



Amtrak Fact Sheet, Fiscal Year 2015

State of Maryland

Amtrak Service & Ridership

Amtrak operates approximately 90 trains daily in Maryland, mostly on the Amtrak-owned Northeast Corridor through Baltimore Penn Station and New Carrollton. In addition to Northeast Corridor service including *Acela Express* and *Regional* trains, Amtrak operates the following National Network trains through Maryland:

- The *Capitol Limited* (daily Chicago-Cleveland-Pittsburgh-Rockville-Washington, D.C.)
- The *Cardinal* (tri-weekly New York-Washington-Cincinnati-Chicago)
- The *Crescent* (daily New York-Baltimore-Atlanta-New Orleans)
- The *Palmetto* (daily New York-Baltimore-Savannah)
- The *Silver Meteor* (daily New York-Baltimore-Miami)
- The *Silver Star* (daily New York-Baltimore-Tampa-Miami)

Amtrak also operates the following trains, which are operated through Maryland as Northeast Corridor trains but are State Supported trains away from the NEC:

- The *Carolinian* (daily New York-Baltimore-Charlotte)
- The *Vermonteer* (daily St. Albans, Vt.-Baltimore-Washington, D.C.)

During FY15 Amtrak served the following Maryland locations:

<u>City</u>	<u>Boardings + Alightings</u>
Aberdeen	53,883
Baltimore*	993,721
BWI Thurgood Marshall Airport**	669,609
Cumberland	11,493
New Carrollton	165,066
Rockville	4,883
Total Maryland Station Usage:	1,898,655
	(down 2.8% from FY14)

* *Baltimore is the 8th busiest station in the national Amtrak System.*

** *BWI Thurgood Marshall Airport is the 14th busiest station in the national Amtrak System.*

Additionally, Amtrak estimates that over 1 million of the 5 million Amtrak passengers using Washington Union Station reside in Montgomery and Prince George's Counties.

Procurement/Contracts

Amtrak spent \$47,870,215 on goods and services in Maryland in FY15. Much of this was in:

<u>City</u>	<u>Amount</u>
Annapolis	\$ 1,844,223
Baltimore	\$ 9,660,802
Beltsville	\$ 1,181,881
Capitol Heights	\$ 1,223,190
Cockeysville	\$ 1,291,096
Columbia	\$ 4,060,109
Gaithersburg	\$ 1,011,487
Germantown	\$ 6,886,005
Landover	\$ 1,477,817
Rockville	\$ 6,905,412
Timonium	\$ 1,256,062
Westminster	\$ 3,848,644

Employment

At the end of FY15, Amtrak employed 2,319 Maryland residents. Total wages of Amtrak employees living in Maryland were \$194,987,411 during FY15.

Commuter Partners

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. Late in 2012, the average weekday Penn Line ridership was 22,600. Starting on December 7, 2013, MARC began offering weekend service on the Penn Line, with nine Saturday round trips and six Sunday round trips.

Amtrak and Maryland participate in a shared capital agreement, in which both parties invest in joint benefit improvements, including track and interlocking upgrades, and interior and platform improvements at Washington Union Station, Baltimore Penn Station, BWI Marshall Airport, and New Carrollton.

Maryland Department of Transportation and Amtrak are working closely together to advance three projects that have been funded by Federal Railroad Administration High-Speed Intercity Passenger Rail (HSIPR) grants awarded to the state:

- \$9.4 million for preliminary design and environmental compliance for nine miles of new, fourth, main track from Winans (near Halethorpe) to Grove (near Odenton) and an additional platform at

the BWI Marshall Airport station. In 2013, Amtrak and MTA agreed to direct an additional \$1.5 million toward completion of the study.

- As part of Maryland's share of the Washington Metropolitan Area Transit Authority's \$270-million Capital Improvement Program (2013-2019), a new interlocking ("Hanson") is planned. It will be just south of the Landover Metro Station. This project, once completed, will enable trains to operate through this interlocking at speeds up to 100 mph, which will reduce congestion and delays along this section of the Northeast Corridor. Amtrak will have oversight of the project, which is scheduled to begin late in 2015.

