

Understanding Washington Union Station's Entities and Future Enhancements

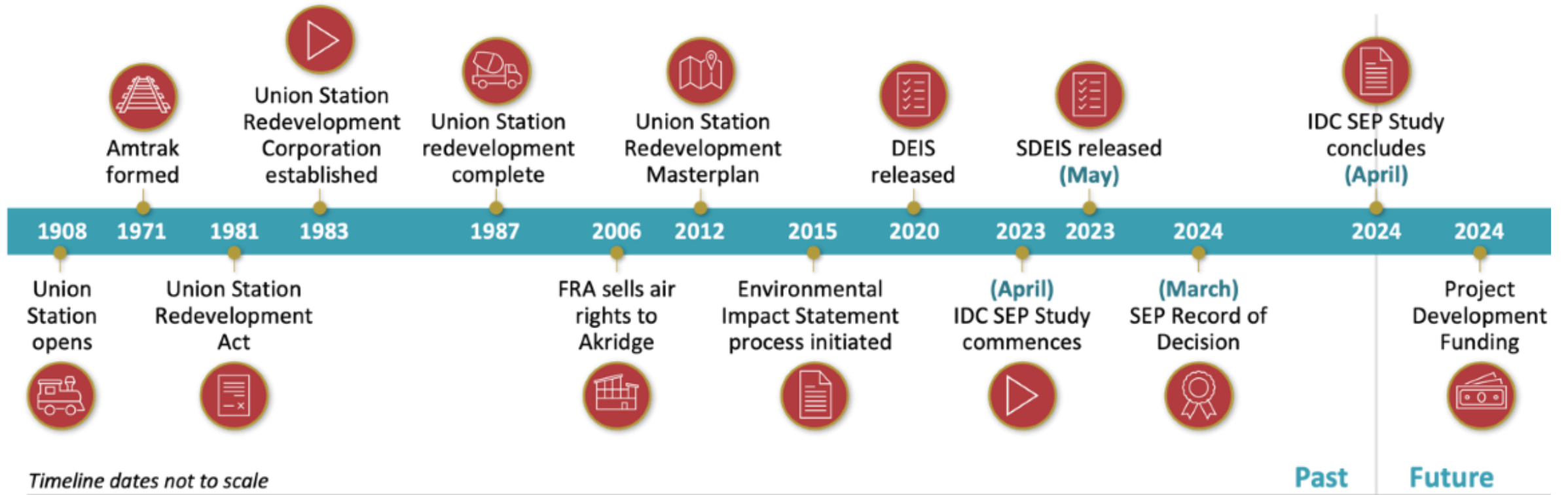
Federal City Council presentation to the MWCOG Board
of Directors

Wednesday, November 13th, 2024

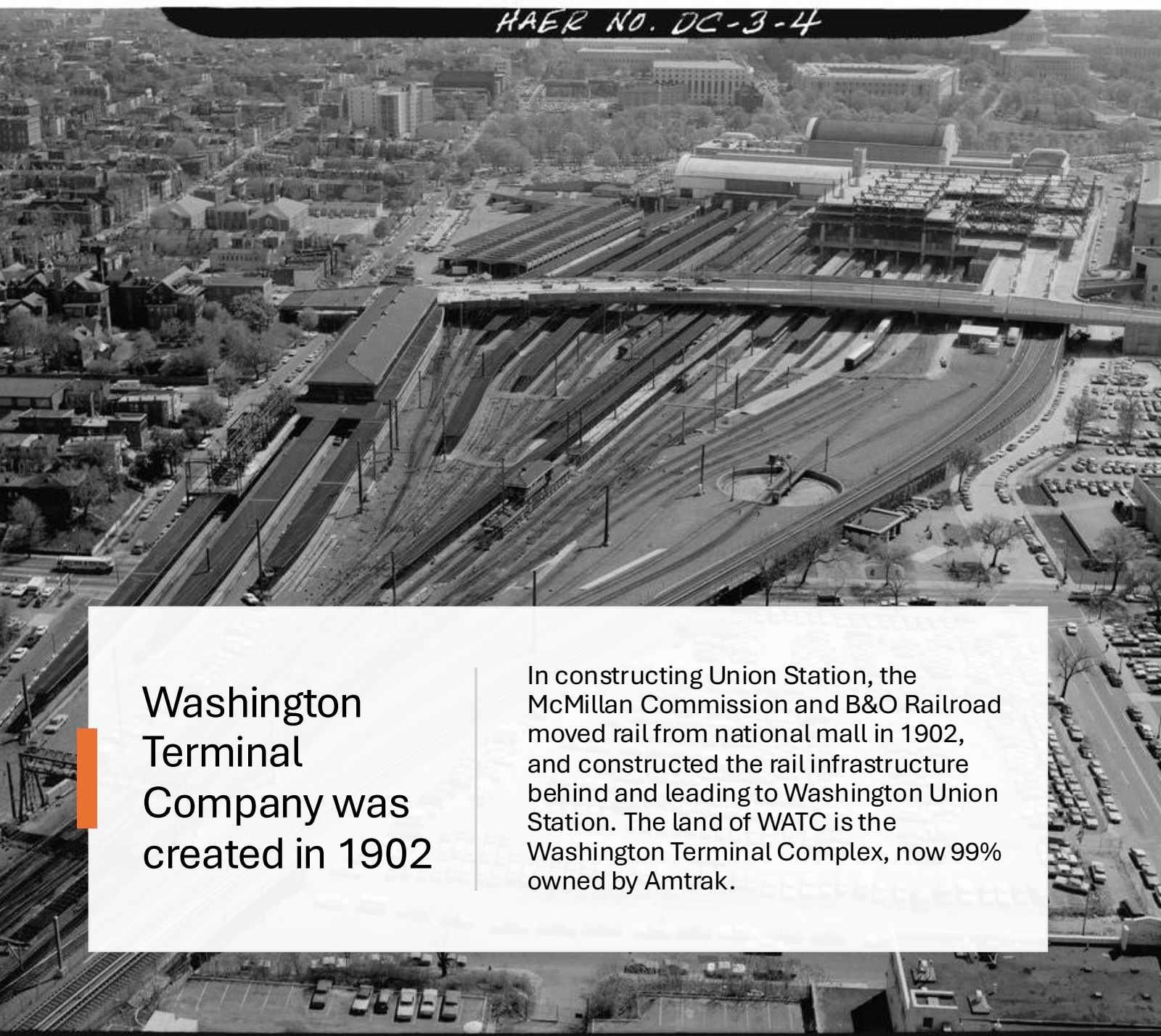


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Washington Union Station's History



HAER NO. DC-3-4



Washington
Terminal
Company was
created in 1902

In constructing Union Station, the McMillan Commission and B&O Railroad moved rail from national mall in 1902, and constructed the rail infrastructure behind and leading to Washington Union Station. The land of WATC is the Washington Terminal Complex, now 99% owned by Amtrak.



