



Amtrak Fact Sheet Fiscal Year 2021 District of Columbia

Amtrak Service & Ridership

At the end of FY 2021, Amtrak operated 77 trains per day in the District of Columbia, as part of the following routes:

- **Long Distance**
 - Capitol Limited** (daily Chicago-Toledo-Cleveland-Pittsburgh-Washington)
 - Cardinal** (thrice weekly New York-Washington-Charlottesville-Charleston-Cincinnati-Indianapolis-Chicago)
 - Crescent** (daily New York-Washington-Charlottesville-Charlotte-Atlanta-Birmingham-New Orleans)
 - Palmetto** (daily New York-Washington-Richmond-Charleston-Savannah)
 - Silver Meteor** (daily New York-Washington-Richmond-Charleston-Savannah-Jacksonville-Miami)
 - Silver Star** (daily New York-Washington-Richmond-Columbia-Savannah-Jacksonville-Tampa-Miami)
- **State Supported**
 - Carolinian** (daily New York-Washington-Richmond-Selma/Smithfield-Raleigh-Charlotte)
 - Vermont** (daily Washington-Philadelphia-New York-New Haven-Berlin-Springfield-Essex Junction-St. Albans)
- **Northeast Corridor**
 - Acela** (daily Washington-Baltimore-Wilmington-Philadelphia-Newark-New York-New Haven-Providence-Boston)
 - Northeast Regional** (daily Richmond-Washington-BWI-Baltimore-Wilmington-Philadelphia-Trenton-Newark-New York-New Haven-New London-Providence-Boston)

Stations Served

During FY 2021, Amtrak served the following location in the District of Columbia.

City (Code)	Ridership
Washington Union Station (WAS)	1,758,409
Total District of Columbia Station Usage:	1,758,409

Amtrak maintains the Great American Stations website (<https://www.greatamericanstations.com/>), which includes detailed profiles of every Amtrak station. Information available includes a brief history of each station, a review of what organization or organizations are responsible for the various portions of each facility, a list of routes serving each station, contact information for the appropriate Amtrak representative for that station, and relevant local community links.

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that Amtrak does not own or control. 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 customer on-time performance (OTP) in FY 2021:

Service	Host Railroad (s)	FY21 OTP
<i>Capitol Limited</i>	CSX, Norfolk Southern	28.7%
<i>Cardinal</i>	CSX, Norfolk Southern, Buckingham Branch Railroad	54.1%
<i>Crescent</i>	Norfolk Southern	54.6%
<i>Palmetto</i>	CSX	60.7%
<i>Silver Meteor</i>	CSX, Florida Central Rail Corridor, Florida DOT	55.0%
<i>Silver Star</i>	CSX, Norfolk Southern, Florida Central Rail Corridor, Florida DOT	44.6%
<i>Carolinian</i>	CSX, Norfolk Southern	69.2%
<i>Vermont</i>	Massachusetts DOT, Metro-North, New England Central	86.7%
<i>Acela</i>	Amtrak, Metro-North	82.8%
<i>Northeast Regional (spine)</i>	Amtrak, Metro-North	87.6%

Customer OTP measures what proportion of customers arrive at their destination on time. For *Acela* trains, the margin is within ten minutes of the schedule and the margin is 15 minutes for all other trains. Thus, if a train is 16 minutes late to its final stop, and all its riders are headed for that stop, then even if the train is on time at every intermediate stop, customer OTP would be 0%, reflecting the passengers' experience.

Amtrak Guest Rewards

At the end of FY 2021, there were approximately 13.5 million members of Amtrak Guest Rewards (AGR), with 168,859 members listing an address in the District of Columbia. This is a 3.8% increase from FY 2020. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>

Procurement

In FY 2021, Amtrak procured goods and services worth \$2.63 billion, and more than 99% of that figure was sourced from firms headquartered domestically. In the District of Columbia, Amtrak spent \$39,676,822.

Employment & Wages

At the end of FY 2021, Amtrak employed 17,055 people, including 236 District of Columbia residents. Total FY 2021 wages were \$1.54 billion, of which District of Columbia residents earned \$44,992,481.

Section 212 Service

Congress authorized the Northeast Corridor (NEC) Commission in the Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432) and charged it with developing a formula to allocate NEC capital and operating costs based on usage, making recommendations to Congress, and facilitating collaborative planning. The Commission is made up of 18 members, including representatives from each of the eight NEC states, the District of Columbia, Amtrak, and the U.S. Department of Transportation. The Commission was chartered in 2010 to focus on near-term strategies to stabilize the NEC and establish a foundation for future growth through unified regional action. Given the importance of Amtrak's NEC

to the many communities it serves, and the fact that it crosses so many state and local borders in the region, the NEC Commission seeks to simplify coordination among these stakeholders to ensure the development and implementation of an effective modernization program.

Additional Information

Commuter Partners

Amtrak operates an average of 57 MARC Penn Line trains every weekday, under contract providing Amtrak operating personnel 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 roundtrips and six Sunday roundtrips. Amtrak also provides access to Union Station for Virginia Railway Express (VRE) trains.

Bipartisan Infrastructure Law

Enacted in November 2021, the Infrastructure Investment and Jobs Act (IIJA), or “Bipartisan Infrastructure Law,” provides \$66 billion in guaranteed funding for intercity passenger and freight rail over the next five years. That includes \$22 billion in dedicated Amtrak funding – for fleet modernization, state-of-good-repair work, and other specified project types – and another \$44 billion for FRA-administered grants. This historic federal investment will rebuild crumbling infrastructure, improve accessibility onboard and at our stations, enable overdue service expansions, and transform U.S. passenger rail service.

Amtrak Connects US

In 2021, Amtrak released the Amtrak Connects US vision for growing America’s passenger rail system and meeting the needs of both fast-growing metro areas and other underserved communities. Our vision proposed 39 new routes, 25 enhanced routes, and 160 new stops to serve 20 million new riders across the United States. Since then, the Federal Railroad Administration has launched the Corridor Identification & Development Program to establish a pipeline of intercity passenger rail projects ready for federal investment and technical assistance.

Importantly, the Amtrak Connects US vision was only a starting point. Amtrak is ready to work with States and other eligible entities to begin or expand service anywhere – regardless of whether the route was included in the vision.

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 2022. 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.

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 100 stores and a food court.

Amtrak's corporate headquarters are in Washington. Amtrak's corporate headquarters are located at 1 Massachusetts Avenue, N.W., with additional staff located in 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 continued construction to double passenger space in the Union Station rail concourse and converted a storage track (No. 22) to revenue service to increase rail capacity for Amtrak and Virginia Railway Express (VRE).

AMTRAK ROUTES IN FLORIDA

