



Amtrak in Virginia Fiscal Year 2024



Amtrak is America's Railroad,[®] created by Congress to "provide efficient and effective intercity passenger rail mobility consisting of high quality service that is trip-time competitive with other intercity travel options." In FY 2024, the company's 22,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 32.8 million passengers. Amtrak's network includes 524 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Thruway routes offer connecting service to additional communities, typically via bus.

Service & Ridership

In FY 2024, Amtrak operated an average of **around 29 intercity trains per day** on 8 permanent routes serving Virginia, with **2,344,558 total passengers** boarding or alighting in the state.¹ Service was provided via the following routes:²

▪ State-Supported Trains

- **Carolinian** — Charlotte - Raleigh - Petersburg - Richmond (*Staples Mill*) - Fredericksburg - Alexandria - Washington, DC - Baltimore - Philadelphia - New York (*1 round trip daily*)
- **Virginia Service** — Four sub-routes linking communities in Virginia with Washington, DC; trains operate as *Northeast Regionals* beyond Washington, offering single-seat ride to / from points as far north as Boston:
 - **Norfolk** - Petersburg - Richmond (*RVR*) - Fredericksburg - Alexandria - Washington, DC (*3 round trips daily*)
 - **Newport News** - Williamsburg - Richmond (*RVM & RVR*) - Fredericksburg - Alexandria - Washington, DC (*2 round trips daily*)
 - **Richmond** (*RVM & RVR*) - Fredericksburg - Alexandria - Washington, DC (*1 round trip daily*)
 - **Roanoke** - Lynchburg - Charlottesville - Manassas - Alexandria - Washington, DC (*2 round trips daily*)

▪ Long-Distance Trains³

- **Auto Train** — Lorton (*Washington, DC area*) - Sanford (*Orlando area*) (*1 round trip daily*)
- **Cardinal** — New York - Philadelphia - Baltimore - Washington, DC - Alexandria - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago (*3 round trips weekly*)

¹ Total equals sum of all boardings and alightings at in-state stations.

² Not all stops shown. Note that certain frequencies may not serve every station listed.

³ Uniquely, the Long-Distance *Auto Train* transports both people and vehicles—enabling passengers to bring their cars to or from Florida without having to drive. (Motorcycles, small boats, jet skis, and other recreational vehicles can also be accommodated.) Passengers travel overnight, and have the option of booking either first class sleeping compartments or coach class seats.



- **Crescent** — New York - Philadelphia - Baltimore - Washington, DC - Alexandria - Charlottesville - Lynchburg - Greensboro - High Point - Charlotte - Atlanta - Birmingham - New Orleans (1 round trip daily)
- **Palmetto** — New York - Philadelphia - Baltimore - Washington, DC - Alexandria - Richmond (RVR) - Petersburg - Fayetteville - Charleston - Savannah (1 round trip daily)
- **Silver Meteor** — New York - Philadelphia - Baltimore - Washington, DC - Alexandria - Fredericksburg - Richmond (RVR) - Petersburg - Fayetteville - Charleston - Savannah - Orlando - Miami (1 round trip daily)
- **Silver Star** — New York - Philadelphia - Baltimore - Washington, DC - Alexandria - Richmond (RVR) - Petersburg - Raleigh - Columbia - Savannah - Orlando - Tampa - Miami (1 round trip daily)⁴

As **State-Supported routes**, the *Virginia Service* and *Carolinian* are operated in partnership with, respectively, the **Virginia Passenger Rail Authority** (VPRRA) and the North Carolina Department of Transportation (NCDOT). Outside the Boston-to-Washington Northeast Corridor (NEC), Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) requires that short- and middle-distance Amtrak routes (i.e., those less than 750 miles in length) be State-Supported, which means that sponsoring partners fund the majority of those routes' costs and make decisions about schedule, frequency, and other aspects of service. In FY 2024, sponsoring partners funded a total of \$7.4 million in operating payments for the State-Supported routes serving Virginia, helping support a combined total ridership on those routes⁵ of 1,711,528.

