



## Amtrak in the District of Columbia

### Fiscal Year 2024



*Amtrak is America's Railroad,<sup>®</sup> created by Congress to "provide efficient and effective intercity passenger rail mobility consisting of high quality service that is trip-time competitive with other intercity travel options." In FY 2024, the company's 22,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 32.8 million passengers. Amtrak's network includes 524 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Thruway routes offer connecting service to additional communities, typically via bus.*

### Service & Ridership

In FY 2024, Amtrak operated an average of **around 80 intercity trains per day** on 11 permanent routes serving the District of Columbia,<sup>1</sup> with **5,639,617 total passengers** boarding or alighting in the district.<sup>2</sup> Service was provided via the following routes:<sup>3</sup>

#### ▪ Northeast Corridor Trains

- **Acela** — Washington - Baltimore (BAL & BWI) - Wilmington - Philadelphia - New York - New Haven - Providence - Boston (11 round trips daily)<sup>4</sup>
- **Northeast Regional** — Washington - Baltimore (BAL & BWI) - Wilmington - Philadelphia - New York - New Haven - Providence - Boston (22 round trips daily)<sup>5</sup>

#### ▪ State-Supported Trains

- **Carolinian** — New York - Philadelphia - Wilmington - Baltimore (BAL & BWI) - Washington - Alexandria - Richmond (RVR) - Raleigh - Charlotte (1 round trip daily)
- **Vermont** — Washington - Baltimore (BAL & BWI) - Wilmington - Philadelphia - New York - New Haven - Hartford - Springfield - Essex Jct. (Burlington) - St. Albans (1 round trip daily)
- **Virginia Service** — Four sub-routes linking Washington with communities in Virginia; trains operate as *Northeast Regionals* north of DC, offering single-seat ride to / from points as far north as Boston:
  - **Norfolk** - Petersburg - Richmond (RVR) - Fredericksburg - Alexandria - Washington (3 round trips daily)
  - **Newport News** - Williamsburg - Richmond (RVM & RVR) - Fredericksburg - Alexandria - Washington (2 round trips daily)

<sup>1</sup> "Trains per day" total does not count *Virginia Service* trains separately from the *Northeast Regional* trips that they extend.

<sup>2</sup> Total equals sum of all boardings and alightings at in-state stations.

<sup>3</sup> Not all stops shown. Note that certain frequencies may not serve every station listed.

<sup>4</sup> Not all trips serve full route.

<sup>5</sup> Not all trips serve full route. Additionally, 2 round trips originate / terminate in Springfield, Massachusetts, rather than Boston, but follow the standard *Northeast Regional* route south of New Haven, Connecticut; 8 round trips originate / terminate at various endpoints in Virginia (3 in Norfolk, 2 in Newport News, 2 in Roanoke, and 1 in Richmond), but follow the standard *Northeast Regional* route north of Washington, DC. Travel by these trains outside of the Northeast Corridor spine is State-Supported service sponsored by, respectively, the Massachusetts and Connecticut Departments of Transportation (MassDOT / CTDOT) and by the Virginia Passenger Rail Authority (VPR).



- **Richmond** (RVM & RVR) - Fredericksburg - Alexandria - Washington (1 round trip daily)
- **Roanoke** - Lynchburg - Charlottesville - Manassas - Alexandria - Washington (2 round trips daily)
- **Long-Distance Trains**<sup>6</sup>
  - **Capitol Limited** — Washington - Rockville - Harpers Ferry - Martinsburg - Cumberland - Pittsburgh - Cleveland - Toledo - Chicago (1 round trip daily)
  - **Cardinal** — New York - Philadelphia - Wilmington - Baltimore (BAL) - Washington - Alexandria - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago (3 round trips weekly)
  - **Crescent** — New York - Philadelphia - Wilmington - Baltimore (BAL & BWI) - Washington - Alexandria - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans (1 round trip daily)
  - **Palmetto** — New York - Philadelphia - Wilmington - Baltimore (BAL & BWI) - Washington - Alexandria - Richmond (RVR) - Fayetteville - Charleston - Savannah (1 round trip daily)
  - **Silver Meteor** — New York - Philadelphia - Wilmington - Baltimore (BAL) - Washington - Alexandria - Fredericksburg - Richmond (RVR) - Fayetteville - Charleston - Savannah - Orlando - Miami (1 round trip daily)
  - **Silver Star** — New York - Philadelphia - Wilmington - Baltimore (BAL) - Washington - Alexandria - Richmond (RVR) - Raleigh - Columbia - Savannah - Orlando - Tampa - Miami (1 round trip daily)

