



Amtrak Fact Sheet Fiscal Year 2023 State of Maryland

Amtrak Service & Ridership

At the end of FY 2023, Amtrak operated over 67 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 2023, Amtrak trains served the following locations in Maryland.

City (Code)	Ridership
Aberdeen (ABE)	42,671
Baltimore (BAL)	1,081,133
BWI Thurgood Marshall Airport (BWI)	710,752
Cumberland (CUM)	7,651
New Carrollton (NCR)	208,161
Rockville (RKV)	3,560
Total Maryland Station Usage:	2,053,928

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 (OTP) 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 OTP in FY 2023:

Service	Host Railroad (s)	FY23 OTP
<i>Capitol Limited</i>	CSX, Norfolk Southern	70%
<i>Cardinal</i>	CSX, Norfolk Southern, Buckingham Branch Railroad	58%
<i>Palmetto</i>	CSX	67%
<i>Silver Meteor</i>	CSX, Florida Central Rail Corridor, Florida DOT	53%
<i>Silver Star</i>	CSX, Norfolk Southern, Florida Central Rail Corridor, Florida DOT	49%
<i>Carolinian</i>	CSX, Norfolk Southern	61%
<i>Vermonter</i>	Massachusetts DOT, Metro-North, New England Central	70%
<i>Acela</i>	Amtrak, Metro-North	81%
<i>Northeast Regional</i> (main line)	Amtrak, Metro-North	82%

Customer OTP measures what proportion of customers arrive at their destination on time. For *Acela* trains, the margin is within 10 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 2023, there were approximately 16.7 million members of *Amtrak Guest Rewards* (AGR), with 564,383 members listing an address in Maryland. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>.

Procurement

In FY 2023, Amtrak procured goods and services worth \$3.71 billion, and 99.0% of that figure was sourced from firms headquartered domestically. In Maryland, Amtrak spent \$183,765,894 broken down in the following locations:

City	Amount (\$)
Aberdeen	126,798
Annapolis	396,147
Baltimore	90,546,183
Bel Air	998,417

Beltsville	474,735
Bethesda	5,136,022
Capitol Heights	1,026,494
Cockeysville	1,407,896
Crofton	972,709
Dundalk	351,062
Easton	869,396
Elkton	508,263
Ellicott City	134,860
Gaithersburg	711,411
Germantown	6,312,174
Glen Burnie	141,939
Greenbelt	234,883
Hanover	7,620,568
Hunt Valley	753,382
Hyattsville	167,391
Jessup	2,033,883
Lanham	759,611
Laurel	107,076
Linthicum Heights	3,188,672
North East	227,511
Rockville	45,358,442
Salisbury	192,330
Savage	108,704
Silver Spring	379,597
Sparks	292,385
Timonium	863,197
Towson	1,508,864
Upper Marlboro	399,269
Westminster	8,011,695

Employment & Wages

At the end of FY 2023, Amtrak employed 22,642 people, including 2,872 Maryland residents. Total FY 2023 wages were \$2.21 billion, of which Maryland residents earned \$291,578,413.

Additional Information

Commuter Partners

Amtrak operates an average of 57 Maryland Area Regional Commuter (MARC) Penn Line trains every week-day, under a contract with the Maryland Transit Administration to provide Amtrak operating personnel, and access to Union Station for all MARC services (Penn, Camden, and Brunswick lines). 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. Examples include track and interlocking upgrades; HVAC upgrades at Washington Union Station; State of Good Repair design at Baltimore Penn Station; new Passenger Information Display Systems (PIDS) design at BWI Thurgood Marshall Airport; and a new platform design at New Carrollton.

Service Expansion and Improvements

Daily *Cardinal* Service: Amtrak received a federal Corridor Identification and Development Program (CIDP) grant for daily frequencies on its *Cardinal* service between New York and Chicago, which stops in Baltimore, MD.

Major Facilities

Frederick Douglass Tunnel Program: The 150-year-old Baltimore & Potomac Tunnel located in Baltimore 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, DC, 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 new tunnel will be named the Frederick Douglass Tunnel after the late Maryland-born leader for the rights of women and minorities. He escaped to his freedom by boarding a train in Baltimore and continued to be a frequent railroad passenger.

