

News Release



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AMTRAK TO TRANSFORM WASHINGTON UNION STATION INTO WORLD-CLASS TRANSPORTATION HUB

Master Plan revitalizes historic station, increases capacity, improves quality of passenger experience and adds vitality to regional economy

WASHINGTON – Amtrak is releasing a [Master Plan](#) today that offers a visionary and practical approach to revitalize the terminal at Washington Union Station. Developed in coordination with other stakeholders including U.S. Department of Transportation, Union Station Redevelopment Corporation (USRC), Virginia Department of Rail and Public Transportation, Virginia Railway Express, Maryland Transit Administration, Washington Metropolitan Area Transit Authority and Akridge, it lays the groundwork for an expanded and greatly improved intermodal station that will increase capacity to accommodate future service expansion, deliver the highest quality passenger experience and provide robust support to local and regional economic growth.

The Master Plan envisions dramatically improved facilities that are modern, safe, and secure which will accommodate three times as many passengers and twice as many trains, all within the same footprint and preserving Union Station's historic architectural design.

"Washington Union Station is an integral part of the Northeast transportation network, facing urgent capacity issues and a need to expand to support increasing ridership growth across all services," said Amtrak President & CEO Joe Boardman. "This plan will transform the station into a world-class transportation hub to serve the region and the mobility needs of generations of passengers yet to come."

"Today's plan ensures that Union Station will continue to serve as the gateway to our nation's Capital, providing growing numbers of passengers with even greater transportation options," said Deputy Secretary of Transportation and USRC Chairman John Porcari. "The Department of Transportation is committed to Union Station's future, both as an important part of the local economy and of the President's vision for a revitalized Northeast Corridor."

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The heart of the plan is the creation of a new train shed that will welcome passengers to the nation's capital, bring natural light to station spaces and better organize the connections to Amtrak, commuter rail, transit and other transportation services. New passenger concourses, along with a series of new street entrances, will be seamlessly integrated with the existing station, enabling passengers and visitors to easily access the entire station complex and adjoining neighborhoods while experiencing improved amenities and expanded retail opportunities.

The estimated cost for the Master Plan is between \$6.5 and \$7.5 billion (\$2012). In addition to creating a world-class facility with ample capacity for future high-speed, intercity and commuter rail service growth, these investment levels would generate enormous benefits to the city and region through job creation, increased tax revenues, and enhanced economic development. It also will help to create significant public spaces that can be enjoyed for decades and bring together the adjoining neighborhoods that are now cut-off from one another.

Importantly, the plan also makes possible the accommodation of tracks, platforms and concourses to support a new Next Generation High-Speed Rail (NextGen HSR) concourse below the existing station platforms to keep pace with the growth projections and plans outlined in the recently released [*The Amtrak Vision for the Northeast Corridor: 2012 Update Report*](#). This future lower-level concourse could allow for a potential NextGen HSR extension south of Washington to connect with the proposed Southeast HSR Corridor.

The Master Plan creates a framework for progressive capital investment with a phased construction approach to be accomplished incrementally over 15 to 20 years, providing numerous local, regional and national benefits, and creating an improved station that will benefit millions of rail passengers, transit riders, area workers and residents, tourists and the public. It is estimated to generate a total of \$14.3 billion (\$2012) in regional economic benefit through direct construction expenditures and other related economic impact.

In addition, the Master Plan includes a public-private partnership to build three million square feet of mixed-use development for [Burnham Place](#), which is envisioned as a major commercial, retail and residential center. Since purchasing the air rights over the Union Station rail yard in 2006, Akridge has worked in close partnership with Amtrak and USRC for nearly four years on planning and design of the project.

"This project will be transformative for the entire Washington region," said Akridge Chairman Chip Akridge. "It will touch residents and visitors alike by creating an iconic transportation hub that integrates housing, offices and neighborhood shopping. Akridge is proud to be part of the Amtrak plan and looks forward to making this vision a reality."

About Washington Union Station:

Washington Union Station was designed by Daniel Burnham and opened in 1907. The station is the second busiest in the Amtrak system, serving providing service to the Northeast Corridor via *Acela Express* and *Northeast Regional* Service and eight Amtrak long-distance and regional trains. In addition, it serves as the anchor for MARC and Virginia Railway Express commuter service, and provides connections to Metro transit and multiple bus services along with access to two bicycle facilities. The station will soon provide service to the DC Streetcar line that is currently under construction. Today, the station is currently operating beyond its capacity, serving 100,000 passenger trips and 200 trains per day.

