



# Amtrak Fact Sheet Fiscal Year 2019 *State of Maryland*

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## Amtrak Service & Ridership

Amtrak operates approximately 85-90 trains daily in Maryland, mostly on the Amtrak-owned Northeast Corridor. Amtrak operates the following Northeast Corridor Service:

- The high-speed **Acela** (daily Washington-Baltimore-Wilmington-Philadelphia-Newark-New York-New Haven-Providence-Boston)
- The **Northeast Regional** (daily Richmond-Washington-BWI-Baltimore-Wilmington-Philadelphia-Trenton-Newark-New York-New Haven-New London-Providence-Boston)

Amtrak also operates the following National Network trains in Maryland:

- The **Capitol Limited** (daily Chicago-Cleveland-Pittsburgh-Rockville-Washington)
- The **Cardinal** (tri-weekly New York-Baltimore-Charlottesville-Charleston-Cincinnati-Indianapolis-Chicago)
- The **Crescent** (daily New York-Baltimore-Charlottesville-Charlotte-Atlanta-Birmingham-New Orleans)
- The **Palmetto** (daily New York-Baltimore-Richmond-Charleston-Savannah)
- The **Silver Meteor** (daily New York-Baltimore-Richmond-Charleston-Jacksonville-Miami)
- The **Silver Star** (daily New York-Baltimore-Richmond-Columbia-Jacksonville-Tampa-Miami)

Amtrak also operates the following State Supported trains:

- The **Carolinian** (daily New York-Baltimore-Richmond-Raleigh-Charlotte)
- The **Vermont** (daily St. Albans, Vt.-Baltimore-Washington)

During FY19, Amtrak served the following Maryland locations:

<b>City</b>	<b>Boardings &amp; Alightings</b>
<a href="#">Aberdeen</a>	35,483
<a href="#">Baltimore</a>	1,043,542
<a href="#">BWI Thurgood Marshall Airport</a>	751,228
<a href="#">Cumberland</a>	10,371
<a href="#">New Carrollton</a>	185,930
<a href="#">Rockville</a>	5,421
<b>Total Maryland Station Usage:</b>	<b>2,031,975</b>

## Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads in order to operate routes using tracks that are not owned or controlled by Amtrak. Host railroads are statutorily required to provide Amtrak trains “preference” over freight transportation. However, on time performance on most host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities.

Listed below are the Amtrak services that operate in Maryland with each service’s host railroads and on-time performance (OTP) in FY19:

<b>Service</b>	<b>Host Railroads</b>	<b>FY19 OTP</b>
<b><i>Acela</i></b>	Amtrak and Norfolk Southern	<b>86.6%</b>
<b><i>Northeast Regional</i></b>	Amtrak, CSX, Metro-North, and Norfolk Southern	<b>85.9%</b>
<b><i>Capitol Limited</i></b>	CSX and Norfolk Southern	<b>36.5%</b>
<b><i>Cardinal</i></b>	CSX, Norfolk Southern, and Buckingham Branch Railroad	<b>50.0%</b>
<b><i>Crescent</i></b>	Norfolk Southern	<b>28.7%</b>
<b><i>Palmetto</i></b>	CSX	<b>62.8%</b>
<b><i>Silver Meteor</i></b>	CSX, Florida Department of Transportation, and Florida Central Rail Corridor	<b>49.4%</b>
<b><i>Silver Star</i></b>	CSX, Norfolk Southern, Florida Department of Transportation, and Florida Central Rail Corridor	<b>35.8%</b>
<b><i>Carolinian</i></b>	CSX and Norfolk Southern	<b>56.3%</b>
<b><i>Vermonteer</i></b>	Massachusetts Department of Transportation, Metro-North, and New England Central	<b>81.4%</b>

“On-time performance” represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

## Amtrak Guest Rewards

At the end of FY19, there were **346,083** members of the Amtrak Guest Rewards program in Maryland. This is an 8% increase from FY18.

## Procurement

Amtrak spent \$53,489,927 on goods and services in Maryland in FY19, including at:

<b><u>City</u></b>	<b><u>Amount</u></b>
Annapolis Junction	\$ 4,347,446
Baltimore	\$ 7,583,432

Boyd's	\$	2,529,642
Germantown	\$	9,623,718
Hanover	\$	3,798,474
Laurel	\$	2,445,358
Rockville	\$	10,347,253
Westminster	\$	4,051,848

## Employment

At the end of FY19, Amtrak employed 2,209 Maryland residents. Total wages during FY19 of Amtrak employees living in Maryland were \$211,585,851.

## 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, 2023. 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.

## 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 chokepoint, where tight curvature forces a 30 mph speed limit. This has impeded overall efforts to improve capacity and trip times along the NEC. The tunnel requires significant rehabilitation to extend its 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 even more critical.

