FEDERAL RAILROAD ADMINISTRATION 2026 PROGRESS REPORT

Executive Order 13287 “Preserve America” Section 3:
Improving Federal Agency Planning and Accountability

U.S.
Department of
Transportation

Introduction

The U.S. Department of Transportation's Federal Railroad Administration (FRA) prepared this report in fulfillment of the requirement of Section 3 of Executive Order 13287 "Preserve America". Section 3 requires Federal agencies with real property management responsibilities report to the Advisory Council on Historic Preservation (ACHP) every three years. Section 3 also directs Federal agencies to prepare an assessment of the current status of its inventory of historic properties, the general condition and management needs of those properties, and steps to meet those needs, and report its progress in identifying, protecting and using historic properties in their ownership pursuant to the mandate in Section 110 of the National Historic Preservation Act (NHPA).

The only historic property owned by FRA is ***Union Station in Washington, DC***. The station was listed in the National Register of Historic Places (NRHP) in 1969 as a property of national significance meeting criteria A and C.



Washington Union Station

Washington Union Station Historic Context

Washington Union Station is an impressive example of Beaux Arts architecture designed by D.H. Burnham & Company. It is divided into three primary spaces: the historic headhouse (1908); the original passenger concourse (1908), currently used for retail and Amtrak ticketing; and the current passenger concourse, referred to as the Claytor Concourse, completed in 1988.

The station is significant for its association with railroad transportation improvements facilitated by the Washington Terminal Company, a consolidation of the Baltimore & Ohio and Pennsylvania Railroad companies in Washington, DC. The station not only allowed for increased safety and future rail growth, but it had a profound influence on early twentieth-century urban and landscape design in the District. Contributing and character-defining features of the station building include its monumental exterior façade, which is defined by the spatial arrangement, alignment with Delaware Ave NE, landscape, and architectural design; the historic headhouse, including the General Waiting Room/Main Hall, west and east wings serving the original ticket lobby and baggage room, the original dining room, serving room, lunch room, ladies waiting room, and smoking room; the State Reception Room/Presidential Suite; and the original passenger concourse, including its arched roof featuring plaster coffer panels and skylights, plaster cornice, and sections of original glazed brick and terracotta wall.

Washington Union Station Management

As passenger rail service declined in the mid-20th century, the station was converted into a visitor center managed by the National Park Service. However, as the station further deteriorated and passenger rail ridership began to rebound, Congress passed the Union Station Redevelopment Act of 1981 (USRA) *(Public Law No: 97-125).* The USRA authorized the Secretary of Transportation to rehabilitate and redevelop the station as a multi-use transportation facility and commercial complex.

The USRA included the following four goals:

- Preserve the historic station building;
- Restore and run the historic station building as a passenger rail station with facilities for charter, transit, and intercity buses;
- Financially support the continued maintenance and operations of Washington Union Station (WUS) through commercial development; and
- Allow the Federal government to withdraw from active operation and management as soon as practical and with the least possible expense to the Federal government.

The Secretary of Transportation delegated responsibility for the station to FRA. To implement the USRA, a District of Columbia non-profit corporation, Union Station Redevelopment Corporation (USRC), was created in 1983. USRC's board members are the Secretary of Transportation, FRA Administrator, D.C. Mayor, Amtrak President, and Federal City Council President, or their respective designees. In 1985, FRA leased the station to USRC for 99 years. Under this agreement, USRC is responsible for the rehabilitation, redevelopment, and ongoing management and operations of WUS. For more information, visit www.usrcdc.com.

FRA has not received appropriations for operations and maintenance of the station since the early 1980s. More recently, FRA has requested, and received, funding for its role as the Authority Having Jurisdiction (AHJ) for building code and fire / life safety matters. FRA uses the funding to hire a building engineer firm to assist FRA as AHJ.

USRC acts as a landlord for Union, and works closely with FRA, and other partners such as Amtrak and the DC Historic Preservation Office, to ensure the preservation of this historic transportation facility. USRC was severely affected by COVID-19, which has caused a sharp decline in revenues at the station. As a result, USRC was forced to postpone critical infrastructure projects such as replacing the aging roof and HVAC system, restoring the parking garage, and addressing building code, fire alarm, and utilities' needs. USRC previously subleased portions of the station to Union Station Investco (USI). Amtrak acquired the sublease from USI in July 2024. In December 2025, FRA, USRC, and Amtrak agreed to amend an existing cooperative agreement. This amendment to the cooperative agreement enables USRC as the station operator to increase revenue potential for the Station and ensure that revenues are reinvested into the station for repairs and capital projects and Amtrak to focus on rail operations at WUS. The cooperative agreement establishes procedures for implementing state-of-good repair projects; revenue-generation and investment into the station; development of a revitalization and modernization plan; security and safety improvements; station space allocation and operational areas; and management of station activities.

