



Amtrak Fact Sheet, Fiscal Year 2017

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 FY17 Amtrak served the following Maryland locations:

<u>City</u>	<u>Boardings + Alightings</u>
Aberdeen	55,387
Baltimore*	1,063,628
BWI Thurgood Marshall Airport**	724,865
Cumberland	11,858
New Carrollton	176,409
Rockville	5,605
Total Maryland Station Usage:	2,037,752
	(up 3.5% from FY16)

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

** *BWI Thurgood Marshall Airport is the 12th busiest station in the national Amtrak System.*

Procurement

Amtrak spent \$61,181,677 on goods and services in Maryland in FY17. Much of this was in:

<u>City</u>	<u>Amount</u>
Annapolis Junction	\$ 1,701,315
Baltimore	\$ 20,790,091
Beltsville	\$ 1,374,466
Boyd's	\$ 1,988,416
Cockeysville	\$ 1,298,057
Columbia	\$ 1,433,839
Germantown	\$ 1,394,822
Hanover	\$ 2,807,973
Rockville	\$ 12,885,475
Timonium	\$ 1,025,115
Westminster	\$ 5,318,859

Employment

At the end of FY17, Amtrak employed 2,278 Maryland residents. Total wages of Amtrak employees living in Maryland were \$185,579,140 during FY17.

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 to advance three projects, 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 environment review documentation, in compliance with the National Environmental Protection Act (NEPA). The Federal Railroad Administration (FRA) and MDOT have managed the Environmental Impact Statement process, while Amtrak is managing the project engineering as the owner of the infrastructure. The FRA and MDOT issued the Final Environmental Impact Statement (FEIS) in November 2016 and the Record of Decision (ROD) was released in March 2017. Funding has not currently been identified for final design and construction of the project. Project partners are committed to ongoing public outreach as funding is provided to advance the project.

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. 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 and the Preliminary Engineering and the NEPA process was completed in May 2017, with the release of a Finding of No Significant Impact (FONSI). Funding for final design and construction still needs to be identified.

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

Stations

Baltimore Penn Station: Baltimore Penn Station is a major multimodal transportation hub serving the greater Baltimore region and is a vital link along the busy Northeast Corridor. As the 8th busiest station in Amtrak's national system, Penn Station serves Amtrak's high speed *Acela Express*, *Northeast Regional* and long-distance train services. In addition, the commuter operations of MARC's Penn Line, the city's light rail and bus service can all be accessed via the 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.

As the selection process for a Master Developer advances, Amtrak continues significant investment in improving 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 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. Design was also recently completed to replace the station's roofing and drainage systems, with construction anticipated in early 2018.

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.

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.

Cumberland: As part of Amtrak's national ADA improvement program, work began in late 2017 at the Cumberland station to improve ADA accessibility along the sidewalks and entranceways to the facility.

