



# Amtrak Fact Sheet, Fiscal Year 2015

## District of Columbia

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### Amtrak Service & Ridership

Amtrak operates approximately 85 trains daily into and out of Washington, D.C.'s Union Station. This consists of primarily Northeast Corridor service including *Acela Express* and *Regional* trains.

Amtrak operates the following National Network trains through Washington, D.C.:

- *Capitol Limited* (daily Washington-Pittsburgh-Chicago)
- *Cardinal* (tri-weekly New York-Washington-Cincinnati-Chicago)
- *Crescent* (daily New York-Atlanta-New Orleans)
- *Palmetto* (daily New York-Savannah)
- *Silver Meteor* (daily New York-Miami)
- *Silver Star* (daily New York-Tampa-Miami)

Amtrak also operates the following trains, which are operated through Washington as Northeast Corridor trains but are State Supported trains away from the NEC:

- *Carolinian* (daily New York-Richmond-Washington)
- *Vermont* (daily Washington-St. Albans, Vt.)

**Total FY15 [Washington, D.C.](#), boardings + alightings: 4,971,128**  
(down 1.1% from FY14)

*Note: Washington Union Station is the second-busiest station in the Amtrak system.*

### Procurement/Contracts

Amtrak spent \$24,205,226 on goods and services in the District of Columbia in FY15.

### Employment

At the end of FY15, Amtrak employed 235 Washington, D.C., residents. Total wages of Amtrak employees living in Washington, D.C., were \$18,475,146 during FY15.

## **Commuter Partners**

Amtrak operates an average of 57 MARC Penn Line trains every weekday, under contract with the Maryland Transit Administration, and provides access to Union Station for all MARC services (Penn, Camden, and Brunswick lines). Late in 2012, the average weekday Penn Line ridership was 22,600. Starting on December 7, 2013, MARC began offering weekend service on the Penn Line, with nine Saturday round trips and six Sunday round trips. Amtrak also provides access to Union Station for Virginia Railway Express (VRE) trains.

## **DC to Richmond Southeast High Speed Rail**

The Virginia Department of Rail and Public Transportation (DRPT) and Federal Railroad Administration (FRA) are working to improve passenger rail service between Washington and Richmond. A Tier II Environmental Impact Statement (EIS), Preliminary Engineering, and a Service Development Plan are underway. This corridor is the northernmost segment of a planned Southeast High Speed Rail (SEHSR) corridor extending south to Florida. The project will provide the critical link between the heavily travelled Northeast Corridor and the rest of the SEHSR corridor. The EIS and Preliminary Engineering are expected to be completed late in 2017. As the provider of intercity passenger rail service, Amtrak continues to coordinate with DRPT and FRA on the future integration of services on these corridors.

## **Major Facilities**

Approximately 70,000 people pass through Union Station each day. Together, Amtrak, MARC, and VRE operate over 200 daily train movements at the station. The terminal was partially opened in 1907, completed in 1908, renovated in 1988, and includes over 150 stores and a food court.

Amtrak's corporate headquarters are located in Washington. Offices are located at Union Station (40 and 60 Massachusetts Avenue, N.E.), the REA Building (900 2nd Street, N.E.), 10 G Street, N.E., and the Ivy City maintenance facility in northeast Washington.

In addition to service to Union Station, *Northeast Regional* service trains to/from Lynchburg, Virginia, also stop at the VRE L'Enfant Plaza station for passengers with VRE tickets.

## **Infrastructure Improvements**

The earthquake of August 23, 2011, damaged portions of the ornamental plaster ceiling in the oldest sections of Union Station. Property manager Jones Lang LaSalle erected scaffolding to make repairs starting October 24, 2011. Repairs in the former passenger concourse were completed in May 2012 and repairs in the former waiting room (Main Hall) will extend into 2016.

The District of Columbia Department of Transportation (DDOT) completed during 2013 a \$7.8-million project to rebuild Columbus Plaza and Massachusetts Avenue in front of Union Station. The work included eliminating the traffic loop in the plaza and installing access points to Massachusetts Avenue on both the east and west sides of the station. Sidewalks and signals were be enhanced and security bollards replaced Jersey barriers.

Amtrak completed in July 2012 an extensive Master Plan to renovate the terminal complex, funded as part of a joint venture between partners such as MTA and the Virginia Railway Express. Concept design for an expanded concourse/boarding area was completed in 2015 and final design is now underway. Relocation of certain utility equipment will begin in winter 2016 and more visible construction work will begin in late 2016.

### **Washington Union Station's 2nd Century**

Washington Union Station's 2nd Century plan is a comprehensive expansion and improvement initiative that is projected to triple passenger capacity and double train capacity, by modernizing and expanding station facilities over the next 20 years. More than 37 million passengers, tourists, and shoppers pass through this station every year, making it the third most visited tourist destination in the world. With its success has come challenges, as the station has reached its capacity at peak travel times, resulting in long lines at departure gates, overcrowding, and visible passenger frustration. In addition, the station's platforms do not meet modern design standards. To address these issues, the 2nd Century plan seeks to unlock capacity at Union Station by adding several new lower-level concourses, new entrances, wider platforms, new passenger amenities, and more retail space.

The 2nd Century plan will also feature a new transit-oriented urban neighborhood, Burnham Place. This three million square-foot, mixed-use development over the track area will be developed by Akridge. The development will be a vital economic driver for the D.C. region, as it will reconnect the urban fabric of the station's adjacent neighborhoods, including NoMa, Capitol Hill, and the H Street Corridor. Burnham Place will feature retail, hotel, office and residential space, all integrated into open public spaces, including a green linear park connecting pedestrians and bikers north to Montgomery County, Maryland.

The 2nd Century plan includes several near-term project elements to ensure immediate benefits are realized to improve the passenger experience. All project elements seek to respect and preserve the history of this iconic landmark.