In May 2026, FRA selected projects at Washington Union Station for $466 million federal funds to fast-track critical structural repairs, renovate the passenger concourse, enhance security, and address overdue maintenance. In addition, FRA administers congressionally-directed annual grants to Amtrak. These funds are broadly eligible for use by Amtrak for capital improvement projects and annual maintenance activities, operating expenses, and debt service payments. Amtrak has and will continue to use annual grant funding for improvements at Union Station where it operates intercity passenger rail service. However, these projects primarily address Amtrak's operational needs. Currently, Amtrak does not have the responsibility to contribute to the preservation of the station. More information is available on FRA's website.

Washington Union Station Projects 2024-2026

Since 2023, USRC or Amtrak ***completed*** the following projects:

Project	*Sponsor*	*Description*
Track 22 Rehabilitation	Amtrak	Construction of an additional revenue track and platform to serve the run-through tracks at the station. The new platform and track increases rail capacity and provides operational flexibility.
Satellite Commissary Relocation	Amtrak	Satellite Commissary relocation to the former Amtrak Police Department (APD) site
Fire Pump	Amtrak	Installation of a fire pump and related piping beneath the parking structure to serve the renovated crew base and future buildings beneath the parking structure
Acela Platform Canopies 17/18, 19/20	Amtrak	Drainage and canopy roof improvements and installation of permanent fall protection
Historic Exterior Granite Cleaning	USRC	The exterior granite of the historic station was cleaned in accordance with NPS standards.
Metro Metal Refinishing	USRC	Cleaned the stainless steel walls on the WMATA escalators, entrance doors and vestibule that leads into the Lower-Level food court
Taxiway Restoration and Garage/Bus Deck Restoration	USRC	Repairs/restoration to the taxi way and USRC garage and bus deck
Holophane Globe Replication	USRC	New light lenses colonnade
West Hall lighting	USRC	Laylights West Hall replaced
New Entrance Doors	USRC	New Entrance Doors, Mezzanine and Metro Northwest/Gate A
Sanitary Line	USRC	New Sanitary Line, Food Court/Lower-Level Restrooms
Panel Building Automation System (BAS)	USRC	New Panel Building Automation System (BAS)
Exhaust Fans and Ducts Upgrades Smoke, Kitchen, and General	USRC	Smoke control upgrades in Main Hall, Retail Concourse, and Kitchen
Halls and Concourses Floor Tile repaired, honed, and polished	USRC	Retail Concourse Tile Floor Repairs/Replacement

West Loading Dock Egress and HVAC	USRC	Improvements Design
HVAC/MEP Improvements Train Concourse, Gates, Offices	Amtrak	New Air Handling Units (AHUs) #17/18/26/27 on train concourse, new AHU for inside of Amtrak Server Room, integration for AHU #45
Gate A Remodeled	Amtrak	Floors/lights/ceilings for all of the Gate A area, commissioned
Fire Sprinkler Improvements to Coverage	USRC	Sprinklers under the spiral staircases were added for the first time
West Hall	USRC	New West Hall Patio Railings
Train Platforms	Amtrak	Acela platform coating completed
Bottle Filling Stations	Amtrak	Bottle Filling Stations added to restrooms, gates, and Food Court
HVAC/MEP	USRC	HVAC/MEP improvements Retail Concourse, Food Court
CCTV/Access	USRC	CCTV/Access Control Improvements Design
New waste compactors and program	USRC	New waste compactors installed
Stone Flooring Repairs	USRC	USRC stone flooring funded, honing and polishing OpCo operating funded.
Stone Cleaning	USRC	Main Hall
Garage Wayfinding Updates	USRC	Signage replacement on level 4 for row indicators, rental car painted signage added, minor other signage additions/cleanup
Garage Stairwell Painting	USRC	Stairwell wayfinding painting added to all stairwells
Garage Façade Repairs	USRC	Reinforcement and replacement of exterior façade panel anchors on the east and west sides of the parking garage - Levels 1-4
Garage Camera Coverage Upgrades	USRC	Additional cameras installed at the station entrance and in all stairwells
CCTV/Access Control/Loading improvements	USRC	Security Systems, loading access, and delivery assessment and recommendations

The following Union Station projects are ***ongoing***:

