



Amtrak Fact Sheet Fiscal Year 2021 State of Maryland

Amtrak Service & Ridership

At the end of FY 2021, Amtrak operated 77 trains per day in Maryland, as part of the following routes:

- **Long Distance**
 - Capitol Limited** (daily Chicago-Toledo-Cleveland-Pittsburgh-Washington)
 - Cardinal** (thrice weekly New York-Washington-Charlottesville-Charleston-Cincinnati-Indianapolis-Chicago)
 - Palmetto** (daily New York-Washington-Richmond-Charleston-Savannah)
 - Silver Meteor** (daily New York-Washington-Richmond-Charleston-Savannah-Jacksonville-Miami)
 - Silver Star** (daily New York-Washington-Richmond-Columbia-Savannah-Jacksonville-Tampa-Miami)
- **State Supported**
 - Carolinian** (daily New York-Washington-Richmond-Selma/Smithfield-Raleigh-Charlotte)
 - Vermont** (daily Washington-Philadelphia-New York-New Haven-Berlin-Springfield-Essex Junction-St. Albans)
- **Northeast Corridor**
 - Acela** (daily Washington-Baltimore-Wilmington-Philadelphia-Newark-New York-New Haven-Providence-Boston)
 - Northeast Regional** (daily Richmond-Washington-BWI-Baltimore-Wilmington-Philadelphia-Trenton-Newark-New York-New Haven-New London-Providence-Boston)

Stations Served

During FY 2021, Amtrak served the following locations in Maryland.

City (Code)	Ridership
Aberdeen (ABE)	13,841
Baltimore Penn Station (BAL)	446,914
BWI Thurgood Marshall Airport Station (BWI)	259,394
Cumberland (CUM)	5,117
New Carrollton (NCR)	103,558
Rockville (RKV)	2,325
Total Maryland Station Usage:	831,149

Amtrak maintains the Great American Stations website (<https://www.greatamericanstations.com/>), which includes detailed profiles of every Amtrak station. Information available includes a brief history of each station, a review of what organization or organizations are responsible for the various portions of each facility, a list of routes serving each station, contact information for the appropriate Amtrak representative for that station, and relevant local community links.

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that Amtrak does not own or control. 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 customer on-time performance (OTP) in FY 2021:

Service	Host Railroad (s)	FY21 OTP
<i>Capitol Limited</i>	CSX, Norfolk Southern	28.7%
<i>Cardinal</i>	CSX, Norfolk Southern, Buckingham Branch Railroad	54.1%
<i>Palmetto</i>	CSX	60.7%
<i>Silver Meteor</i>	CSX, Florida Central Rail Corridor, Florida DOT	55.0%
<i>Silver Star</i>	CSX, Norfolk Southern, Florida Central Rail Corridor, Florida DOT	44.6%
<i>Carolinian</i>	CSX, Norfolk Southern	69.2%
<i>Vermont</i>	Massachusetts DOT, Metro-North, New England Central	86.7%
<i>Acela</i>	Amtrak, Metro-North	82.8%
<i>Northeast Regional</i> (spine)	Amtrak, Metro-North	87.6%

Customer OTP measures what proportion of customers arrive at their destination on time. For *Acela* trains, the margin is within ten minutes of the schedule and the margin is 15 minutes for all other trains. Thus, if a train is 16 minutes late to its final stop, and all its riders are headed for that stop, then even if the train is on time at every intermediate stop, customer OTP would be 0%, reflecting the passengers’ experience.

Amtrak Guest Rewards

At the end of FY 2021, there were approximately 13.5 million members of Amtrak Guest Rewards (AGR), with 400,131 members listing an address in Maryland. This is a 6.5% increase from FY 2020. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>

Procurement

In FY 2021, Amtrak procured goods and services worth \$2.63 billion, and more than 99% of that figure was sourced from firms headquartered domestically. In Maryland, Amtrak spent \$84,680,456, broken down in the following locations:

City	Amount (\$)
Annapolis	7,683,027
Annapolis Junction	1,352,528
Baltimore	20,790,837
Bel Air	138,876
Beltsville	723,417
Bethesda	5,076,955
Boys	277,256
Capitol Heights	5,244,077
Cockeysville	1,657,580