Saving Union Station in the 80s

- **1970's:** In the Pits (literal & metaphorical)
- **1981:** Union Station Redevelopment Act
 - Transferred station ownership to USDOT
 - Established nonprofit, USRC to oversee improvements and rehabilitation
- **1990s:**
 - MARC service improvements
 - Launch of VRE
 - Acela infrastructure investments
- **2010:** Launch Intercity Bus Facility
- **2012:** Amtrak + Akridge release Master Plan
- **2024:** Environmental Review for SEP Completed



USRC Governance Structure

The Union Station Redevelopment Corporation (USRC) Board of Directors is comprised of 5 Board Members:

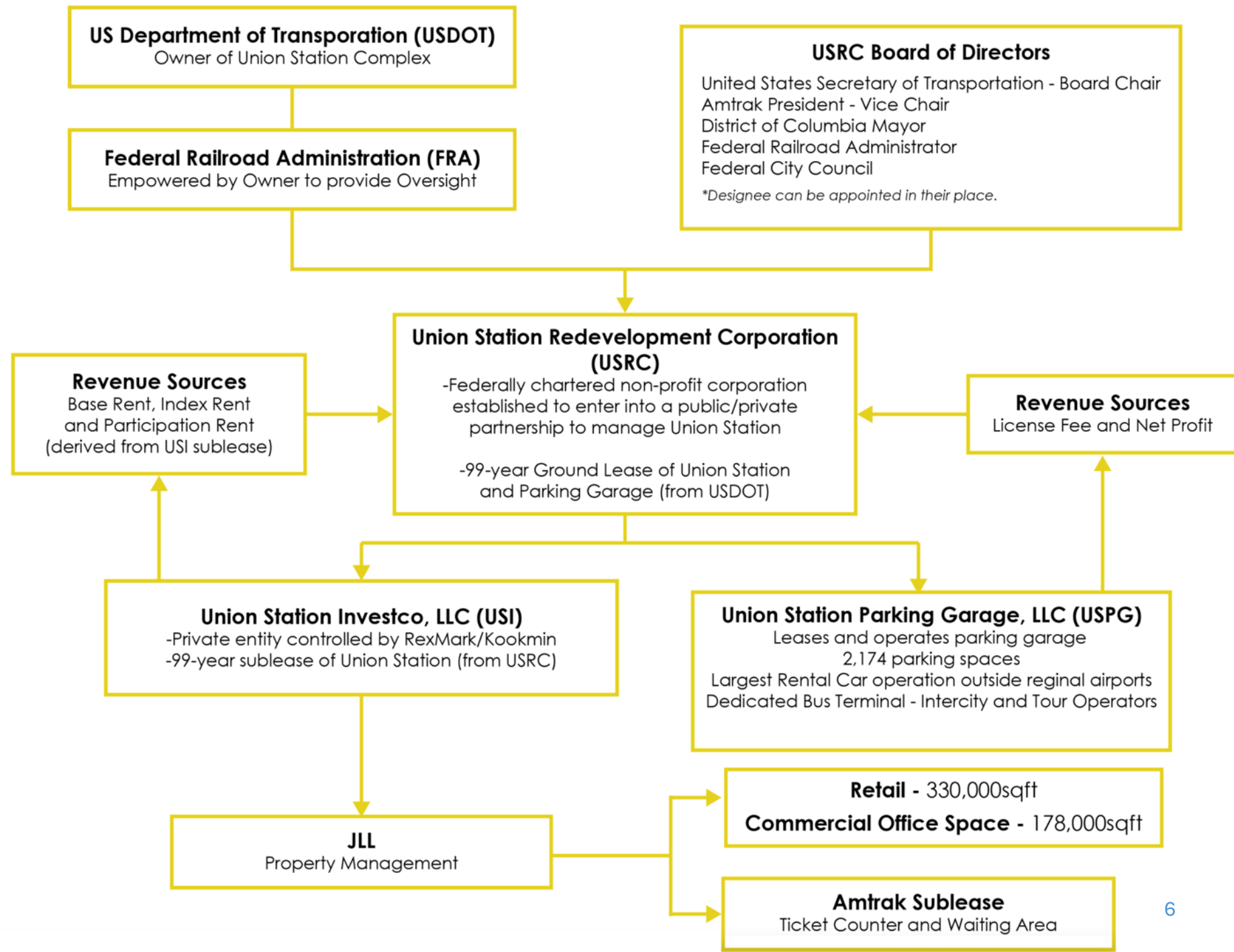


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- **The USRC Board of Directors is comprised of:**
 - United States Secretary of Transportation, Chair of the USRC Board
 - President of the National Railroad Passenger Corporation, Vicechair of the USRC Board
 - Federal Railroad Administrator
 - Mayor of the District of Columbia
 - President of the Federal City Council

