Boulevard. The \$53 million project is being funded through numerous federal and state grants, with the city contributing \$1.48 million.

AMTRAK ROUTES IN VIRGINIA

Track Ownership

█ Amtrak	█ CSX
█ BNSF	█ NS
█ CN	█ UP
█ CPKC	█ Other

○1 Congressional District

▭ Route Name