City	Amount (\$)
Crofton	112,732
Easton	502,859
Elkridge	102,994
Elkton	449,685
Ellicott City	111,894
Frederick	134,542
Germantown	6,169,397
Glen Burnie	140,317
Hanover	5,060,998
Hunt Valley	847,816
Hyattsville	866,087
Jessup	1,239,308
Lanham	177,000
Laurel	364,094
Linthicum Heights	423,845
Perryville	211,173
Rockville	18,781,522
Salisbury	110,318
Savage	137,104
Silver Spring	488,977
Sparks	121,949
Towson	274,991
Westminster	3,523,983

Employment & Wages

At the end of FY 2021, Amtrak employed 17,055 people, including 2,123 Maryland residents. Total FY 2021 wages were \$1.54 billion, of which Maryland residents earned \$213,125,686.

Section 209 Service

In the Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432), Congress required, by October 2013, an equitable arrangement of cost sharing between Amtrak and state or public agency partners that provide funding for short-distance, intercity train services. Agreements were reached with all parties by the deadline, and the services continued to run without interruption.

Section 212 Service

Congress authorized the Northeast Corridor (NEC) Commission in the Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432) and charged it with developing a formula to allocate NEC capital and operating costs based on usage, making recommendations to Congress, and facilitating collaborative planning. The Commission is made up of 18 members, including representatives from each of the eight NEC states, the District of Columbia, Amtrak, and the U.S. Department of Transportation. The Commission was chartered in 2010 to focus on near-term strategies to stabilize the NEC and establish a foundation for future growth through unified regional action. Given the importance of Amtrak's NEC to the many communities it serves, and the fact that it crosses so many state and local borders in the region, the NEC Commission seeks to simplify coordination among these stakeholders to ensure the development and implementation of an effective modernization program.

Additional Information

Bipartisan Infrastructure Law

Enacted in November 2021, the Infrastructure Investment and Jobs Act (IIJA), or “Bipartisan Infrastructure Law,” provides \$66 billion in guaranteed funding for intercity passenger and freight rail over the next five years. That includes \$22 billion in dedicated Amtrak funding – for fleet modernization, state-of-good-repair work, and other specified project types – and another \$44 billion for FRA-administered grants. This historic federal investment will rebuild crumbling infrastructure, improve accessibility onboard and at our stations, enable overdue service expansions, and transform U.S. passenger rail service.

Amtrak Connects US

In 2021, Amtrak released the Amtrak Connects US vision for growing America’s passenger rail system and meeting the needs of both fast-growing metro areas and other underserved communities. Our vision proposed 39 new routes, 25 enhanced routes, and 160 new stops to serve 20 million new riders across the United States. Since then, the Federal Railroad Administration has launched the Corridor Identification & Development Program to establish a pipeline of intercity passenger rail projects ready for federal investment and technical assistance.

Importantly, the Amtrak Connects US vision was only a starting point. Amtrak is ready to work with States and other eligible entities to begin or expand service anywhere – regardless of whether the route was included in the vision.

Commuter Partners

Amtrak personnel operate an average of 57 MARC Penn Line trains every weekday, under contract with Maryland Transit Administration, and provides access to Union Station for all MARC services (Penn, Camden, and Brunswick lines). Starting December 7, 2013, MARC began offering weekend service on the Penn Line, with nine Saturday roundtrips and six Sunday roundtrips. Amtrak also provides access to Union Station for Virginia Railway Express (VRE) trains.

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 Passenger 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 these 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: The B&P Tunnel, located in Baltimore, dates from the Civil War era. At nearly 150 years old, it is the oldest tunnel Amtrak inherited and a single point of failure for MARC's busiest line (the Penn Line) and the Northeast Corridor (NEC). The 1.4-mile tunnel, connecting Baltimore's Penn Station to Washington and Virginia, suffers from a variety of age-related issues contributing to delays, in addition to tight track curvature requiring a 30-mph speed limit.

The B&P Tunnel Replacement Program will modernize and transform a four-mile section of the Northeast Corridor and improve service to meet the needs of the nine million MARC and Amtrak customers who rely on it annually. It includes two new high-capacity tubes for electrified passenger trains, new roadway and railroad bridges, new rail systems and track, and a new ADA-accessible West Baltimore MARC station. The new tunnel will be named the Frederick Douglass Tunnel after the late Maryland-born and world-renowned abolitionist leader.