USRC Board + USI Lease



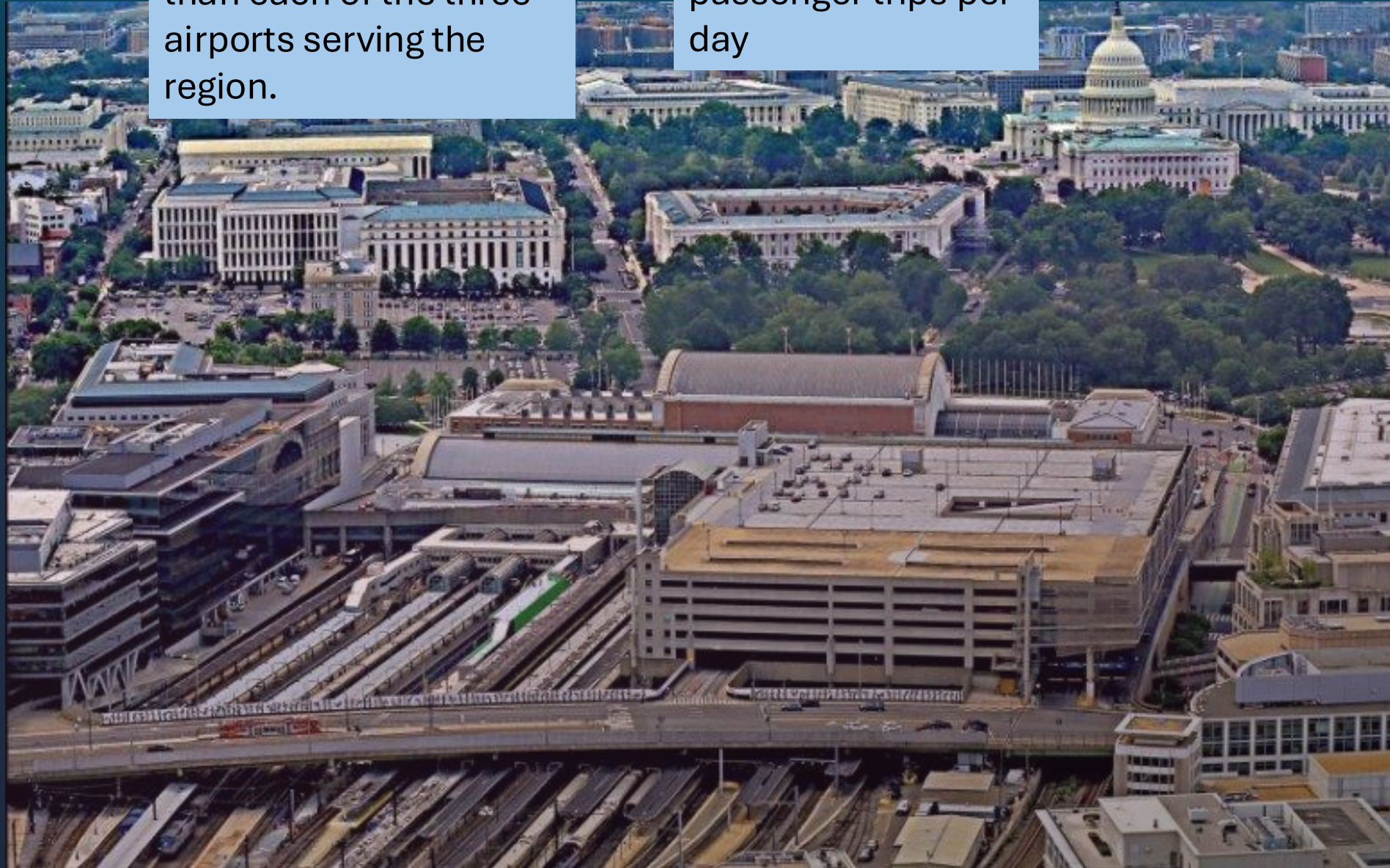
Washington Union Station Today:

2nd busiest
railroad station in
the nation

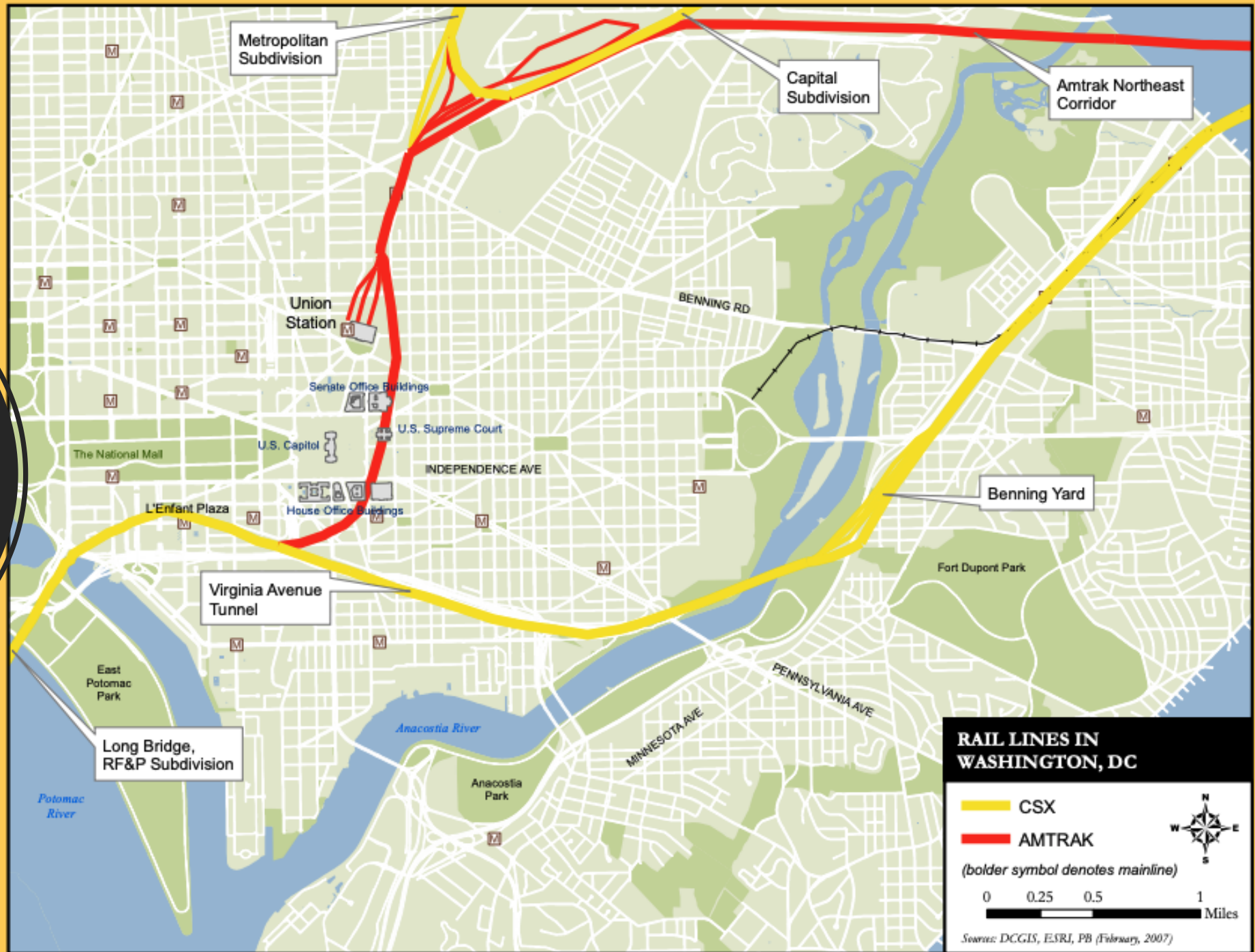
37 million
visitors annually

More visitors
than each of the three
airports serving the
region.