As **State-Supported routes**, the *Carolinian*, *Vermont*, and *Virginia Service* are operated in partnership with the North Carolina Department of Transportation (NCDOT; *Carolinian*), the Connecticut Department of Transportation (CTDOT; *Vermont*), the Massachusetts Department of Transportation (MassDOT; *Vermont*), the Vermont Agency of Transportation (VTrans; *Vermont*), and the Virginia Passenger Rail Authority (VPRA; *Virginia Service*). Outside the Boston-to-Washington Northeast Corridor (NEC), Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) requires that short- and middle-distance Amtrak routes (i.e., those less than 750 miles in length) be State-Supported, which means that sponsoring partners fund the majority of those routes' costs and make decisions about schedule, frequency, and other aspects of service. In FY 2024, sponsoring partners funded a total of \$13.5 million in operating payments for the State-Supported routes serving Washington, helping support a combined ridership on those routes of 1,820,664.

## **Stations**

During FY 2024, Amtrak intercity trains made scheduled stops at 1 location in Washington, DC:

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<sup>6</sup> Effective Nov. 10, 2024, the *Capitol Limited* (Chicago - Washington, DC) and *Silver Star* (New York - Miami) are being temporarily combined into a new route, the *Floridian* (Chicago - DC - Miami), to accommodate regional capacity constraints created by a capital project in New York. The *Floridian* offers a single-seat connection between the Midwest and Florida, but does not serve *Silver Star* station stops north of Washington.

Station (Code)	Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment <sup>7</sup>
Washington (WAS)	5,639,617	Partial	Pending	\$7,820,166
<b>Total:</b>	<b>5,639,617</b>	<b>1/1</b>	<b>In Progress</b>	<b>\$7,820,166</b>

Importantly, Amtrak is working to ensure that its stations are fully accessible to individuals with disabilities. Most Amtrak-served stations are decades old; many were served by other railroads before the company ever existed. The Americans with Disabilities Act (ADA), enacted in 1990, requires that U.S. stations be made accessible; in response, Amtrak developed an ADA Stations Program (ADASP) to bring station components for which the company is responsible into full ADA compliance. ADASP aims to ensure Amtrak provides the best possible service in the shortest possible timeframe; the program will ultimately invest a total of \$1.8 billion in 385 communities nationwide, including a **\$7.8 million investment in the District of Columbia**. All Amtrak-responsible work is targeted for completion by the end of FY 2029.

Detailed profiles of every permanent Amtrak station stop, including current information on accessibility, can be found on the Great American Stations website: <https://www.greatamericanstations.com>.

### **Additional Footprint**

The Boston-to-Washington **Northeast Corridor** is currently America's only electrified high-speed rail corridor; Amtrak owns, maintains, and/or operates most of the NEC, including track in Washington, and provides access to other railroads at a fair cost, consistent with statute. (For instance, Amtrak-owned track in Washington is used by Maryland Area Rail Commuter (MARC) and Virginia Railway Express (VRE) commuter trains.) To support critical NEC infrastructure, Amtrak maintains a **maintenance-of-way base** in Washington.

Amtrak employees perform various kinds of maintenance work on locomotives, passenger cars, and *Acela* trainsets at Washington's **Ivy City Yard**; significant future improvements are planned to ensure that Amtrak can service next-generation equipment (e.g., new Airo trainsets that will carry *Northeast Regional* passengers in the coming years).

Additionally, Amtrak maintains a **crew base** and **commissary** in Washington. The district also hosts multiple Amtrak office buildings, including the company's **corporate headquarters**.