About Amtrak®:

Amtrak is America's Railroad®, the nation's intercity passenger rail service and its high-speed rail operator. A record 30.2 million passengers traveled on Amtrak in FY 2011 on more than 300 daily trains – at speeds up to 150 mph (241 kph) – that connect 46 states, the District of Columbia and three Canadian Provinces. Amtrak operates intercity trains in partnership with 15 states and contracts with 13 commuter rail agencies to provide a variety of services. Enjoy the journey® at Amtrak.com or call 800-USA-RAIL for schedules, fares and more information. Join us on facebook.com/Amtrak and follow us at twitter.com/Amtrak.

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UNION STATION MASTER PLAN OVERVIEW

Washington D.C.



View of the historic station, train shed and air rights development from the southwest. Image courtesy of Akridge/SBA.

THE CHALLENGE

Designed by Daniel Burnham and opened in 1907, Washington Union Station instantly became one of the pre-eminent passenger rail facilities in the world, and a national landmark. Today, with renewed growth in rail travel, it has emerged as one of the nation's busiest transportation hubs and a model for multimodal transportation centers across the country. The station is the second busiest in the Amtrak system, hosting 100,000 passenger trips per day. Eight Amtrak long-distance and regional train lines serve the station, in addition to Amtrak's Acela Express and Northeast Corridor routes, MARC and Virginia Railway Express (VRE) services, the Metrorail's Red Line, local, region, tour, and intercity bus lines, and two bicycle facilities. Streetcar service is soon to arrive, with a new line currently being constructed that will connect the station with surrounding neighborhoods. Located in a vibrant business district, and a retail and tourist destination in its own right, Union Station is an engine for sustainable economic growth, and its ability to expand and thrive is essential to continued regional vitality.

While Union Station has served the region well for over 100 years, it is now operating beyond its capacity, especially during rush hours and peak travel periods. Queues of departing Amtrak passengers form a half-hour before boarding begins and routinely extend into the public concourse, blocking flows. Additionally, the tracks and platforms do not comply with modern design standards, including the requirements of the Americans with Disabilities Act (ADA) and the emergency egress standards of life safety codes. The mixing of train servicing activities with passengers – both concentrated at the same end of the platforms – creates circulation bottlenecks that will worsen as passenger volumes increase. Many of the station's support facilities are obsolete and inadequate for modern railroad operations.

Realizing the station's potential for growth must be accomplished within the existing station footprint, preserve the iconic existing Union Station, limit negative impacts on surrounding neighborhoods, and respect the historic legacy of Daniel Burnham's original station design and Washington's city plan.