50,000 rail
passenger trips per
day



DC Rail Infrastructure today is Complex: All infrastructure is split between CSX, VA, and Amtrak

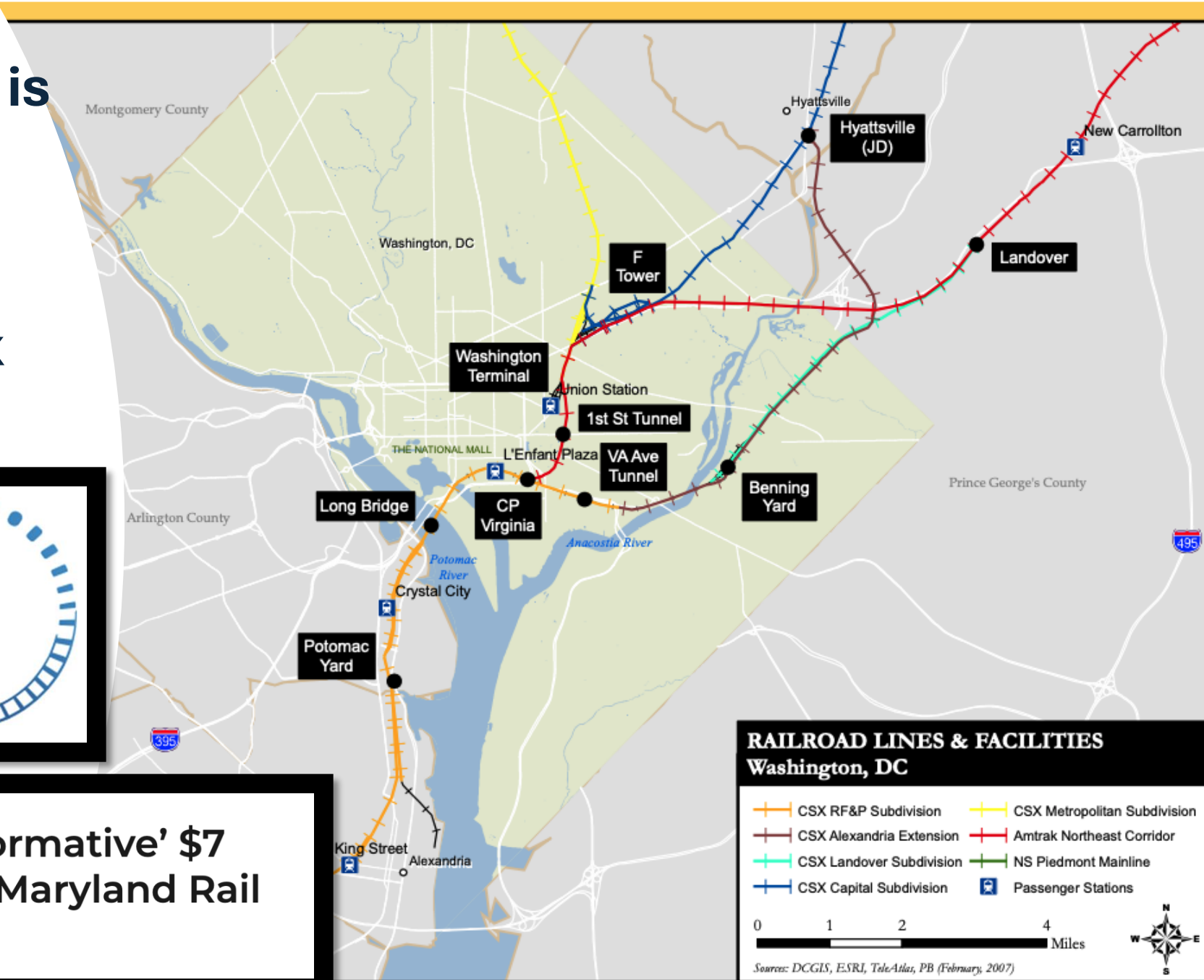


The Region + Nation is making significant investments in DC's Amtrak- and CSX-owned Rail Network



Governor Moore Hails 'Transformative' \$7 Billion Federal Investment in Maryland Rail Infrastructure

Figure 2-6. Washington, DC Area Railroad Segments



SEP Overview: Essential National Network Enhancements

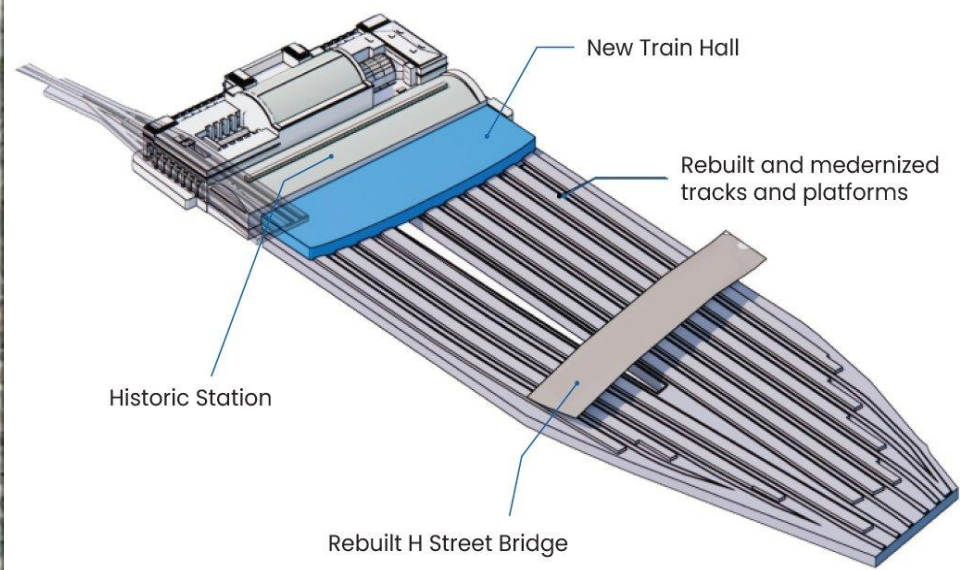


2040 Projected Passenger Growth:

AMTRAK
95% increase

MARC
151% increase

VRE
249% increase



SEP Overview: Entities

Washington Union Station Expansion Project (SEP) Ownership Overview:

**Union Station is Unique, as
the only Federally-Owned
Rail Station in America:**

- FRA-USDOT
- USRC
- Amtrak
- DDOT
- Akridge
- WMATA



SEP Overview: DC's Local investment of \$325 million in the H Street Bridge Reconstruction is Critical to SEP Success

- \$325 million project, DC using \$300 million of local funding and has been in our CIP for more than a decade.
 - Despite driving costs with design demands, Amtrak has also delayed the project making the cost of time significant.
- See video speaking to design of bridge and project integration with SEP here: <https://hstreetbridgene-replacement.ddot.dc.gov/>



SEP Opportunity: Maximize ROI of Regional + NEC Investments + \$36 Billion Committed to Passenger Rail from Richmond to NYC

LONG BRIDGE PROJECT
Connecting North and South Through our Nation's Capital



\$2.3 Billion VA Investment

Frederick Douglass Tunnel
B&P TUNNEL REPLACEMENT



\$4.7 Billion MD Investment

**H STREET BRIDGE
NE REPLACEMENT**



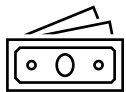
\$300+ million DC Investment

To fully realize the value of these historic regional and national rail investments, Union Station requires redevelopment.

