



Amtrak Fact Sheet Fiscal Year 2019 *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** (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 **5,207,223** in FY19.

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 FY19:

Service	Host Railroads	FY19 OTP
<i>Acela</i>	Metro-North Railroad	86.6%
<i>Northeast Regional</i>	CSX, Metro-North Railroad, and Norfolk Southern	85.9%
<i>Capitol Limited</i>	CSX and Norfolk Southern	36.5%
<i>Cardinal</i>	CSX, Norfolk Southern, and Buckingham Branch Railroad	50.0%
<i>Crescent</i>	Norfolk Southern	28.7%
<i>Palmetto</i>	CSX	62.8%
<i>Silver Meteor</i>	CSX, Florida Department of Transportation, and Florida Central Rail Corridor	49.4%
<i>Silver Star</i>	CSX, Norfolk Southern, Florida Department of Transportation, and Florida Central Rail Corridor	35.8%
<i>Carolinian</i>	CSX and Norfolk Southern	56.3%
<i>Vermonteer</i>	Massachusetts Department of Transportation, Metro-North, and New England Central	81.4%

“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 FY19, there were **151,451** members of the Amtrak Guest Rewards program in the District of Columbia. This is a 7% increase from FY18.

Procurement

Amtrak spent \$32,674,067 on goods and services in the District of Columbia in FY19.

Employment

At the end of FY19, Amtrak employed 248 residents of the District of Columbia. Total wages during FY19 of Amtrak employees living in the District were \$26,247,079.

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.

Northeast Corridor Vision

In response to strong and continued demand for rail travel in the Northeast Corridor, Amtrak has developed a vision for Next Generation high-speed rail service on the NEC. The first of many phased improvements – the introduction of new high-speed trainsets that will supplement and ultimately replace the *Acela*® fleet – is expected to be introduced into revenue service in 2021. Full build out of the NextGen high-speed rail vision could be achieved in 2040. Developed in consultation with its international peers, Amtrak's NextGen Vision proposes dramatic trip time reductions between major cities, more frequent trains, and new, dedicated infrastructure for high-speed trains, while upgrading and enhancing existing infrastructure for the 2,000 commuter trains, 140 Amtrak trains, and 60 freight trains that use the NEC each day.

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

About 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

Amtrak is preparing to break ground on a project to double passenger space in Union Station's passenger rail concourse, which will dramatically improve accessibility and connectivity while adding new seating, boarding gates, and a ClubAcela lounge among other customer amenities. The project sets the stage for the station's full-scale redevelopment which proposes additional concourses, a new train hall, and terminal rail improvements resulting in double the capacity for trains and passengers. The redevelopment is currently undergoing environmental review and is being coordinated with the development of 3 million square feet of retail, offices, and apartments above the rail yard by a private developer.