



## Amtrak in Virginia

Fiscal Year 2025



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 2025, the company's 21,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 34.5 million passengers. Amtrak's network includes 526 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Amtrak Connections offer connecting service to additional communities, typically via bus.

### Service & Ridership

In FY 2025, Amtrak operated an average of **around 29 intercity trains per day** on 8 permanent routes serving Virginia, with **2,447,479 total passengers** boarding or alighting in the state.<sup>1</sup> Service was provided via the following routes:<sup>2</sup>

#### ▪ State-Supported Trains

- **Carolinian** — Charlotte - Raleigh - Petersburg - Richmond (*Staples Mill*) - Fredericksburg - Alexandria - Washington, DC - Baltimore - Philadelphia - New York (*1 round trip daily*)
- **Amtrak 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. Trip frequencies shown below represent FY 2025 service levels:
  - **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 Trains<sup>3</sup>

- **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*)

<sup>1</sup> Total equals sum of all boardings and alightings at in-state stations.

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

<sup>3</sup> 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. 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*)
- **Floridian** — Chicago - South Bend - Toledo - Cleveland - Pittsburgh - Washington, DC - Richmond (*RVR*) - Raleigh - Columbia - Savannah - Orlando - Tampa - Miami (*1 round trip daily*)<sup>4</sup>
- **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*)

As **State-Supported routes**, the *Amtrak Virginia* and *Carolinian* are operated in partnership with, respectively, the **Virginia Passenger Rail Authority** (VPRA) 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 2025, sponsoring partners funded a total of \$2.2 million in operating payments for the State-Supported routes serving Virginia, helping support a combined total ridership on those routes<sup>5</sup> of 1,798,541.

Uniquely, the Long-Distance *Auto Train* transports both people and vehicles—enabling passengers to bring their cars to and 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 25, this route carried 267,000 passengers as well as over 150,000 vehicles.

#### **Long Bridge Construction Service Changes:**

The Virginia Passenger Rail Authority (VPRA) will begin construction on the Long Bridge Construction Project in early 2026, temporarily impacting some Amtrak service between Washington, DC and Virginia. The project will double capacity for passengers along 1.8 miles of track between L'Enfant Plaza, DC and Arlington, VA with a new four-track corridor and two-track bridge. For more information on the project and service changes, visit the VPRA's page at

<https://vapassengerrailauthority.org/projects/longbridgeproject/>.

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<sup>4</sup> Effective Nov. 10, 2024, the *Silver Star* (New York - Miami) and *Capitol Limited* (Chicago - Washington, DC) 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.

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

## Amtrak Connections

Some Amtrak routes offer partner-operated **Amtrak Connections** 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 2025, Amtrak intercity trains made scheduled stops at 21 locations in Virginia:

Station (Code)	2025 Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment <sup>6</sup>
Alexandria (ALX)	372,327	None	N/A	—
Ashland (ASD)	42,110	Partial	Complete	\$7,231,254
Burke Centre (BCV)	14,721	None	N/A	—
Charlottesville (CVS)	199,357	Partial	FY 28	\$7,849,830
Clifton Forge (CLF)	2,178	Sole	FY 28	\$4,087,014
Culpeper (CLP)	21,372	Partial	Complete	\$2,712,011
Danville (DAN)	8,324	None	N/A	—
Fredericksburg (FBG)	114,797	None	N/A	—
Lorton (Auto Train) (LOR)	265,950	Sole	Complete	\$6,750,976
Lynchburg (LYH)	79,575	Partial	FY 27	\$2,728,372
Manassas (MSS)	52,758	None	N/A	—
Newport News (NPN)	109,799	None	N/A	—
Norfolk (NFK)	224,375	None	N/A	—
Petersburg (PTB)	60,480	None	N/A	—
Quantico (QAN)	20,492	None	N/A	—
Richmond (Main St.) (RVM)	129,928	None	N/A	—
Richmond (Staples Mill) (RVR)	506,023	Partial	Complete	\$1,652,275
Roanoke (RNK)	105,926	Sole	Complete	—
Staunton (STA)	5,519	Partial	Complete	\$1,268,308
Williamsburg (WBG)	74,190	Partial	FY 27	\$3,211,167
Woodbridge (WDB)	37,278	None	N/A	—
<b>Total:</b>	<b>2,447,479</b>	<b>10/21</b>	<b>In Progress</b>	<b>\$37,491,207</b>

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

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

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 382 communities nationwide, including a **\$37.5 million investment in Virginia**. All Amtrak-responsible work is targeted for completion by the end of CY 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>.

### **Additional Footprint**

Amtrak trains are supported by **turnaround maintenance locations** in Richmond, Newport News (both Amtrak-staffed), Roanoke, Norfolk (both contractor-staffed), and Lorton, 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 required 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) and full-route customer on-time performance (C-OTP)<sup>7</sup> in FY 2025:

Route	In-State Host(s)	C-OTP
<b><i>State-Supported</i></b>		
<i>Carolinian</i>	CSX	60.9%
<i>Virginia Service</i>	CSX, Norfolk Southern	69.2%
<b><i>Long-Distance</i></b>		
<i>Auto Train</i>	CSX	42.9%
<i>Cardinal</i>	Buckingham Branch, CSX, Norfolk Southern	51.6%
<i>Crescent</i>	CSX, Norfolk Southern	75.3%
<i>Floridian</i> <sup>8</sup>	CSX	27.4%
<i>Palmetto</i>	CSX	63.5%
<i>Silver Meteor</i>	CSX	49.4%

<sup>7</sup> 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%.

<sup>8</sup> Amtrak is temporarily combining the Capitol Limited and Silver Star trains to create the Floridian service. The C-OTP listed for the Floridian is from November 10, 2024 – September 30, 2025.

## Amtrak Guest Rewards

At the end of FY 2025, there were approximately 22.4 million members of Amtrak Guest Rewards (AGR), with 990,863 members listing an address in Virginia. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>.

## 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 \$5.7 billion for goods and services in FY 2025; 99% of that amount was spent domestically, and **\$380.0 million** went to vendors in Virginia:

Community	Amount Spent
Richmond	\$99,866,939
McLean	\$88,273,453
Reston	\$58,180,406
Herndon	\$36,854,501
Oakton	\$30,446,730
Chesapeake	\$27,062,717
Chantilly	\$17,586,539
Tysons	\$3,934,604
Ashburn	\$3,364,524
Arlington	\$2,424,899
North Chesterfield	\$2,346,405
Alexandria	\$1,833,846
Centreville	\$1,442,430
Falls Church	\$1,368,887
Fairfax	\$747,831
Springfield	\$686,990
Leesburg	\$454,308
Newtown Square	\$447,600
Sterling	\$387,680
Norfolk	\$365,665
Newport News	\$299,450
Dillwyn	\$253,944
Manassas	\$183,677
All Others <\$150k	\$1,163,627
<b>Total Payments</b>	<b>\$379,977,653</b>

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

## Employment & Compensation

At the end of FY 2025, **828 Amtrak employees** lived in Virginia, and the company had paid out a total of **\$99,950,226 in base wages and salary** in-state. Nationwide, Amtrak employed more than 21,000 active workers; total base wages and salaries for the year were approximately \$2.2 billion.

## Current Amtrak Routes in Virginia

(Virginia Service trains represented on map as "Regionals." VPRA has recently acquired relevant track segments from both CSX and Norfolk Southern, which will ultimately affect several routes' hosts.)