Facilities

Baltimore & Potomac (B&P) Tunnel Replacement: Built in 1873, shortly after the Civil War, the B&P Tunnel is among the oldest infrastructure in daily use along the NEC. Currently, one-fifth of Amtrak's passenger trips and one-third of its ticket revenues depend on travel through Baltimore, and the tunnel is critical to commuter and local freight operations that support states all along the NEC. The tunnel is a primary choke-point, as train volume is constricted and tight curvature requires trains to reduce speed to 30 mph. These limitations have impeded overall efforts to improve capacity and trip times along the NEC. The tunnel requires significant rehabilitation to extend their useful life, which cannot be performed in a cost-effective way while the tunnel remains in service. Further, with 21 percent growth in passenger trips projected by 2050, replacement and potential rehabilitation is all the more critical.

In 2010, Maryland Department of Transportation (MDOT) was awarded \$60 million in ARRA HSIPR funding for preliminary engineering and environmental review documentation. FRA and MDOT are managing the environmental review and Amtrak is managing the project as owner of the infrastructure. In September 2013, FRA and MDOT secured an additional \$1.5 million in funding to be used for tunnel inspections. FRA is expected to issue a Record of Decision in spring 2017, concluding the environmental study process.

Susquehanna River Rail Bridge Project: This is a two-track bridge extending from Havre de Grace in Harford County to Perryville in Cecil County. The 109-year-old structure is owned by Amtrak. It is used by Amtrak, MARC commuter trains, and Norfolk Southern freight trains. As the longest moveable bridge on the NEC, it is a critical link and will eventually need to be rehabilitated or replaced with a new structure to maintain future rail services across the Susquehanna River. The project is proposed to provide future improvements to capacity, trip time, and safety for intercity, commuter, and freight rail operations on the NEC, consistent with State and Amtrak plans. The project also could provide a wider navigation channel for marine users.

MDOT was awarded \$22 million by the Federal Railroad Administration (FRA) for the preliminary engineering and NEPA (National Environmental Policy Act of 1969) phases of the bridge project. FRA, MDOT, Maryland Transit Administration (MTA) and Amtrak are working together to study various alternatives to improve this vital rail crossing. The project study began in 2013; FRA is expected to issue a Record of Decision in spring 2017, concluding the environmental study process.

Monument Street railroad overpass, Baltimore: The bridge that carries the Northeast Corridor over East Monument Street, on the east side of Baltimore, has been struck by over-height trucks about once a

month for many years and is the most frequently struck bridge on the Amtrak system. The incidents occurred despite obvious and prolific warning signs. While such strikes typically do little damage to this overpass, there is the potential for significant structural damage that would impair the safe operation of trains. For example, in February 2010, one such strike by an over-height container truck did severe damage to a structural member of the bridge. When bridge strikes occur, temporary speed restrictions (“slow orders”) are imposed, resulting in delays for many passenger trains and added operating costs, until the Amtrak Engineering Department determines that the condition of a bridge is sound enough to resume safe, normal operations. With strong cooperation from the City of Baltimore, Amtrak initiated a project in mid-2009 to relocate natural gas mains running beneath Monument Street and to lower the roadway surface under the bridge to minimize, if not eliminate, these bridge strikes. The work was finished on December 10, 2010. The cost to Amtrak was approximately \$1.2 million. The City administered the construction contract on behalf of Amtrak and contributed administrative costs.

Amtrak operates two maintenance-of-way facilities in Maryland, at Odenton and Perryville.

Stations

Baltimore Penn Station: Over the past several years, Amtrak, the MTA, and the City of Baltimore have invested over \$12 million in improvements to the station, significantly improving the passenger experience and restoring historic station elements. This included a \$1.8-million investment in new ADA-compliant Passenger Information Display Systems, which relay both text and audible real-time train information, and a \$1-million modernization and expansion of the station restrooms, making them ADA-compliant.

