
Amtrak NC/VA Regional Services



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Amtrak 101 – Basic Company and System Statistics



- National railroad: Congressionally chartered corporation owned by DOT and operated as quasi-nonprofit corporation
- 21,100 mile route system
 - 308 daily intercity trains serving 528 stations
 - 1,519 cars and 469 locomotives, 80 auto carriers, and 101 baggage cars
 - More than 19,000 employees
 - Nearly half of our services operate at 100+ mph
 - 70% of our train-miles run on track owned by other railroads (mostly large freight railroads)
- Amtrak generated approximately \$1.9 billion in ticket revenue in FFY11
 - Carried over 30 Million Passengers in FY2011 (highest ever)

Amtrak Services



Short distance trains/corridors (86-750 mi)

- Services range from 59 mph operations in un-signaled territory up to 110 mph w/automatic train stop and/or cab signals
- 2-32 daily trains, depending on route (mostly diesel power)
- 15 states provide operating support for Amtrak services



Northeast Corridor (NEC)

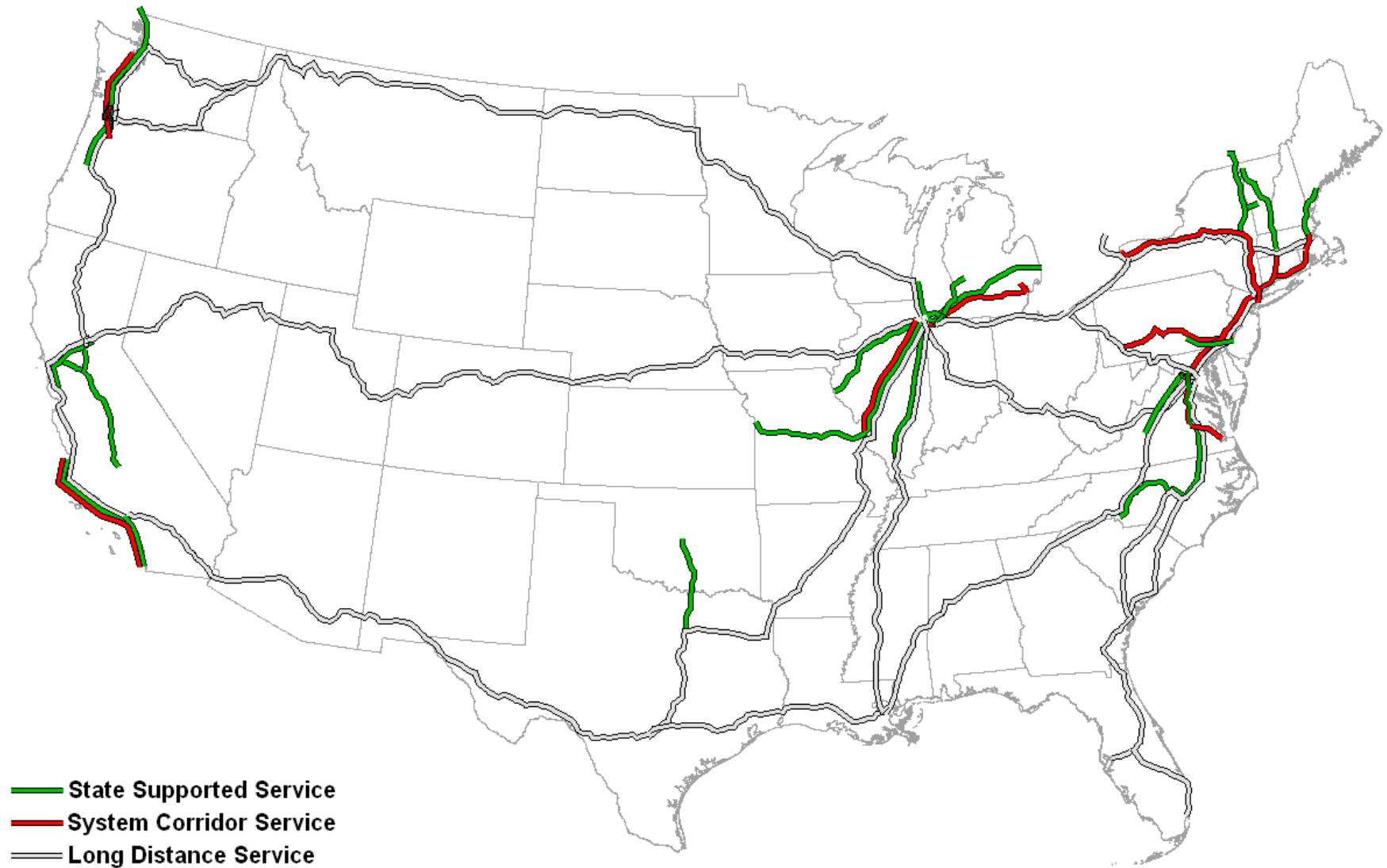
- 150 mph *Acela* and 125 mph NE Regional services
- Links New York, Boston, and Washington (electrified)
- 457 mi route, 153 of 308 daily Amtrak trains operate on some portion of the NEC
- Positive train control system in use



