



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

March 6, 2025

Mr. Stephen J. Gardner
Chief Executive Officer
Amtrak
1 Massachusetts Avenue, NW
Washington, DC 20001

Dear Mr. Gardner:

Washington Union Station is a critical multimodal facility and iconic gateway to the Nation's capital. The United States of America, acting through the Department of Transportation (Department) and the Federal Railroad Administration (FRA), owns Washington Union Station. Union Station Redevelopment Corporation (USRC), as lessee of the premises, is responsible for overseeing Amtrak's sublease for the management of day-to-day operations at the station. By acquiring the sublease with USRC, Amtrak is now responsible for addressing security and preventing crime throughout the station, maintaining reliance on private funding, and serving *all* users of the station. Amtrak must show that it understands its obligations and is capable of protecting users of the station. The traveling public and American taxpayers deserve nothing less.

To maintain and protect the station for multimodal passengers, promote the customer experience, and serve the surrounding community, Amtrak must take all necessary steps to reduce and prevent crime at Washington Union Station. To ensure Amtrak understands its responsibilities, no later than 30 days from receipt of this letter, Amtrak must provide FRA with an updated Crime Prevention Plan addressing how Amtrak intends to improve public safety at the station. Further, the plan must include a description of how Amtrak will coordinate security efforts with the National Park Service regarding Columbus Circle, Metro Rail Police regarding the Metro Station, USRC regarding security of the parking garage, and the Metropolitan Police Department. Amtrak should also consider expanding its coordination to include other Federal security agencies, such as the Department of Homeland Security. With its Crime Prevention Plan submittal, Amtrak must also track and report to FRA all funds being used for security and public safety activities at the station, including both operational costs and planned projects.

The Department, through FRA, also underscore the importance of preserving and maintaining the historic station, sustaining its economic impact, and ensuring the station's continued focus on multimodal transportation. In accordance with Section 2 of the Union Station Redevelopment Act of 1981, Pub. L. 97-125 (Dec. 29, 1981), Amtrak must pursue these goals with "maximum reliance on the private sector and minimum requirement for Federal assistance."

The Department understands that Amtrak is in active discussions with leasing prospects for retail and commercial space, as well as advancing the space planning study for the station. As sublessee, Amtrak must work with USRC to balance the needs of all station users (including passenger rail, transit, ride share, intercity bus, and retail patrons), meet the needs of the station, and preserve retail opportunities. In the short term, Amtrak must work closely with USRC to prioritize station projects that benefit all station users, including security, lighting, and other immediate improvements that support maintenance and beautification of the station.

In the longer term, Amtrak must continue to coordinate with USRC, the Project sponsor for the Station Expansion Project (SEP). It is essential to reduce costs associated with the SEP, while still achieving the benefits envisioned with improving and expanding the Station. We encourage the collaborative efforts of USRC and Amtrak on the Construction Implementation Study, which is focused on exploring strategies to reduce the cost and schedule to implement the SEP.

If you have questions, please contact Mr. Paul Nissenbaum, Associate Administrator, Office of Railroad Development, at paul.nissenbaum@dot.gov.

Sincerely,



Sean P. Duffy

cc:

Doug Carr, President and CEO, Union Station Redevelopment Corporation