Other improvements include fully restored, historic concourse windows, new platform lighting and displays, a new electronic train-status information board, HVAC upgrades, a new fire suppression system, and refinished floors. Over the next year, Amtrak and MTA will work together on new safety and security measures, including new energy-efficient station lighting, lighting upgrades on the MARC platform, and a station-wide closed-circuit television security system funded by MTA. With other improvements, this work will total \$7.9 million.

New plaza and exterior improvements, such as a new, interactive welcome sign, plaza furniture, landscaping, bike racks, and expanded cultural programming, also have transported Penn Station into an important public space. These project have been generously sponsored by organizations including the Downtown Partnership of Baltimore, Visit Baltimore, Baltimore City Parking Authority, and Station North Arts and Entertainment District.

As a vital transportation gateway and treasured community asset, Amtrak is committed to the continuous improvement of Baltimore Penn Station. Amtrak is seeking a public-private partnership to redevelop/expand the station facility and Amtrak’s adjacent land parcels. The goal of this Master Development is to generate additional investment capital for station infrastructure needs, as well as serve as an economic catalyst for the city. Amtrak released a Request for Qualifications in August 2016 seeking a Master Developer partnership and will release a Request for Proposals to a short-list of qualified team in winter 2016/2017. Amtrak anticipates the final selection of a developer team in summer 2017.

While the selection process for a Master Developer advances, Amtrak continues to dedicate significant resources to improve station conditions, customer amenities, and track infrastructure in the near-term. Over the past five years, Amtrak, Maryland Transit Administration (MTA), the City of Baltimore, and neighborhood partners have invested nearly \$20 million in improvements. Recent investments include a new \$1.2 million generator system, which is capable of providing emergency backup power for weeks at a time, to maintain critical station services in the event of a power failure. Design is also underway to replace the station's roofing and drainage systems. Further, rail infrastructure improvements are under design to accommodate Amtrak's new fleet of *Acela Express* trains that will debut in 2021.

Washington: Union Station's 2nd Century plan is a comprehensive expansion and improvement initiative projected to triple passenger capacity and double train capacity, by modernizing and expanding station facilities over the next 20 years. More than 37 million passengers, tourists, and shoppers pass through the station ever year, making it the third-most visited tourist destination in the world. With its success has come challenges, as the station has reached its capacity at peak travel times, resulting in long lines at departure gates, overcrowding, and visible frustration to passengers. Also, the station's platforms do not meet modern design standards. The 2nd Century plan seeks to unlock capacity by adding several new lower-level concourses, new entrance points, wider platforms, and new passenger amenities and retail space.

The plan also will feature a new transit-oriented urban neighborhood, Burnham Place. This three million square-foot, mixed-use development over the track areas will be developed by Akridge. It will be a vital economic driver for the Washington region, as it will reconnect the urban fabric of the station's adjacent neighborhoods. It will be integrated into a green linear park connecting pedestrians and bicyclists north to Montgomery County, Maryland. In the nearer term, concept design for an expanded concourse/boarding area was completed in 2015 and final design is now underway. Relocation of certain utility equipment will begin in winter 2016 and more visible construction work will begin in late 2016.

Cumberland: In mid-2011, the state approved use of \$173,000 in federal Transportation Enhancement Funds for improvements to the Cumberland station. Amtrak earlier in 2011 made \$34,000 in ADA-related improvements to the platform area, which followed \$100,000 in city work from a Community Legacy Grant that included sidewalk repairs, improved lighting, and painting.

Connecting service

In 2008, Amtrak formed a partnership with BayRunner Shuttle of Salisbury to provide seven Thruway connecting services a day in each direction from BWI Marshall Airport station to the Eastern Shore communities of Easton, Cambridge, and Salisbury. Of those seven trips, five continue east to Ocean Pines and Ocean City.