Uniquely, the Long-Distance *Auto Train* transports both people and vehicles—enabling passengers to bring their cars to or from Florida without having to drive. (Motorcycles, small boats, jet skis, and other recreational vehicles can also be accommodated.) Passengers travel overnight and have the option of booking either first class sleeping compartments or coach class seats. In FY 24, this route carried 267,000 passengers as well as 150,000 vehicles.

Thruway Connections

Some Amtrak routes offer partner-operated **Thruway connecting service** and/or other interline connections to additional communities (including in Virginia), via either bus or other modes of transportation. Many such services are sponsored by one or more of Amtrak's State-Supported partners (including Virginia), or by other public entities; these connections can be vitally important in certain markets. Tickets are purchasable through Amtrak; detailed, up-to-date information on available connections can be accessed via the booking tool on Amtrak.com.

Stations

During FY 2024, Amtrak intercity trains made scheduled stops at 21 locations in Virginia:

⁴ Effective Nov. 10, 2024, the *Silver Star* (New York - Miami) and *Capitol Limited* (Chicago - Washington, DC) and are being temporarily combined into a new route, the *Floridian* (Chicago - DC - Miami), to accommodate regional capacity constraints created by a capital project in New York. The *Floridian* offers a single-seat connection between the Midwest and Florida, but does not serve *Silver Star* station stops north of Washington.

⁵ Unlike state- / station-specific ridership, total route ridership equals sum of all boardings and alightings divided by two.

Station (Code)	Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ⁶
Alexandria (ALX)	358,608	None	N/A	—
Ashland (ASD)	38,689	Sole	Complete	\$7,231,254
Burke Centre (BCV)	15,435	None	N/A	—
Charlottesville (CVS)	198,256	Partial	FY 26	\$2,599,714
Clifton Forge (CLF)	1,720	Sole	FY 29	\$3,897,320
Culpeper (CLP)	20,466	Partial	Complete	\$2,683,978
Danville (DAN)	8,368	None	N/A	—
Fredericksburg (FBG)	106,204	None	N/A	—
Lorton (<i>Auto Train</i>) (LOR)	265,818	Sole	Complete	\$6,750,976
Lynchburg (LYH)	78,421	Partial	FY 26	\$4,125,166
Manassas (MSS)	52,075	Partial	FY 26	\$2,323,324
Newport News (NPN)	97,597	None	N/A	\$31,462
Norfolk (NFK)	207,492	None	N/A	—
Petersburg (PTB)	54,993	None	N/A	\$1,283,808
Quantico (QAN)	21,054	None	N/A	—
Richmond (<i>Main St.</i>) (RVM)	131,443	None	N/A	—
Richmond (<i>Staples Mill</i>) (RVR)	461,871	None	Complete	\$1,655,399
Roanoke (RNK)	109,894	Partial	Complete	—
Staunton (STA)	5,286	None	N/A	\$1,274,415
Williamsburg (WBG)	74,837	Partial	FY 26	\$4,429,145
Woodbridge (WDB)	36,031	None	N/A	\$53,778
Total:	2,344,558	9/21	In Progress	\$38,336,165

Importantly, Amtrak is working to ensure that its stations are fully accessible to individuals with disabilities. Most Amtrak-served stations are decades old; many were served by other railroads before the company ever existed. The Americans with Disabilities Act (ADA), enacted in 1990, requires that U.S. stations be made accessible; in response, Amtrak developed an ADA Stations Program (ADASP) to bring station components for which the company is responsible into full ADA compliance. ADASP aims to ensure Amtrak provides the best possible service in the shortest possible timeframe; the program will ultimately invest a total of \$1.8 billion in 385 communities nationwide, including a **\$38.3 million investment in Virginia**. All Amtrak-responsible work is targeted for completion by the end of FY 2029.

Detailed profiles of every permanent Amtrak station stop, including current information on accessibility, can be found on the Great American Stations website: <https://www.greatamericanstations.com>.