Long Distance Trains (up to 2,250 mi)

- Fifteen trains, most daily (two tri-weekly trains)
- Most include sleeping and dining car service
- 1 train in each direction, diesel-powered for most or all of route

Amtrak Route Structure - 2011



NC/VA Long Distance Routes

- ***Auto Train*** (daily Lorton, Va.- Sanford, Fla.)
- ***Cardinal*** (tri-weekly New York-Washington-Charlottesville-Cincinnati-Chicago)
- ***Crescent*** (daily New York-Charlottesville-Greensboro-Atlanta-New Orleans)
- ***Palmetto*** (daily New York-Richmond-Fayetteville-Savannah)
- ***Silver Meteor*** (daily New York-Richmond-Fayetteville-Miami)
- ***Silver Star*** (daily New York-Richmond Raleigh-Tampa-Miami)

NC/VA Regional Services

- Three out of four fastest growing routes in the US
- Approx. 1.2 Million annual trips in FFY2011
- Virginia
 - *Northeast Regional*
 - Washington to Lynchburg – Amtrak Route 46
 - Washington to Richmond/Newport News – Amtrak Route 47
 - Washington to Norfolk (future)
- North Carolina
 - *Carolinian*
 - Washington to Charlotte (via Richmond) – Amtrak Route 66
 - *Piedmont*
 - Raleigh to Charlotte – Amtrak Route 67

Virginia's Northeast Regional Service

- 1 Daily RT between Washington and Lynchburg
 - Initiated state-supported service in October 2009
 - >2x initiation ridership and revenue projection during 1st year of service
 - >160K riders in FFY2011
 - Second fastest growing route in the US with almost 29% increase between FFY2010 and FFY 2011
- 5 Daily RT's between Washington and Richmond with 2 Daily (avg) RT's extending to Newport News
 - Initiated new Washington to Richmond state-supported frequency in July 2010
 - Almost 560K riders in FFY2011
 - Third fastest growing route in the US with over 19% increase between FFY2010 and FFY2011
- Both services offer one seat ride to Northeast Corridor destinations
- Operate at speeds of up to 125 MPH within NEC

- *Piedmont*

- 2 Daily RT's between Raleigh and Charlotte
- >140K riders during FFY2011
- Fastest growing route in the US with over 40% increase between FFY2011 and FFY2011
- Operates with state owned equipment

- *Carolinian*

- 1 Daily RT between Washington and Charlotte
- >307K riders during FFY2011
- Capacity limitations limiting future growth - among highest average load factor in Amtrak system
- One seat ride to Richmond, Washington and Northeast Corridor destinations

