



# Amtrak Fact Sheet Fiscal Year 2018 *District of Columbia*

---

## Amtrak Service & Ridership

Amtrak operates approximately 85-90 trains daily in and out of Washington, DC's Union Station which includes Northeast Corridor, National Network, and State Supported service. Amtrak operates the following Northeast Corridor service:

- The high speed **Acela Express** (daily Washington-Baltimore-Wilmington-Philadelphia-Newark-New York-New Haven-Providence-Boston)
- The **Northeast Regional** (daily Richmond-Washington-BWI-Baltimore-Wilmington-Philadelphia-Trenton-Newark-New York-New Haven-New London-Providence-Boston)

In addition, Amtrak operates the following National Network trains through Washington, DC:

- The **Capitol Limited** (daily Chicago-Toledo-Cleveland-Pittsburgh-Washington)
- The **Cardinal** (tri-weekly New York-Washington-Charlottesville-Charleston-Cincinnati-Indianapolis-Chicago)
- The **Crescent** (daily New York-Washington-Charlottesville-Charlotte-Atlanta-Birmingham-New Orleans)
- The **Palmetto** (daily New York-Washington-Richmond-Charleston-Savannah)
- The **Silver Meteor** (daily New York-Washington, DC-Richmond-Charleston-Savannah-Jacksonville-Miami)
- The **Silver Star** (daily New York-Washington, DC-Richmond-Columbia-Savannah-Jacksonville-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:

- The **Carolinian** (daily New York-Washington-Richmond-Selma/Smithfield-Raleigh-Charlotte)
- The **Vermont** (daily Washington-New York-New Haven-Springfield-Lebanon-Essex Junction-St. Albans)

Amtrak serves [Washington Union Station](#) in the District of Columbia and the total number of boardings and alightings at the station was **5,197,237** in FY18.

## Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads in order to operate routes using tracks that are not owned or controlled by Amtrak. Host railroads are statutorily required to provide Amtrak trains “preference” over freight transportation. However, on time performance on most host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities.

Listed below are the Amtrak services that operate in the District of Columbia with each service’s host railroads and on-time performance (OTP) in FY18:

| <b>Service</b>                   | <b>Host Railroads</b>  | <b>FY18 OTP</b> |
|----------------------------------|--|-----------------|
| <b><i>Acela Express</i></b>      | Metro-North Railroad   | <b>77.6%</b>    |
| <b><i>Northeast Regional</i></b> | CSX, Metro-North Railroad, and Norfolk Southern  | <b>79.6%</b>    |
| <b><i>Capitol Limited</i></b>    | CSX and Norfolk Southern   | <b>40.1%</b>    |
| <b><i>Cardinal</i></b>           | CSX, Norfolk Southern, and Buckingham Branch Railroad  | <b>53.5%</b>    |
| <b><i>Crescent</i></b>           | Norfolk Southern   | <b>31.3%</b>    |
| <b><i>Palmetto</i></b>           | CSX  | <b>57.9%</b>    |
| <b><i>Silver Meteor</i></b>      | CSX, Florida Department of Transportation, and Florida Central Rail Corridor                   | <b>43.6%</b>    |
| <b><i>Silver Star</i></b>        | CSX, Norfolk Southern, Florida Department of Transportation, and Florida Central Rail Corridor | <b>37.6%</b>    |
| <b><i>Carolinian</i></b>         | CSX and Norfolk Southern   | <b>52.8%</b>    |
| <b><i>Vermonteer</i></b>         | Massachusetts Department of Transportation, Metro North, and New England Central               | <b>61.3%</b>    |

“On-time performance” represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

## Amtrak Guest Rewards

At the end of FY18, there were **130,517** members of the Amtrak Guest Rewards program in the District of Columbia. This is a 9% increase from 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. There also is MARC Penn Line weekend service, 9 trips on Saturday and 6 on Sunday. 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 traveled Northeast Corridor rail line from Boston to Washington, DC and the rest of the SEHSR corridor, enhancing public mobility and connectivity by providing faster, more frequent, and more reliable passenger rail service along the eastern seaboard. In order to develop a higher speed passenger rail link, additional tracks and other infrastructure improvements are being considered.

The EIS and preliminary engineering project is funded by DRPT via a grant from FRA. As the provider of intercity passenger rail, Amtrak continues to coordinate with DRPT and the FRA on the future integration of services on the SEHSR corridor.

## 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 January 2017, including the relocation of key support services now impeding passenger circulation. The entire project is anticipated to start construction in 2019 and will complement the introduction of a new **Acela Express** fleet which is accompanied by more frequent service. 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.