Maryland

Amtrak's Contributions to Maryland

<table>
<thead>
<tr>
<th>Earnings supported by Amtrak in Maryland</th>
<th>Employment supported by Amtrak in Maryland</th>
<th>Value added* supported by Amtrak in Maryland</th>
</tr>
</thead>
<tbody>
<tr>
<td>$552,619,000</td>
<td>9,840</td>
<td>$45,764,000</td>
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</tbody>
</table>

State Snapshot

Number of Stations | 6
Number of Local Riders** | 922,885
Local Revenue | $83,351,585
Number of Rail Passenger Miles*** | 145,644,624

Routes:

- **Vermontor, Northeast Regional, Crescent, Carolinian/Piedmont, Cardinal, Capitol Limited, Acela Express, Silver Service/Palmetto


Population, 4.82% | Ridership, 7%

Baltimore, MD (BAL)

Baltimore Penn Station is a vital intermodal center, built in 1911 to replace an earlier station. Amtrak kicked off a two-year master planning process in fall 2013 that will incorporate three components: State of Good Repair Study, Operations and Facilities Plan and Commercial Development Plan. The ultimate goal of the planning process is to set a vision for a first-class, transit-oriented development with optimized rail infrastructure that will provide for overall capacity growth on the Northeast Corridor. The station currently serves ten routes on the Northeast Corridor. In 2015, 993,721 passengers passed through the station and provided revenue valued at $89,111,799.

Amtrak's Effect on Tourism and Broader Economy

- Emission reductions from traveling by Amtrak trains vs. traveling by car: $417,000
- Cost savings from the lower risk of traveling by train vs. traveling by car: $6,031,000
- Tourist spending generated from Amtrak passengers: $6,392,000
- Number of tourists that utilize Amtrak services: 430,000
- Percent of total riders that are tourists: 47%
- Federal taxes generated for Maryland from tourist spending: $704,000
- State taxes generated for Maryland from tourist spending: $309,000
- Local taxes generated for Maryland from tourist spending: $217,000

* Value Added - enhancement a company or business gives its product or service before providing it to customers (value of the final outputs from Amtrak minus the value of the inputs such as raw materials).
** Local riders are defined as riders that boarded or alighted an Amtrak train in the state. May include out of state passengers transferring trains in the state.
*** Rail Passenger Mile - passenger rail miles are determined by multiplying the total number of passengers by the total number of miles traveled.
Amtrak operates a variety of services in Maryland—ranging from corridor and long-distance trains to commuter services through a partnership with MARC, the state transit operator. The majority of the routes that go through the state pass through the Northeast Corridor, taking passengers through Baltimore, the state’s busiest station and the nation’s 8th busiest. Maryland’s major airport, Baltimore/Washington International Thurgood Marshall Airport hosts the busiest station outside of downtown Baltimore, offering important multimodal connectivity. The BWI station is the 12th busiest in the US.

Despite modest overall population growth, ridership in Maryland is up 7 percent over the past six years. Over 90 percent of the population lives within 30 miles of an Amtrak station. Among Amtrak riders in the state, 11 percent report that they would not have made the trip but for the availability of Amtrak service. Amtrak operates an average of 57 MARC Penn Line commuter trains every weekday, on the Northeast Corridor (Washington Baltimore-Perryville) under a contract with the Maryland Transit Administration (MTA), which runs through June 30, 2018.

Over 2,300 Maryland residents worked for Amtrak and collectively earned almost $195 million in wages in salaries in FY15. In addition, Amtrak purchased over $47 million in goods and services from the Maryland economy.