



Amtrak Fact Sheet, Fiscal Year 2017

District of Columbia

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 FY17 [Washington, D.C.](#), boardings + alightings: 5,225,460
(up 2.5% from FY16)

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

Procurement

Amtrak spent \$26,348,627 on goods and services in the District of Columbia in FY17.

Employment

At the end of FY17, Amtrak employed 253 Washington, D.C., residents. Total wages of Amtrak employees living in Washington, D.C., were \$21,674,846 during FY17.

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). 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 One Massachusetts Avenue, N.W., 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 Roanoke, Virginia, also stop at the VRE L'Enfant Plaza station for passengers with VRE tickets.

Washington Union Station's 2nd Century

Amtrak has progressed design for a large scale renovation of Washington Union Station's passenger concourse. This project, known as the Concourse Modernization Project will be the first set of improvements to come to life as part of Washington Union Station's 2nd Century plan. The 2nd Century plan is a comprehensive improvement initiative comprised of multiple projects that seek to triple passenger capacity and double train capacity over the next 20 years.

While Union Station has served the region well for over a century, it is now operating beyond its capacity, particularly during rush hours and peak travel times. Over 37 million people pass through Washington Union Station each year, making it one of the busiest intercity and commuter rail stations for Amtrak, MARC and VRE commuter service and Metrorail service. Ridership has soared, resulting in long and

crowded queues of departing passengers that routinely impede the public concourse, blocking flows and diminishing a fluid travel experience.

The Claytor Concourse, Union Station's intercity and commuter concourse, will be modernized and reconfigured to alleviate congested conditions, doubling its present capacity. The Concourse Expansion Program will enhance passenger comfort and accessibility, while enlivening the space with new architectural finishes and natural light. In addition to the expansion of the concourse, improvements by WMATA for a new Metrorail staircase and new First Street entrance will bring a consolidated set of passenger improvements to the western portion of the concourse.

In June 2015, Amtrak hired KGP Design Studio, Grimshaw Architects, and ARUP to achieve 100% design and construction phasing for the Project. Early-action construction work began in January 2017, including the relocation of key support services now impeding passenger circulation. The entire project is anticipated start construction in 2018, for completion by 2021 in advance of the introduction of a new *Acela Express* fleet. The Concourse Modernization Project advances in parallel to other 2nd Century Plan projects including the Federal Railroad Administration's Environmental Impact Statement (EIS) for the Washington Union Station Expansion Project, a comprehensive expansion and redevelopment of the station complex.