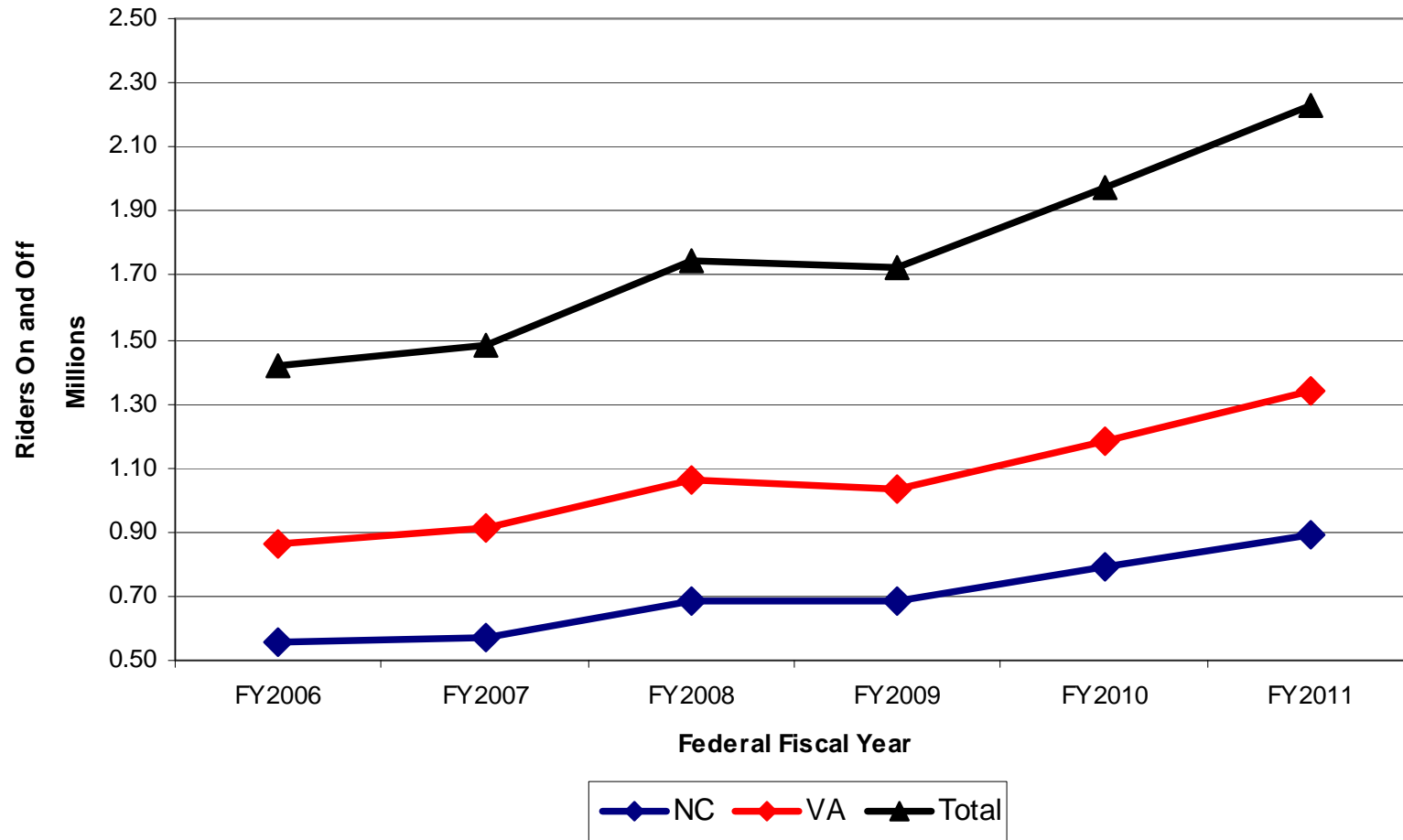
North Carolina Amtrak Service



NC/VA Amtrak Performance - All Services

- +59 % increase since FFY2006

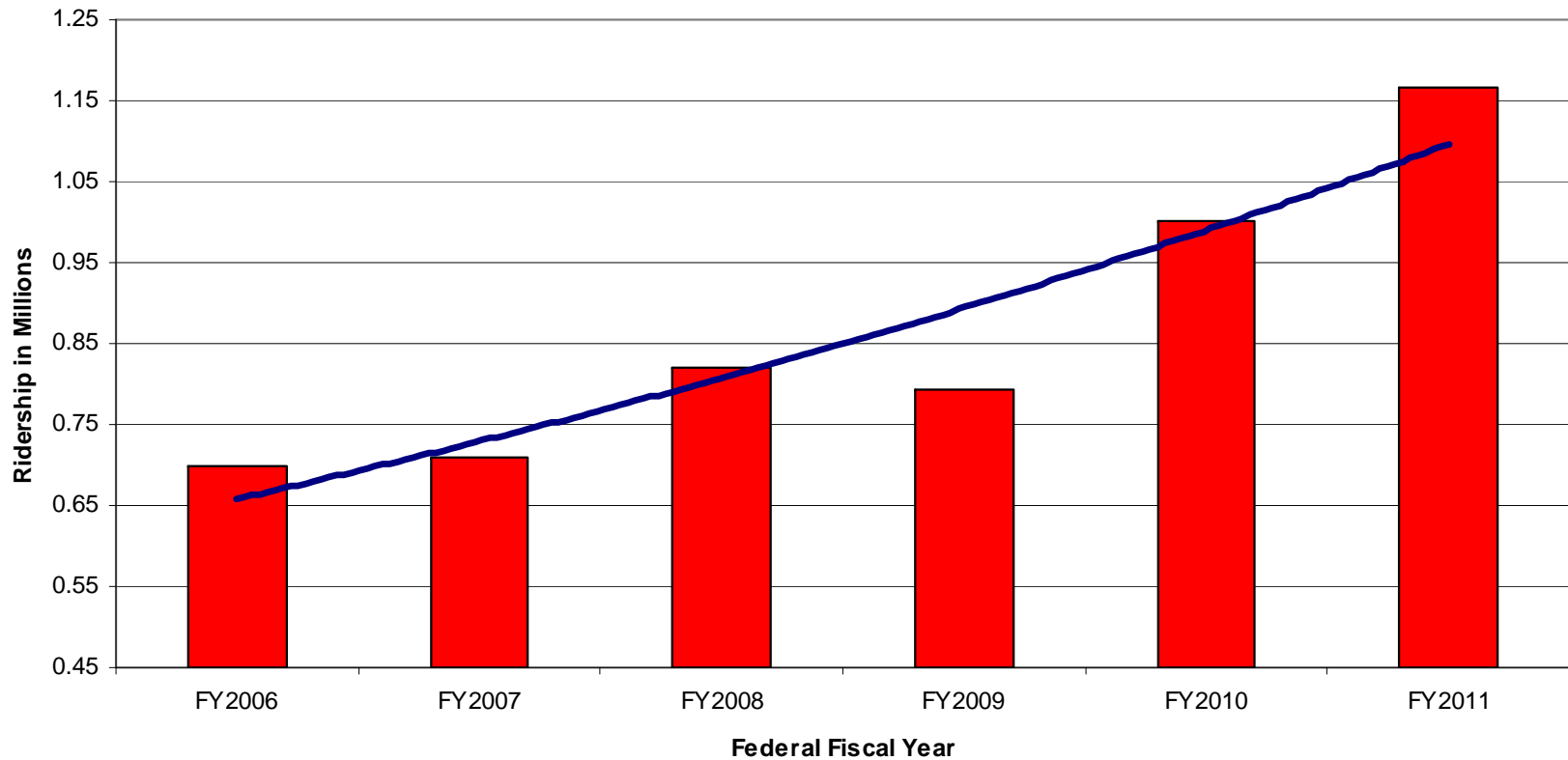
VANC Amtrak Performance



NC/VA Amtrak Performance – Regional Services

- +67 % increase since FFY2006

NC/VA Reginal Service Performance



NC/VA Regional Services - Success Factors

- Significant state investment has established a solid foundation
- Existing network links major cities (improvements may be needed for expanded passenger service)
- Amtrak's Northeast Corridor offers thru service/connectivity to Washington, New York, Boston
- Growing urban areas are traffic generators
- Convenience comfort and affordable travel
- Increasing highway and air congestion

Opportunities and Challenges

- Recent success demonstrates demand for intercity passenger rail service in NC and VA
- Proposed extension to Norfolk will provide significant ridership increase
- Connectivity to the NEC offers opportunity for unprecedented growth
- Additional frequencies and reduced travel time (such as those proposed by both NC and VA as part of the SEHSR network) are necessary to realize market potential

Opportunities and Challenges

- Without investment, existing rail infrastructure, station and equipment resources are insufficient to accommodate continued growth



- Amtrak as business partner
 - Total Employment = 1,017
 - Total Wages = \$85 Million
 - Total Purchases = \$193 Million
 - >2.2 Million Boardings and Alightings