SEP Opportunity: Efficiency + Economic Impact



6,300 Jobs Created
Annually



Between \$296 and
\$557 million of
annual labor
income



Between \$414 and \$778 million in annual
economic activity



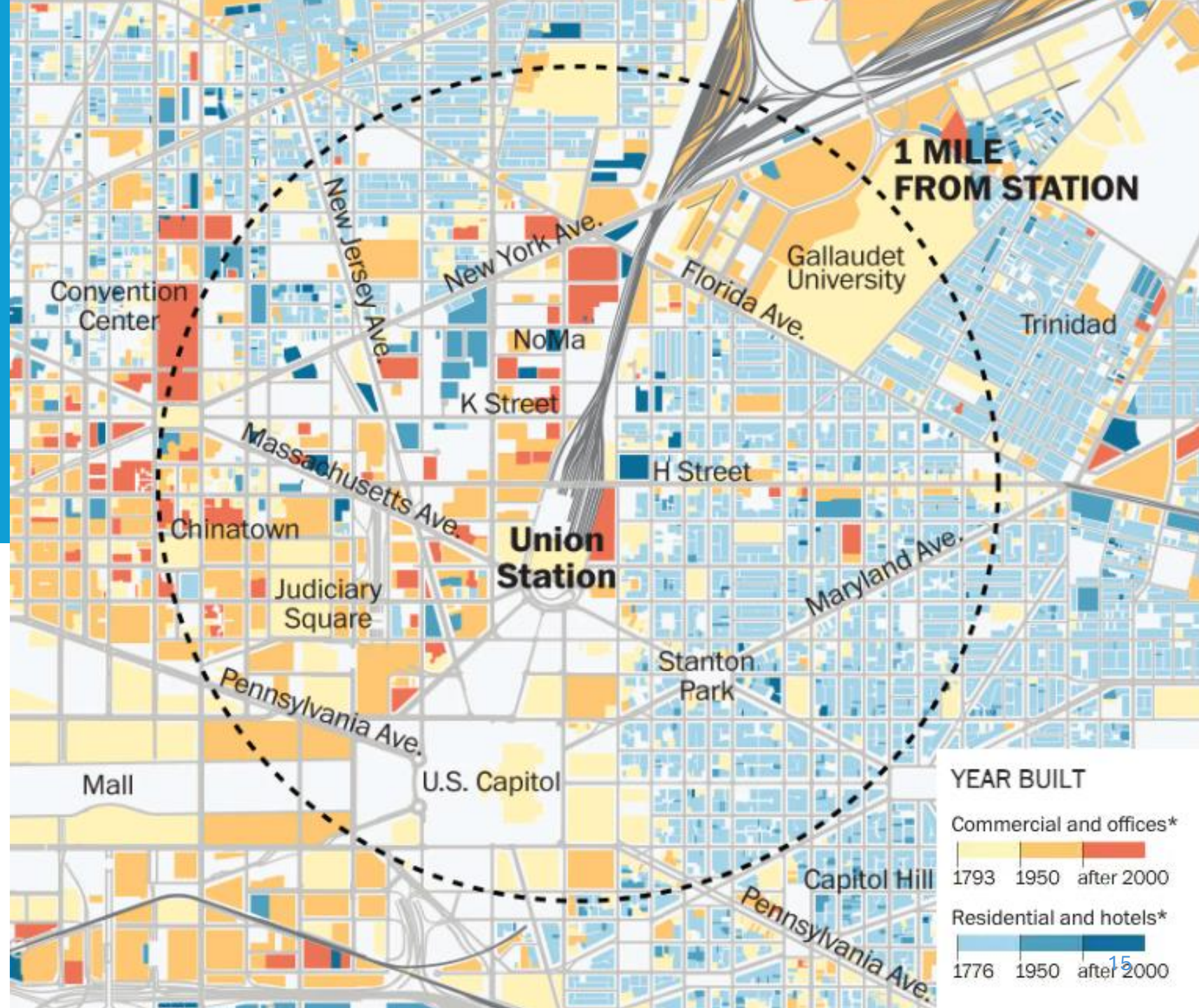
Social equity
and access to
opportunities
created



Greenhouse Gas and
VMT Reduction

SEP Opportunity: Connect to DC's Investments in Downtown Recovery + Enhancement of the Federal City

- In 2016, more than 100,000 federal workers worked within a mile of Union Station.
- The federal government has used P3s to fund infrastructure it owns in DC throughout its history.



FRA's Video Overview of Washington Union Station Expansion Project (SEP)