⁶ "Amtrak ADA Investment" describes Amtrak's projected total investment in compliance work over the lifetime of ADASP.

Additional Footprint

Amtrak trains are supported by **turnaround maintenance locations** in Richmond, Newport News (both Amtrak-staffed), Roanoke, and Norfolk (both contractor-staffed), all of which service locomotives and passenger cars. Additionally, Amtrak maintains **crew bases** in Richmond and Lorton.

Host Railroads & On Time Performance

Outside the NEC, most Amtrak trains must travel over other “host” railroads’ tracks—and hosts generally control dispatching decisions on the tracks that they own. By law, Amtrak trains are supposed to receive preference over freight trains (i.e., priority in dispatching), but many host-dispatched trains arrive late at their destinations, and many routes do not meet on-time performance (OTP) standards established by the Federal Railroad Administration (FRA)—affecting millions of passengers per year.

Listed below are the Amtrak routes that operate in Virginia, along with each route’s major in-state host railroad(s)⁷ and full-route customer on-time performance (C-OTP)⁸ in FY 2024:

Route	In-State Host(s)	C-OTP
<i>State-Supported</i>		
<i>Carolinian</i>	CSX	50.9%
<i>Virginia Service</i>	CSX, Norfolk Southern	69.1%
<i>Long-Distance</i>		
<i>Auto Train</i>	CSX	58.2%
<i>Cardinal</i>	Buckingham Branch, CSX, Norfolk Southern	57.5%
<i>Crescent</i>	CSX, Norfolk Southern	58.7%
<i>Palmetto</i>	CSX	66.1%
<i>Silver Meteor</i>	CSX	46.9%
<i>Silver Star</i>	CSX	40.8%

Procurement

Amtrak’s procurements are subject to “Buy America”-style domestic preference requirements, which the company is proud to meet or exceed. Nationally, Amtrak paid nearly \$4.5 billion for goods and services in FY 2024; 99% of that amount was spent domestically, and **\$249.7 million** went to vendors in Virginia:

Community	Amount
Herndon	\$48,337,522
Reston	\$46,074,705
McLean	\$40,685,650

⁷ VPRRA has recently acquired relevant track segments from both CSX and Norfolk Southern, which will ultimately affect several routes’ hosts.

⁸ C-OTP measures the proportion of customers traveling on a given route who arrive at their destinations on time. Suppose that passengers board a train scheduled to make two stops, and suppose that train is on time at the first stop, but arrives late at the second. If all passengers alight at the first stop, C-OTP for that train is 100%; if all passengers alight at the second stop, C-OTP is 0%.

Community	Amount
Chesapeake	\$27,763,647
Richmond	\$21,930,047
Oakton	\$18,299,169
Chantilly	\$17,025,732
North Chesterfield	\$6,291,380
Tysons	\$4,532,563
Ashburn	\$4,226,751
Arlington	\$3,432,994
Norfolk	\$2,520,965
Springfield	\$2,125,454
Alexandria	\$1,537,993
Falls Church	\$1,065,378
Centreville	\$1,020,138
Leesburg	\$566,435
Fairfax	\$541,453
Manassas	\$177,978
Lorton	\$151,335
All Others < \$150K	\$1,435,936
Total VA Payments:	\$249,743,228

The single largest in-state payment category was **information technology services**.

Employment & Compensation

At the end of FY 2024, **315 Amtrak employees** worked in Virginia, and the company had paid out a total of **\$23,848,921 in base wages and salary** in-state. Nationwide, Amtrak employed more than 22,000 active workers; total base wages and salaries for the year exceeded \$2.1 billion.

Current Amtrak Routes in Virginia

(Virginia Service trains represented on map as "Regionals." Capitol Ltd. does not stop in Virginia. Effective Nov. 2024, Silver Star is temporarily replaced by Chicago-Miami Floridian (not pictured), which merges Chicago-Washington Capitol Ltd. service with Silver Star service south of DC. VPRA has recently acquired relevant track segments from both CSX and Norfolk Southern, which will ultimately affect several routes' hosts.)