THE SOLUTION

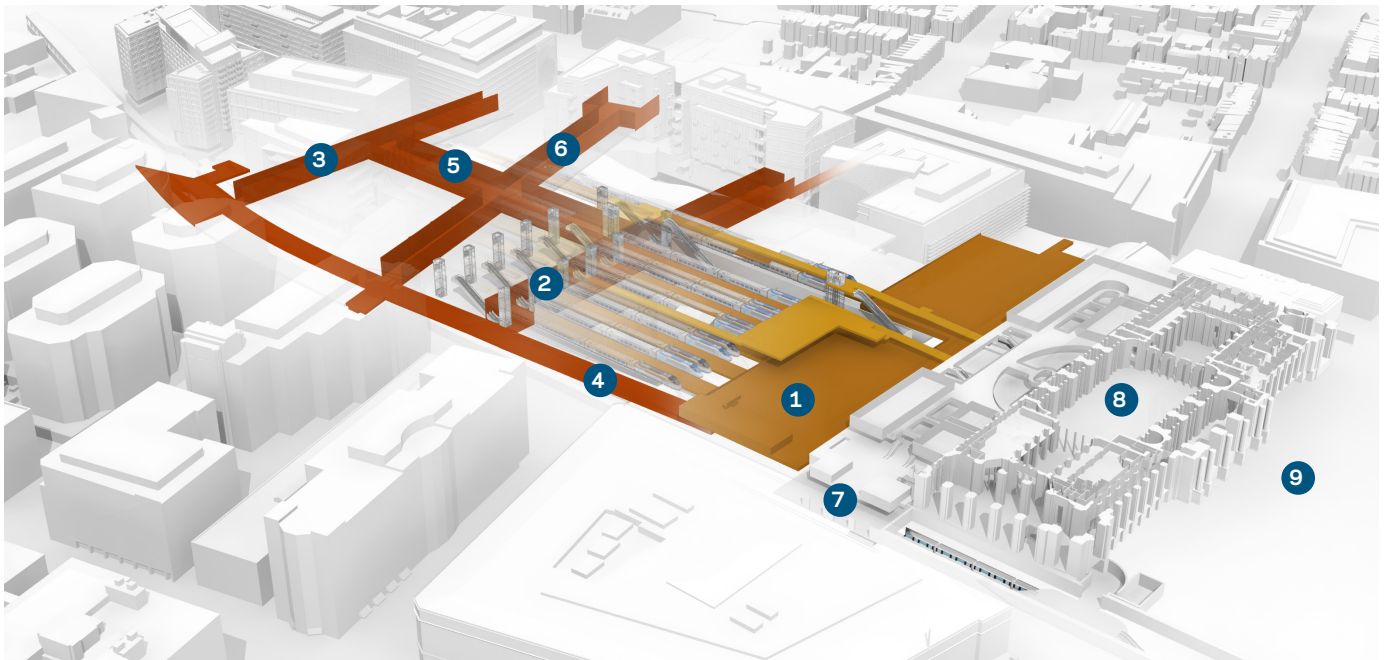
Amtrak and other stakeholders, including Union Station Redevelopment Corporation (USRC), United States Department of Transportation (USDOT), Maryland Transit Administration (MTA), Virginia Department of Rail and Public Transportation (VDRPT) and the Washington Metropolitan Area Transit Authority (WMATA), among others, have engaged in a collaborative planning process, creating a world-class master plan that addresses existing deficiencies and provides for future growth. The Washington Union Station Master Plan (Master Plan) creates a framework for capital investment that will provide numerous local, regional, and national benefits. The plan is practical, with phased construction that can be accomplished incrementally.

The plan will improve the primary functions of the station, focusing on the core needs and customer experience of a multimodal transportation center, by increasing:

Capacity to triple the passengers in the station and double the train service, moving towards more sustainable transportation.

Quality to improve the passenger and visitor experience as commuters and travelers move swiftly and efficiently across all modes of transportation.

Vitality in the surrounding area by providing transportation and economic growth to support Washington as a nexus of cultural, political, and business opportunity in the region and nation.



Diagrammatic view of the master plan from the southwest.

- 1 Concourse A
- 2 Concourse B
- 3 Concourse C
- 4 West Concourse
- 5 Central Concourse
- 6 Market Passage
- 7 Metro
- 8 Main Hall
- 9 Columbus Plaza

The Master Plan creates a vision that celebrates the renaissance of rail transportation in the United States, expanding the truly wonderful station that serves millions each year – rail passengers, transit riders, area workers and residents, tourists and the general public.