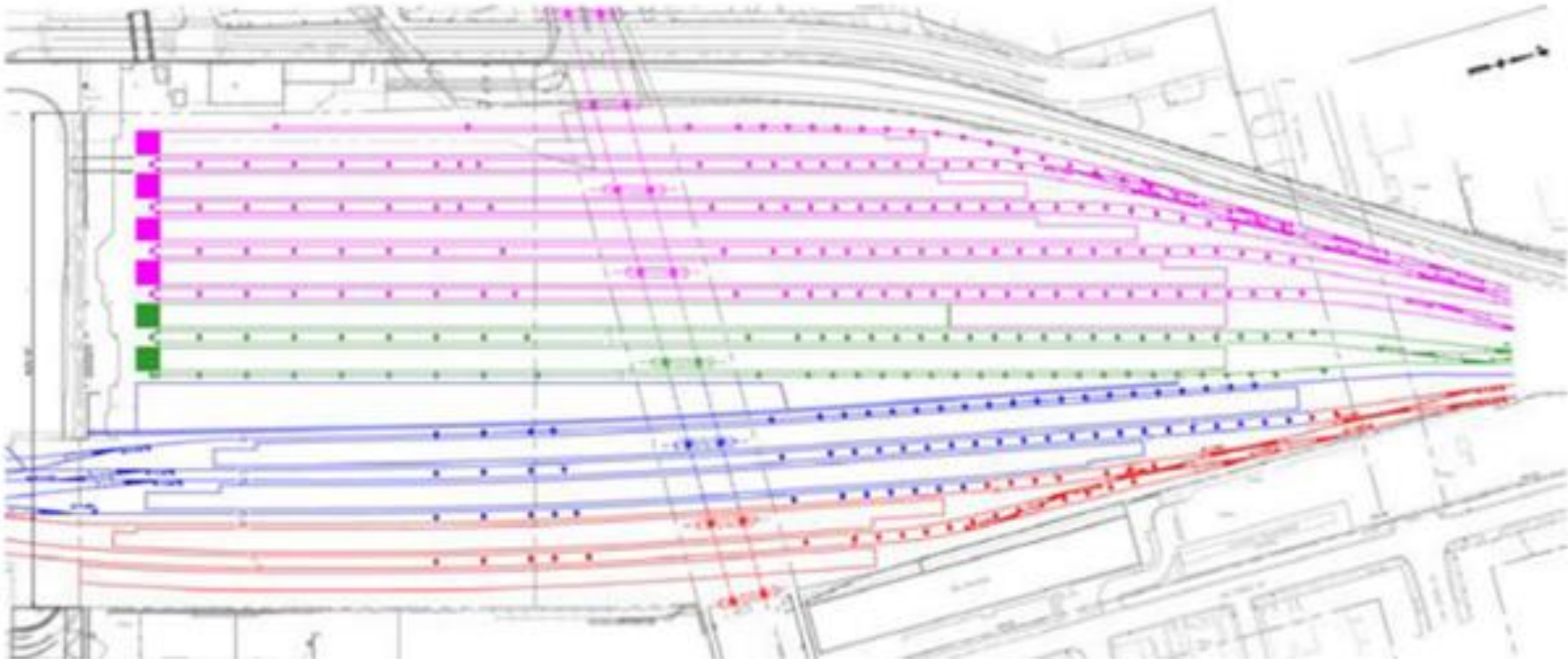
See the [FRA's animated video of renderings of the SEP's Preferred Alternative F](#) by clicking the video embedded on this slide.

Thank you!



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Appendix

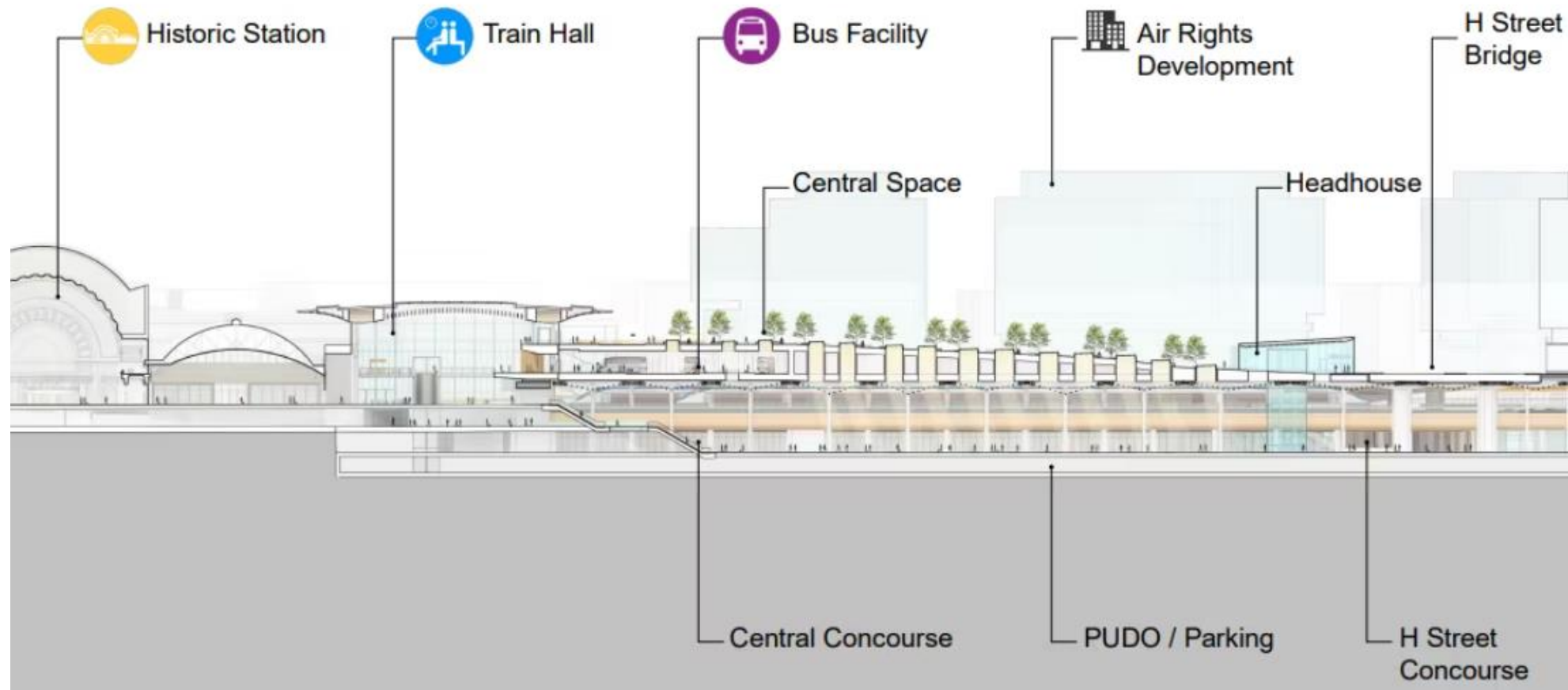


SEP Elements: Overhaul 53 acres of century-old railyard, tracks and platforms

SEP Elements: Project Components of Union Station's Next Century Transformation

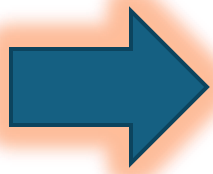
The Washington Union Station Expansion Project (SEP) will:

- Reconfigure, rebuild and modernize all tracks, platforms and station facilities, and overhaul **53 acres of rail infrastructure** to increase reliability, frequency and capacity for all modes.
- Deliver critical safety, ADA accessibility, neighborhood and multimodal connections to create a truly equitable, and enjoyable station experience for all passengers and users.



SEP Elements: Overhauled Passenger Experience + Facilities for All Users

SEP will support an **enhanced passenger experience** consistent with other investments in the network.