Amtrak undertook 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 2017 EIS.

In June 2022, Amtrak kicked off procurement phase for the \$1+ billion Southern Approach construction package, which is the first of three major construction contracts for the B&P Tunnel Replacement Program in Baltimore. Amtrak has issued a Request for Letters of Interest (LOI) to the industry, indicating that this portion of the program will be completed under a Construction Manager At-Risk (CMAR) delivery approach.

Amtrak continues to advance design, property acquisitions, community outreach, and preparations for other smaller construction projects associated with the B&P Tunnel Replacement Program, which will transform the Northeast Corridor in West Baltimore. The Program includes nearly \$5 billion of construction, and after receipt of new federal funding created by last year's Bipartisan Infrastructure Law, Amtrak will be ready to complete early construction activities.

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 design includes two new high-level, fixed bridges with a total of four tracks – doubling capacity compared to the current two tracks.

The East Bridge would be built primarily to serve high-speed trains operating at speeds up to 160 mph and West Bridge for conventional inter-city commuter and freight trains. 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 final design and construction. 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.

Station Improvements

Aberdeen: Amtrak plan to modify the station to ensure ADA compliance. This will include providing an accessible route from the public right of way to the platform, parking, and station, modifying the parking to provide the correct number of accessible parking stalls, constructing new platforms with associated ramps, stairs, railings, and signage, ensuring an ADA-compliant path of travel is provided between the two side platforms, modifying station entrances to meet ADA requirement, renovating the restrooms to meet ADA compliance, and providing platform city identifier signs.

Baltimore Penn Station: A classic of Beaux-Arts architecture, the historic station was built in 1911 and anchors the Charles North District in Baltimore City. As the eighth busiest station in Amtrak's national system, Penn Station is served by Amtrak *Acela*, *Northeast Regional*, and a number of state supported and long distance train services. In addition, the station provides MARC Penn Line commuter rail connections to Washington, D.C., and Perryville and connections to the city's light rail and bus service. Beginning in 2009, Amtrak, Maryland Transit Administration (MTA), the City of Baltimore, and neighborhood partners have invested nearly \$20 million in improvement projects, including new fire protection and generator systems to improve heating, ventilation, air conditioning; refurbishing of the century-old windows; and modernization and accessibility projects of the station's restrooms.

In 2018, Amtrak announced the Baltimore-based developer, Penn Station Partners, led by Beatty Development Group and Cross Street Partners, as the selected Baltimore Penn Station Master Developer. Penn Station Partners has been working closely with Amtrak since 2017 to lead the historic preservation and state-of-the-art redevelopment of the station. Essential core and shell improvements, started in Summer 2022, include masonry repairs, existing window refurbishment, a new roof, new mechanical, electrical and plumbing systems as well as updated elevators, stairs, and ramps. Through adaptive reuse, the Penn Station Partners development team will respect the historical character of the station while introducing modern sensibility. Currently vacant, the three upper floors of the historic station will be refurbished for new office use, able to accommodate a single anchor tenant or multiple users. New

elevators and restrooms are also part of the planned office redevelopment, slated to be delivered in approximately Summer 2023.

Since the October 2021 groundbreaking event at the station, Amtrak has been working to finish platform improvements, including rebuilding a low-level platform into an ADA-compliant high-level platform and constructing a new platform. These upgrades will improve on-time performance for high-speed train operations by providing route flexibility and allowing unimpeded travel. Additionally, a renewed overhead electrical system and an upgraded 30-mile stretch of track between Baltimore and Washington Union Station will enable operation at higher speeds.

Just over the tracks from Penn Station, a brand-new, state-of-the-art station expansion will be integrated with the existing station and with a newly planned high-speed rail platform, modernizing functions and increasing capacity. Transit functions, such as ticketing and baggage, will be relocated to the new station expansion, freeing up the concourse level of Penn Station for commercial and retail uses.

Construction will continue in phases to complete the station renovation and expansion over the next few years.

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 entrance-ways to the station were improved along with improvements to the restroom facilities.

AMTRAK ROUTES IN MARYLAND