PLAN ELEMENTS

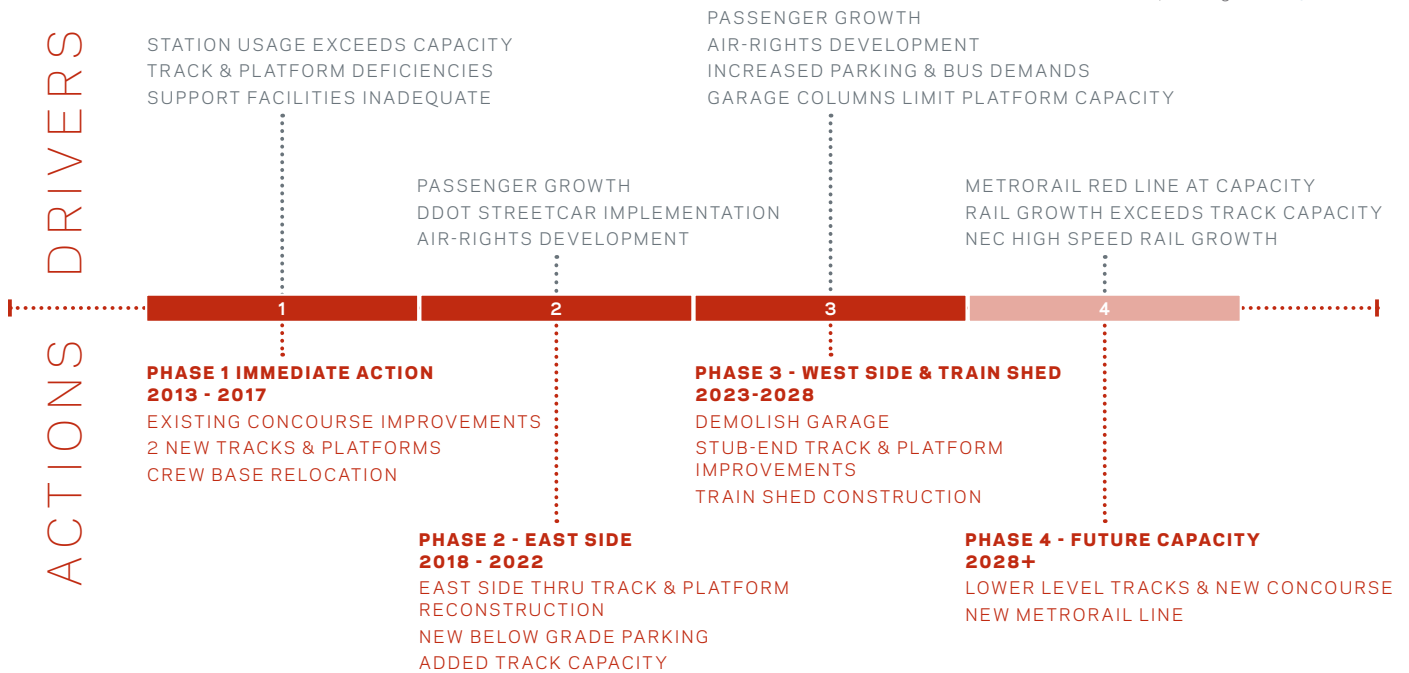
The power of the Master Plan lies in its ability to create a high-functioning and well-integrated multimodal transportation hub, as well as a wonderful new urban neighborhood – all within a relatively confined space. The Master Plan matches the quality and vision of the original, iconic Union Station design, while creating a world-class transportation hub and preserving Union Station as an architectural treasure. The further appeal of the plan is its ability to create critical station space on multiple levels below the tracks and platforms. The Master Plan combines significant new passenger features with new connections to the city and a practical approach to phased construction.

The heart of the plan is the creation of a new train shed that will welcome passengers to Washington, bring natural light to station spaces, and symbolically organize the connections of all transit modes. The new train shed will become the nexus for vertical connectivity to the commercial development above and horizontal connectivity between

the train station and its neighborhood. The planted vegetated roof of the train shed will retain rainwater, and temper the interior environment.

New passenger concourses will be seamlessly integrated with the existing historic station building, enabling passengers and visitors to spread throughout the station complex in light-filled spaces with significant retail and passenger amenities. Two north-south public concourses will form the backbone of the circulation system – the Central Concourse on the north-south axis of the historic station, and the West Concourse connecting to Metro and the business district on the west side. These public concourses will connect new passenger spaces with the existing station, including a series of new street entrances along 1st and 2nd Streets.

The existing Concourse A, which currently serves both intercity and commuter rail passengers, will be one of the first areas of improvement. This important passenger space will be substantially widened and opened vertically, fitted with a new glazed roof to increase natural light and spaciousness. This concourse will have a direct line of sight to the tracks and platforms, and will be the primary Amtrak waiting and boarding concourse. Amtrak's passengers will have a seamless experience extending from an improved taxi operation,



(above) New train shed as seen from H Street.

(lower) The Concourse A looking northwest showing the waiting areas, skylights and mezzanine bridges.



through enlarged waiting areas and onto wide and open platforms.

Complementing the renovated existing Concourse A, two new commuter concourses will efficiently connect rail passengers to the city. These new passenger concourses will be located one level below the tracks and platforms, with Concourse B, at approximately the center of the platforms, and Concourse C at the north ends of the platforms. While commuters will be able to use all three concourses, Concourses B and C will see primary commuter use. An east-west pedestrian connection directly beneath H Street, called the Market Passage, will interconnect with the other public concourses, offer more opportunities for retail uses, and help to re-weave the urban fabric of the city below the tracks and platforms.

Union Station currently has 20 usable rail platform tracks, served by a combination of high-level and low-level platforms. All of these platforms are less than 20 feet wide and are only accessible to passengers at their southern ends. Many are interrupted by columns supporting the parking garage or the H Street Bridge. Capacity growth and safety standards cannot be achieved without realigning and re-spacing the station tracks; the Master Plan creates platforms that are wider, longer and straighter – and capable of handling more passengers per train and more trains per hour than the existing platforms. The new platforms will meet ADA

accessibility requirements and the rigorous emergency egress standards required in transit facilities.