Notably, **Washington Union Station** is the second-busiest station in Amtrak's network; more than 5 million intercity passengers boarded or alighted there during FY 2024.

<sup>7</sup> "Amtrak ADA Investment" describes Amtrak's projected total investment in compliance work over the lifetime of ADASP. ADASP does not technically include WAS; compliance efforts there are advancing separately, may receive additional investment, and may be subject to a separate timeline.

## Host Railroads & On Time Performance

Outside the NEC, most Amtrak trains must travel over other “host” railroads’ tracks—and hosts generally control dispatching decisions on the tracks that they own. By law, Amtrak trains are supposed to receive preference over freight trains (i.e., priority in dispatching), but many host-dispatched trains arrive late at their destinations, and many routes do not meet on-time performance (OTP) standards established by the Federal Railroad Administration (FRA)—affecting millions of passengers per year.

Listed below are the Amtrak routes that operate in Washington, DC, along with each route’s major in-district host railroad(s) and full-route customer on-time performance (C-OTP)<sup>8</sup> in FY 2024:

Route	In-District Host(s)	C-OTP
<b>Northeast Corridor</b>		
<i>Acela</i>	Amtrak	77.8%
<i>Northeast Regional</i>	Amtrak	80.4%
<b>State-Supported</b>		
<i>Carolinian</i>	Amtrak, CSX	50.9%
<i>Vermont</i>	Amtrak	68.2%
<i>Virginia Service</i>	Amtrak, CSX	69.1%
<b>Long-Distance</b>		
<i>Capitol Limited</i>	Amtrak, CSX	71.3%
<i>Cardinal</i>	Amtrak, CSX	57.5%
<i>Crescent</i>	Amtrak, CSX	58.7%
<i>Palmetto</i>	Amtrak, CSX	66.1%
<i>Silver Meteor</i>	Amtrak, CSX	46.9%
<i>Silver Star</i>	Amtrak, CSX	40.8%

## Procurement

Amtrak’s procurements are subject to “Buy America”-style domestic preference requirements, which the company is proud to meet or exceed. Nationally, Amtrak paid nearly \$4.5 billion for goods and services in FY 2024; 99% of that amount was spent domestically, and **\$76.9 million** went to vendors in Washington:

Community	Amount
Washington, DC	\$76,949,359
<b>Total DC Procurements:</b>	<b>\$76,949,359</b>

Among the largest in-district payment categories was **professional services**.

<sup>8</sup> C-OTP measures the proportion of customers traveling on a given route who arrive at their destinations on time. Suppose that passengers board a train scheduled to make two stops, and suppose that train is on time at the first stop, but arrives late at the second. If all passengers alight at the first stop, C-OTP for that train is 100%; if all passengers alight at the second stop, C-OTP is 0%.

### Employment & Compensation

At the end of FY 2024, **2,755 Amtrak employees** worked in Washington, DC, and the company had paid out a total of **\$285,161,728 in base wages and salary** in-district. Nationwide, Amtrak employed more than 22,000 active workers; total base wages and salaries for the year exceeded \$2.1 billion.

### Contract Commuter Services

While Amtrak's core mission focuses on "intercity passenger rail mobility," the company also provides commercial services to several commuter rail authorities (which provide local or regional service) under market-based contracts. In Washington, DC, Amtrak operates **MARC** trains along the Penn. Line (DC - Baltimore, with some frequencies extending as far north as Perryville) and maintains additional MARC equipment for the **Maryland Transit Administration**.

## Current Amtrak Routes in Washington, DC

("Northeast Corridor" hosts Acelas, Northeast Regionals (including northwards extensions of Virginia Service trains), State-Supported trains, and Long-Distance trains. State-Supported Carolinian and Long-Distance Cardinal, Crescent, Silver Meteor, and Silver Star all include off-NEC legs south of Washington (indicated by the light blue box). Effective Nov. 2024, Chicago-Miami Floridian (not pictured) temporarily replaces part or all of two other routes, merging Chicago-Washington Capitol Limited service with Silver Star service south of DC.)