It will modernize the station with broad benefits, ranging from **ADA accessibility, community connectivity, and economic development.**

SEP Elements:

Enhanced Mobility for all station users through Modernized Railyard, Tracks, Below-grade Passenger Concourses, and Platforms

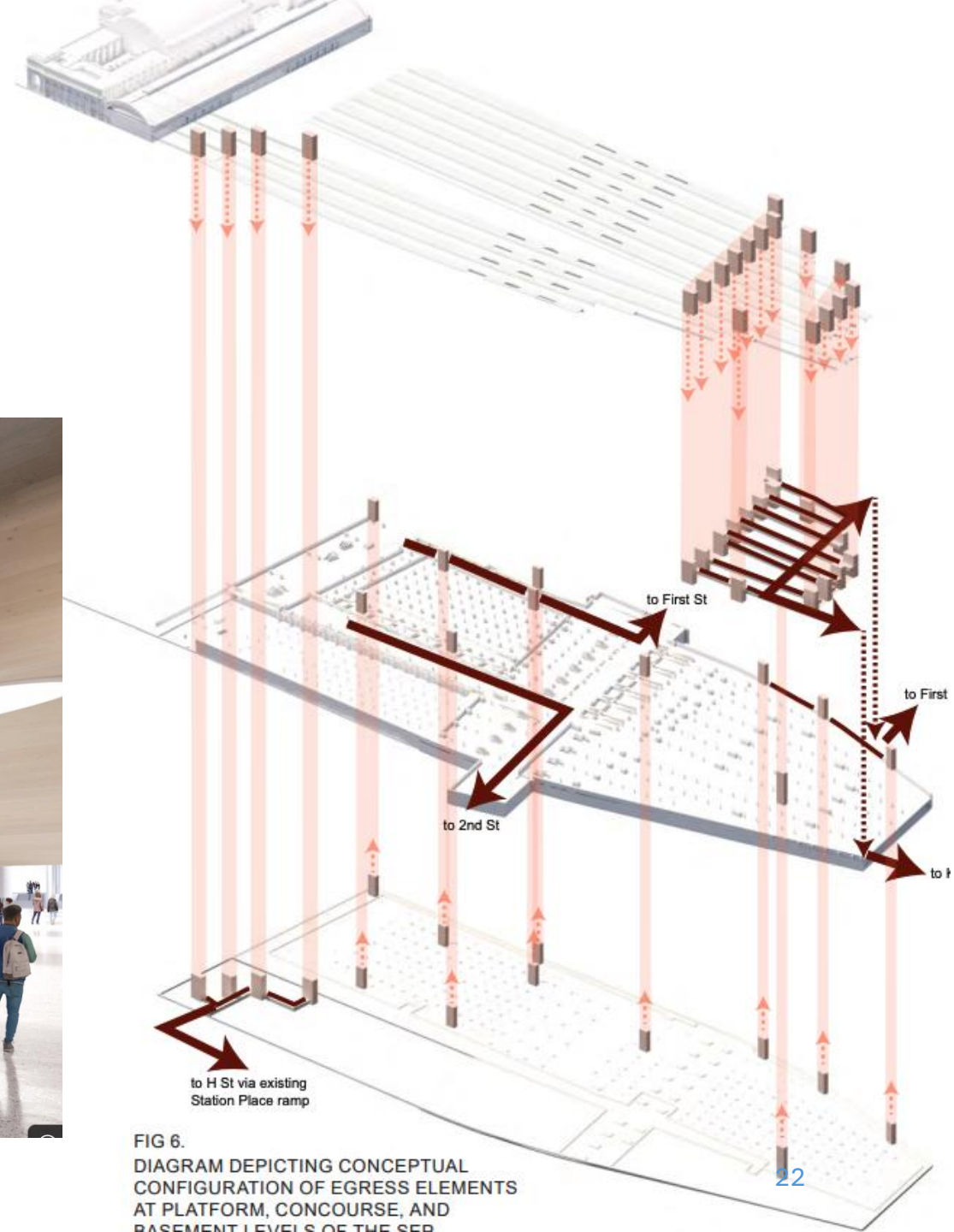
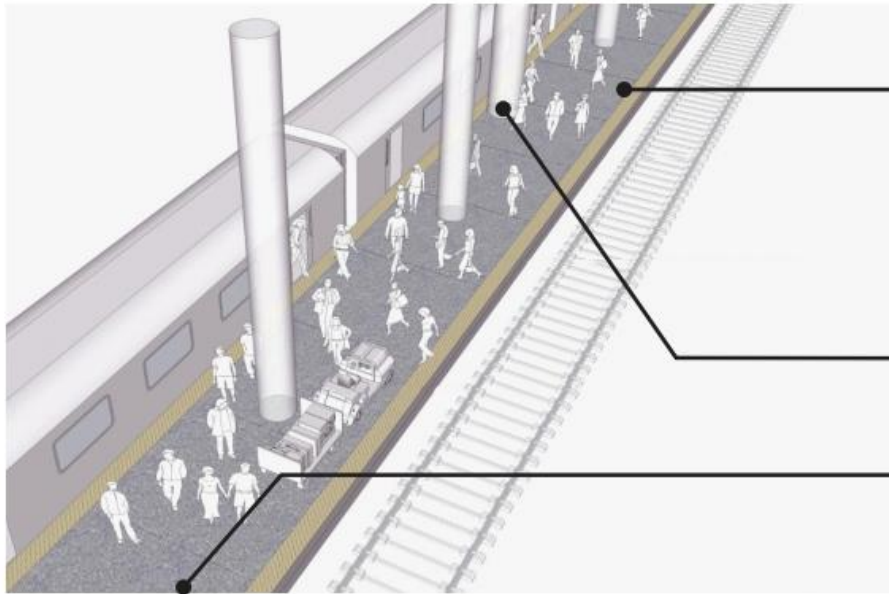


FIG 6.
DIAGRAM DEPICTING CONCEPTUAL
CONFIGURATION OF EGRESS ELEMENTS
AT PLATFORM, CONCOURSE, AND
BASEMENT LEVELS OF THE SEP

SEP Elements: Platform Widening + Improved Train Access = Reduced Boarding + Alighting times