The new Union Station complex will be a multi-level facility, with new development above the tracks creating a new street network and neighborhood, and complementing the transportation functions below. Public spaces at the H Street level air rights development will focus on the new train shed with multiple, sky-lit atria that will bring both light and passengers to the station below. The air rights development will provide a number of new entrances to Union Station, crowned by a new northern entrance into the train shed, connecting the streetcar line, public plazas and passenger concourses with retail, hotels, offices and residences. Complementing the open space system, a new linear park will connect NoMa's¹ planned park improvements at L Street with landscaping and the northern continuation of the Metropolitan Bike Trail.

IMPLEMENTING THE PLAN

The Master Plan envisions a phased construction effort over a 15-20 year period, designed to efficiently implement the plan and minimize disruption to the station users and the surrounding neighborhoods. It incorporates a construction approach that is conducted in three phases of implementation:

Phase 1 includes early action projects to facilitate subsequent construction phases

¹ "NoMa" refers to a DC neighborhood north of Union Station. The District of Columbia City Council approved creation of the NoMa Business Improvement District in 2007. Development has ushered in a number of prominent commercial businesses, government organizations, and retail establishments.



Central Concourse as viewed from the south showing waiting areas, reconstructed tracks and platforms, the first class lounge & retail opportunities.

and relieve existing passenger and train congestion and significant improvements to Concourse A.

Phase 2 includes reconstruction of the east side of the rail yard - providing all new tracks and platforms (with two tracks added to capacity), new passenger concourses, and replacement parking below.

Phase 3 includes the renovation of the west side of the rail yard, including the terminal stub end tracks and construction of the train shed that will be the centerpiece of the passenger experience and the urban development above.

Phase 4 provides for further expanded tracks and platforms on a lower level and the creation of a new Amtrak lower-level concourse, and provides the basis for extension of expanded high-speed rail service south to Virginia and the Southeastern United States.

The phased construction allows major investments in new capacity to occur as needed, with the scope and timing of future investments based on travel demand and the availability of resources. Phased construction leverages the available untapped real estate that exists beneath the tracks and platforms, which is important as station facilities can not be expanded upwards or laterally. The construction will be implemented in a top-down approach, permitting the tracks and platforms to

be built first, and allowing the air rights development platform and below-grade levels to be constructed simultaneously, or afterwards. Creating the foundations and support structure for the reconfigured train station will require a higher initial investment, but this up-front construction creates the opportunity for the construction of three million square feet of air rights development above coupled with six million square feet of station development below.

COST AND BENEFITS

The preliminary estimated cost for the station reconstruction and terminal capacity expansion is between \$6.5 and \$7.5 billion (2012 dollars). This provides for the construction of Phases 1, 2, and 3, and includes contingencies and allowances for design and other ancillary costs associated with implementation. When combined with an estimated \$1.5 billion (2012 dollars) for the air rights development, this spending is estimated to have an impact on the Washington area economy of between \$13.5 to \$15 billion in gross regional product over the same 15-20 year construction period. Additionally, expenditures by arriving Amtrak passengers at Union Station, currently at approximately \$900 million, are projected to grow to approximately \$2.75 billion, an increase of \$1.85 billion, or 200%.

By making this investment in Washington Union Station, the city and region receive enormous benefits. There will be room to comfortably triple the number of passengers

and double the number of trains within the existing station footprint. Commuters will be able to move expeditiously through the station to their connections. And the plan will create significant public spaces that can be enjoyed for decades to come, knitting the city of Washington together in a way that has not been possible for 100 years. Union Station itself will strengthen its role as a destination, a magnet for commercial and cultural events, and the region's most significant transportation hub. Finally, the investment also makes possible the extension of high-speed rail service into the Southeastern United States.

CONCLUSION

The Master Plan is a visionary, yet practical way to meet the region's transportation needs for the next century. The Master Plan creates capacity, provides the highest quality passenger experience, and stimulates economic vitality for the National Capital Region. The plan provides and facilitates the local, regional and national travel capabilities to support Washington as the political, cultural, and business capital of the country. It is a practical way to rebuild Union Station because it uses a phased approach and is designed with the budget realities of today's world in mind. We have a once-in-a-generation opportunity to secure the long-range transportation and economic future of the Washington region and the Northeast mega-region by equipping Union Station for its second century of outstanding service to the traveling public.