



# Amtrak Fact Sheet, Fiscal Year 2016

## State of Maryland

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### 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 FY16 Amtrak served the following Maryland locations:

| <u>City</u>                                     | <u>Boardings + Alightings</u> |
|---|-------------------------------|
| <a href="#">Aberdeen</a>                        | 59,225                        |
| <a href="#">Baltimore*</a>                      | 1,030,161                     |
| <a href="#">BWI Thurgood Marshall Airport**</a> | 689,042                       |
| <a href="#">Cumberland</a>                      | 11,628                        |
| <a href="#">New Carrollton</a>                  | 173,304                       |
| <a href="#">Rockville</a>                       | 5,561                         |
| <b>Total Maryland Station Usage:</b>            | <b>1,968,921</b>              |
|   | (up 3.7% from FY15)           |

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

\*\* *BWI Thurgood Marshall Airport is the 13th busiest station in the national Amtrak System.*

## Procurement/Contracts

Amtrak spent \$63,221,708 on goods and services in Maryland in FY16. Much of this was in:

| <u>City</u>        | <u>Amount</u> |
|--------------------|---------------|
| Annapolis          | \$ 2,370,450  |
| Annapolis Junction | \$ 4,114,309  |
| Baltimore          | \$ 26,488,556 |
| Beltsville         | \$ 1,472,088  |
| Capitol Heights    | \$ 1,463,310  |
| Cockeysville       | \$ 1,833,637  |
| Columbia           | \$ 2,052,885  |
| Germantown         | \$ 2,626,316  |
| Hanover            | \$ 1,439,275  |
| Landover           | \$ 1,661,068  |
| Rockville          | \$ 6,006,141  |
| Timonium           | \$ 1,502,923  |
| Westminster        | \$ 4,120,585  |

## Employment

At the end of FY16, Amtrak employed 2,306 Maryland residents. Total wages of Amtrak employees living in Maryland were \$194,610,593 during FY16.

## 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. 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 HVAC upgrades at Washington Union Station, State of Good Repair design at Baltimore Penn Station, new Passengers Information Display Systems (PIDS) design at BWI Marshall Airport, and a new platform design at 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, which was completed in late 2015.

- As part of Maryland's share of the MTA-Amtrak Joint Benefit Program, a new interlocking ("Hanson") is planned. It will provide greater operational flexibility and capacity, and reduce congestion and delays along this section of the Northeast Corridor. Construction of a new access road is currently underway. Amtrak will have oversight of the project.

## **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.

**Next-generation High-speed Acela Express Trainsets and Northeast Corridor (NEC) Infrastructure Improvements:** Amtrak will use a portion of its \$2.45 billion investment package in next-generation high-speed Acela Express trainsets and Northeast Corridor (NEC) infrastructure improvements to fund 30 miles of track upgrades between Baltimore and Washington, as well as new platforms at Baltimore Penn and New Carrollton stations. The investment supports Amtrak's next-gen high-speed trainsets, which will be accompanied by more frequent Acela Express service by 2021. The improvements are also designed to

target congestion-related delays and provide a more fluid operating environment along the section of the NEC experiencing increasing capacity constraints. Baltimore Penn and New Carrollton are key stations on the NEC that allow high-speed trains to bypass other Amtrak and commuter trains, which make more frequent stops, to ensure more reliable service. The project involves three elements:

- Two new platforms at Baltimore Penn Station that will permit Acela Express trains to pass other Amtrak and commuter trains during station stops. Amtrak will release a Request for Proposals for design in an open procurement in early 2017.
- A new platform at the New Carrollton Station that will permit Acela Express and other Amtrak trains to pass commuter trains servicing that station. Design for this project is now underway.

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

## **Stations**

**Baltimore Penn Station:** 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 the short-list of three qualified development teams in winter 2016/2017. Amtrak anticipates the final selection of a developer team in summer 2017, followed by contract negotiations.

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. Design is concluding to replace the station's roofing system as part of a State of Good Repair program. Further, design for two additional platforms will advance in 2017 (see above).

In addition, over the past six years, Amtrak, Maryland Transit Administration (MTA), the City of Baltimore, and neighborhood partners have invested over \$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. Other improvements include new restrooms, 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.

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 projects 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.

**Washington:** Amtrak has progressed design for a large-scale renovation of Washington Union Station's passenger concourse. The Concourse Modernization Project will be the first set of improvements to come

to life as part of Washington Union Station's 2nd Century plan. The 2nd Century plan is a comprehensive improvement initiative comprised of multiple projects that seek to triple passenger capacity and double train capacity over the next 20 years.

While Union Station has served the region well for over a century, it is now operating beyond its capacity, particularly during rush hours and peak travel times. Over 37 million people pass through Washington Union Station each year, making it one of the busiest intercity and commuter rail stations for Amtrak, MARC and VRE commuter service and Metrorail service. Ridership has soared, resulting in long and crowded queues of departing passengers that routinely impede the public concourse, blocking flows and diminishing a fluid travel experience.

The Claytor Concourse, Union Station's intercity and commuter concourse, will be modernized and reconfigured to alleviate congested conditions, doubling its present capacity. The Concourse Expansion Program will enhance passenger comfort and accessibility, while enlivening the space with new architectural finishes and natural light. In addition to the expansion of the concourse, improvements by WMATA for a new Metrorail staircase and new First Street entrance will bring a consolidated set of passenger improvements to the western portion of the concourse.

Early action construction elements including the relocation of certain utility equipment will begin in winter 2016 and more visible construction work will start in late 2017. The Concourse Modernization Project advances in parallel to other 2nd Century Plan projects including the Federal Railroad Administration's Environmental Impact Statement (EIS) for the Washington Union Station Expansion Project, a comprehensive expansion and redevelopment of the station complex. A Record of Decision for the Station Expansion Project is expected in 2018, concluding the environmental review.

**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.