Existing



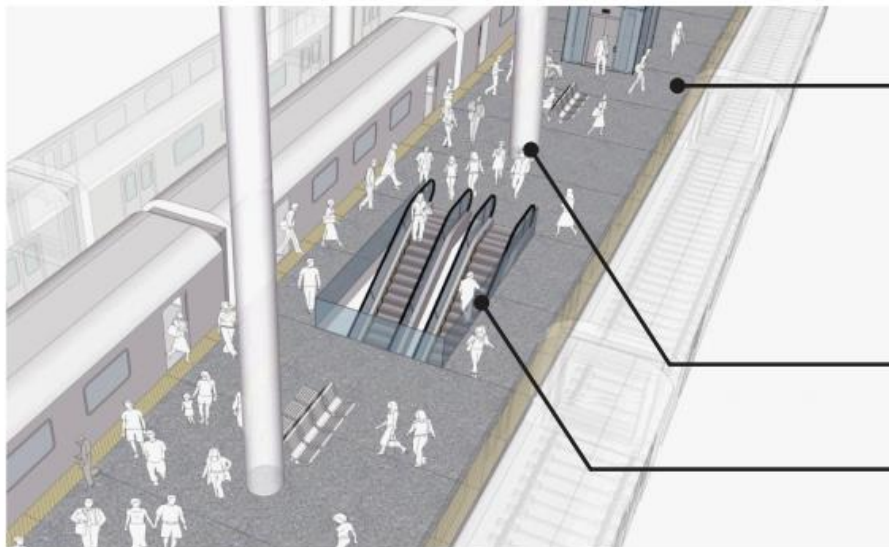
< 20-foot wide platforms

- Constrain boarding and alighting
- No space for seating
- Service carts block passenger space

Garage columns poorly located on narrow platforms, limiting passenger circulation

Single access point constrained and inefficient

Proposed



30-foot wide platforms

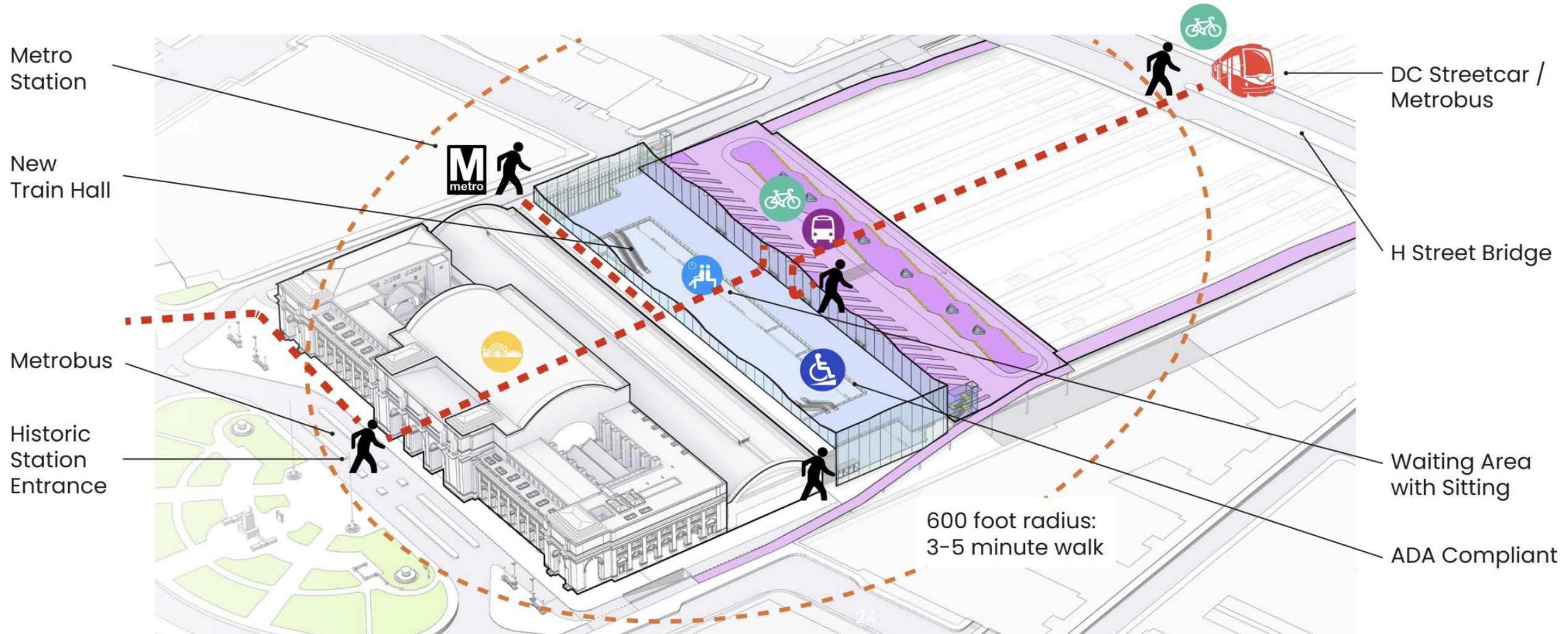
- Ample room for rapid passenger boarding and alighting and minimized dwell times
- Provides space for new escalators and elevators to concourses below

Columns strategically centered on platforms

Multiple access points to expanded and new concourses

SEP Elements: Concourse and new station access points will dramatically improve travel times

— Passenger access to Metro, DC Streetcar, and station amenities is **prioritized**.



SEP Governance + Project Delivery Study Recommendations

- **Governance:** USRC can lead SEP delivery Final Design & Construction using its existing authorizations by entering agreements with other key stakeholders. **The governance model should evolve over time and be reevaluated at the 30% design stage.**
- **Funding:** The exact composition of the funding and financing structure to support the delivery of the SEP will be determined at the conclusion of the Project Development phase, but the project should include a combined and collaborative approach to funding that shares cost between the federal government and the region.
- **Delivery:** The project is still at a conceptual level, and all options for SEP Final Design & Construction are available; the procurement and contracting strategy must be strongly grounded in the foundations of project risk mitigation, whole-of-life asset focus, and the protection of the funding entities.

IDC SEP Governance and Delivery Study Report

- **Link to Download InfrastructureDC (IDC)'s SEP Delivery and Governance Study Final Report:** <https://www.federalcitycouncil.org/wp-content/uploads/2024/05/Washington-Union-Station-Study-Report.pdf>
- **Link to IDC Study Press Release from May 8, 2024:** https://www.federalcitycouncil.org/wp-content/uploads/2024/05/IDC-Press-Release_SEP-Delivery-and-Governance-Study.pdf
- **Link to IDC Study Landing Page:** <https://www.federalcitycouncil.org/resource/washington-union-station-expansion-project-sep-delivery-and-governance-study/>
- **Link to FRA ROD and FEIS for the SEP, March 12, 2024:** <https://railroads.dot.gov/rail-network-development/environment/environmental-reviews/washington-union-station-expansion-8>
- **Link to FRA animated video of SEP Preferred Alternative F, credit Grimshaw:** <https://vimeo.com/729994708>