Project	*Sponsor*	*Description*
Subbasement Structural Replacement	Amtrak	State of Good Repair (SOGR) project to restore the below-grade, track-support and building foundation structure requiring utility relocation
Substation 25A Relocation	Amtrak	SOGR project to replace/improve the outdated substation and relocate to a more strategic location
Crew Base	Amtrak	Expand and modernize the Crew Base
Digital Technology Communications Room	Amtrak	New Technology Communications Room which will serve as the new Main Distribution Frame for WUS
Platform 16/17 Refresh	Amtrak	Replacement with Americans with Disabilities Act (ADA) compliant platform and improved canopy
Platform 17/18 Structural Improvements	Amtrak	Replacement or repair of the platform structure and foundation improvements
Concourse Modernization Project	Amtrak	The project will enhance overall customer experience by optimizing passenger queuing, circulation, and seating areas, while expanding amenities. Safety enhancement will provide additional points of egress and safe paths of travel throughout the concourse.
East Loading Dock Security Enhancement	Amtrak	Installation of advanced surveillance systems, enhanced lighting and access control measures to monitor and manage entry points effectively
APD Back of House	Amtrak	Design and construction of a new police facility at the west end of Claytor Concourse to provide a functional workspace and processing center
Metropolitan Lounge	Amtrak	Design and construction of a lounge within the Concourse
Ticketed Passenger Waiting Area	Amtrak	Design and construction for Amtrak's ticketed waiting area in the Concourse
Ticketing and Back of House (BOH) Reconfiguration	Amtrak	Consolidate and modernize Amtrak's ticketing windows and BOH while reconfiguring the remaining windows, offices, and customer service areas
Station Refresh Program	Amtrak	SOGR upgrades and repairs to several systems, spaces and structures.
Roof Replacement/Fall Protection	Amtrak	Installation of fall protection equipment to enable safe access to roof HVAC units
Stabilization and SOGR	USRC	SOGR projects to improve technology and security systems, mechanical systems, roofs, lighting fixtures, office space, parking garage, station interior, and vertical transportation systems
Main Hall Door Replacement	USRC	Installation of 38 custom fabricated Mahogany Wood Doors
Station Expansion Project	USRC	Project development activities to expand and modernize WUS
Fire Alarm Design	USRC	Design and installation of a fully integrated, code-compliant fire alarm system that will have a connection to the parking garage fire alarm system

AHU upgrades	USRC	Replacement of West Hall AHU.
East Hall Ceiling, Alcoves, and Lighting	USRC	Lighting upgrades, ceiling & alcoves restoration, scagliola restoration, and an option to restore the Presidential Suite and Columbus Club
Lighting Upgrades	USRC	Improvements in illumination to enhance safety, passenger experience, and the building's visual quality while adhering to historic standards
Exterior Lighting	USRC	Exterior and colonnade lighting upgrade phases in the overall lighting design package
Historic Terracotta Columns and Cornices	USRC	Assessment of cleaning techniques and development of restoration drawings and specifications
Historic Presidential Suite and Columbus Club Restoration	USRC	Restoration work in the historic Presidential Suite and Columbus Club
West Loading Dock	USRC	Reconfiguration of the loading dock to incorporate security measures.
Garage Lighting Improvements	USRC	Design and construction of lighting improvements
Garage Emergency Generator Room and Domestic Water Winterization	USRC	Code-required upgrades to the emergency generator room and winterization improvements to the domestic water system
Garage Egress and Exit Signage Design	USRC	Installation of egress signage design
Garage Expansion Joint Repairs	USRC	Expansion joint replacement and concrete repairs
Garage structural	USRC	Repairs Associated with Concrete Fall
Garage Electrical Systems Assessment	USRC	Survey of electrical equipment to determine plan for needed upgrades and replacements and to determine current load capacity
Garage Fire Alarm Design, Repairs and Upgrades	USRC	Design and implementation of new fire alarm system in garage including adding automatic recall to elevators and meeting all deficient code requirements

Washington Union Station Expansion Project

USRC, in coordination with Amtrak, is proposing the Washington Union Station Expansion Project (SEP) to expand and modernize the station. The SEP includes reconstructing and realigning tracks and platforms; developing new passenger concourses; improving multimodal transportation facilities; and improving and expanding other supporting facilities.

USRC is the Project Sponsor for the SEP. USRC will be responsible for implementing the SEP through final design and construction, in coordination with Amtrak. As Project Sponsor, USRC will also be

responsible for implementing the measures proposed to avoid, minimize, or mitigate the adverse impacts of the SEP.

FRA's actions relating to the SEP may include issuing approvals or providing funding in the future for design or construction. In accordance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106), FRA conducted appropriate review of the SEP. FRA issued a Notice of Intent to prepare an EIS in late 2015, a Draft EIS in 2020, and a Supplemental Draft EIS with a draft Programmatic Agreement (PA) to resolve adverse effects to historic properties in 2023. FRA executed the SEP PA in February 2024 and issue a Final EIS/Record of Decision selecting Alternative F in March 2024. For more information on the SEP visit: www.wusstationexpansion.com.

In 2024 through 2025, USRC led a Construction Implementation Study (CIS) to identify opportunities to reduce the SEP's cost and schedule. In August 2025, the USRC Board directed USRC's leadership to pause the advancement of Alternative F. In September 2025, USRC Board voted the Alternative F, as scoped, does not have a viable path forward and are now considering other alternatives for station improvements and expansion. Amtrak, in partnership with USRC, Maryland, and Virginia were awarded a federal-state partnership grant for furthering SEP project development activities, which is intended to result in a rescoped station modernization and expansion.

Recently, USDOT announced FRA's close coordination with USRC and Amtrak for future opportunities to engage the private sector in a public-private partnership (P3) for Washington Union Station expansion and redevelopment. While USRC focuses on commercial monetization and P3 development, the FRA is conducting a concurrent service optimization study to ensure infrastructure improvements align with future rail capacity needs.

Conclusion

FRA is proud to be the steward of Washington Union Station which has served the rail traveling public to the nation's capital for over 115 years. FRA looks forward to what is on the horizon for the station's second century.