Amtrak continues to advance efforts to improve infrastructure along the Northeast Corridor (NEC) by launching a pilot project focused on rehabilitating the 147-year-old Baltimore & Potomac (B&P) Tunnel. The project will undertake preventive maintenance work that is critical to keep the tunnel in good working condition. Plans are in progress to build a new tunnel to replace the existing tunnel under the City of Baltimore.

Work will begin in early February. Crews will replace 1,000 feet of track slab and block ties and renew track inside the tunnel that have deteriorated due to age and water infiltration. This work will take place over eight weekends, with minimal service impacts. This pilot project will allow Amtrak's Engineering Department to evaluate viable options to improve the reliability of the B&P Tunnel.

In 2017, after the completion of an Environmental Impact Statement (EIS), the Federal Railroad Administration issued a Record of Decision for a new four-track tunnel system to replace the existing B&P Tunnel.

Amtrak is undertaking a series of design modifications that will reduce the overall capital cost of the project for the new tunnels as well as mitigating certain constituency and neighborhood concerns identified through the EIS. This is a major back-log project estimated at \$5 billion.

Amtrak will continue to work with its partners, including federal, state and local stakeholders, to finalize a financing plan. In the interim Amtrak will continue to advance the design phase past 30%. The new tunnels are a 12- to 15-year project.

Susquehanna River Rail Bridge Project: The 1906 bridge is owned by Amtrak and is used by Amtrak, MARC, and Norfolk Southern Railway to carry passenger and freight trains across the Susquehanna River. As the longest moveable bridge on the NEC, the bridge is a critical link and will eventually need to be rehabilitated or replaced with a new structure to maintain future rail services. The project will provide future improvements to capacity, trip time, and safety for commuter, freight, and intercity passenger rail services on the NEC consistent with State and Amtrak plans.

With significant growth in passenger and freight rail service expected by 2040, the replacement bridge is being designed to accommodate future capacity needs. The new bridge design includes two new high-level, fixed bridges with a total of four tracks – doubling capacity compared to the current two tracks. One of the new bridges would be built primarily to serve highspeed trains operating at speeds up to 160 mph. With 60 feet of vertical clearance, the new fixed bridges will support better maritime uses along the river by maintaining navigation and eliminating the need to open and close for tall vessels.

Amtrak, the Federal Railroad Administration and Maryland Department of Transportation have cooperated on an Environmental Assessment (EA) for a replacement bridge, as required by the National Environmental Policy Act (NEPA). After the evaluation and public screening of multiple alternatives, a Finding of No Significant Impact (FONSI) was released in June 2017 for Selected Alternative 9A. The study included preliminary engineering and 30% design which has been advanced in close coordination with the adjacent communities to ensure aesthetic consistency and to respect the historic character of the surrounding area. Funding is now needed to finish design and construct the estimated \$1.7 billion new bridge. Funding will be pursued through a combination of federal grant programs, funding from Amtrak, and other state and local matches.

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

## Stations

**Baltimore Penn Station:** Baltimore Penn Station is a vital intermodal center with MARC commuter rail connections to Washington, D.C., and Perryville, Md., and easy access to the city's light rail and bus systems. Under the American Recovery and Reinvestment Act of 2009, Amtrak and the Maryland Transit Administration (MTA) undertook significant improvement projects throughout the station: \$1.1 million for a new fire protection system, and \$4 million to improve the heating, ventilation, and air conditioning system and refurbish the building's century-old windows. Through the Amtrak-MTA Joint Benefits Program, a \$1 million project to renovate and modernize the station's restrooms and ensure they are fully accessible was completed in 2013.

With its classic Beaux-Arts architecture, the historic station was built in 1911 and anchors the Charles North District in Baltimore City. As the 8<sup>th</sup> busiest station in Amtrak's national system, Penn Station serves Amtrak's high-speed *Acela*, *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.

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 was also recently completed to replace the station's roofing and drainage systems, with construction anticipated in early 2018.

Stakeholder coordination for station events and programming continues in 2019 to ensure Penn Station remains a community asset for public engagement.

**BWI Marshall Airport:** Opened in October 1980, the busy BWI Thurgood Marshall Airport station provides a convenient air-to-rail link for travelers passing through BWI Thurgood Marshall Airport. It also offers connections to regional buses, Maryland Area Regional Commuter (MARC) trains, taxis, and a garage with more than 600 spaces. The Bay Runner bus service to Annapolis, the Eastern Shore, Cumberland, and Frostburg is also available. Travelers at the station use elevators and an overhead walkway between platforms, and another walkway connects the station to office buildings nearby. Free shuttle buses transport passengers between the station, located at the edge of the airport, and the terminal – 24 hours a day.

The 1980 cast-concrete depot underwent a \$4.7 million renovation in 2018-19 to include installation of a new canopy, three new larger restrooms, ticketing facilities and an updated waiting area with seating, as well as additional improvements to the heating, air conditioning, and plumbing systems and the roof.

**Cumberland:** In 2019 as part of Amtrak’s national ADA improvement program, sidewalks and entranceways to the station were improved along with improvements to the restroom facilities.

# AMTRAK ROUTES IN MARYLAND