The Frederick Douglass Tunnel Program (FDTP) will modernize and transform a 10-mile section of the NEC and improve service to meet the needs of the 12 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 FDTP reached three major milestones in 2023.

- In January, Amtrak joined President Biden, elected officials, and partners to execute the Project Kickoff Agreement and celebrate the signed Project Labor Agreement with the Baltimore-DC Building and Construction Trades Council.
- In September, Amtrak awarded the first of three major construction contracts to deliver a new ADA-accessible West Baltimore MARC station, new tracks, and rail systems from the MARC station to the new tunnel, replacement of several bridges and more. This is Amtrak's first-ever Construction Manager at Risk (CMAR) contract, an innovative project delivery approach that will improve project delivery time and allow design, pre-construction and pricing work to proceed simultaneously.
- In November, the FDTP was awarded up to \$4.7 billion in FY22-23 Federal-State Partnership for Intercity Passenger Rail Program for the Northeast Corridor (FSP-NEC) grant funding, now making the program fully funded with Amtrak and Maryland Department of Transportation (MDOT) MTA contributions. Track upgrades completed in summer 2023 set the stage for demolition to begin in early 2024 and major construction later in 2024.

Susquehanna River Rail Bridge Replacement Project: The 1906 two-track bridge carries Amtrak, MARC and Norfolk Southern Railway passenger and freight trains across the Susquehanna River. As the longest moveable bridge on the NEC, it is a critical link and will be replaced with new structures to maintain future

rail services across the Susquehanna River – doubling capacity with four tracks, improving trip time and safety for commuter, freight, and intercity passenger rail services on the NEC consistent with state and Amtrak plans.

The East Bridge will serve high-speed trains operating at speeds up to 160 mph while the West Bridge will serve conventional intercity 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 for tall vessels.

The NEPA/EA process was completed in May 2017 with the release of a Finding of No Significant Impact (FONSI). In August 2022, the Project received the award of a \$40 million grant for final design through an additional cooperative agreement between the Federal Railroad Administration, MDOT/MTA and Amtrak. In November 2023, the project received a \$2.08 FSP-NEC grant. The construction contract was awarded in late 2023 to a Flatiron/Herzog Joint Venture and AECOM as project and construction management team to support completion of the final design and perform construction management for the bridge construction phase. Fay Construction is handling initial remnant pier removal, which begins in 2024.

Amtrak continues to progress planning and project development for replacement of the **Gunpowder River Bridge** and **Bush River Bridge**, which both received FSP-NEC grants in November 2023.

Maintenance-of-Way: Amtrak operates facilities in Odenton and Perryville.

Station Improvements

The Americans with Disabilities Act of 1990 (ADA) requires that stations in the intercity rail transportation system be made readily accessible to and usable by individuals with disabilities. In response, Amtrak developed an ADA Stations Program to bring the stations it serves (and for which it has ADA responsibility) into compliance with ADA requirements and to provide the best possible service to passengers with disabilities in the shortest timeframe and most integrated and efficient way possible.

Aberdeen: Amtrak plans to modify the station to ensure ADA compliance, including accessible pathways, parking, station and signage improvements, and new platforms. The City of Aberdeen received a \$4 million Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant in January 2023 to start design of its transit-oriented development Station Square Improvement Project with a goal to remove the existing pedestrian overpass owned by the Maryland State Highway Administration; Amtrak has been coordinating with the city on these efforts.

Baltimore Penn Station: The historic station was built in 1911 and anchors the Charles North District in Baltimore City. As the sixth busiest station (FY 2023) in Amtrak's national system with over three million passengers passing through yearly, Penn Station is served by Amtrak's *Acela*, *Northeast Regional*, and several state-supported and long-distance train services. In addition, the station provides MARC Penn Line commuter rail connections to Washington, DC, and Perryville and connections to the city's light rail and bus service. Beginning in 2009, Amtrak, 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.

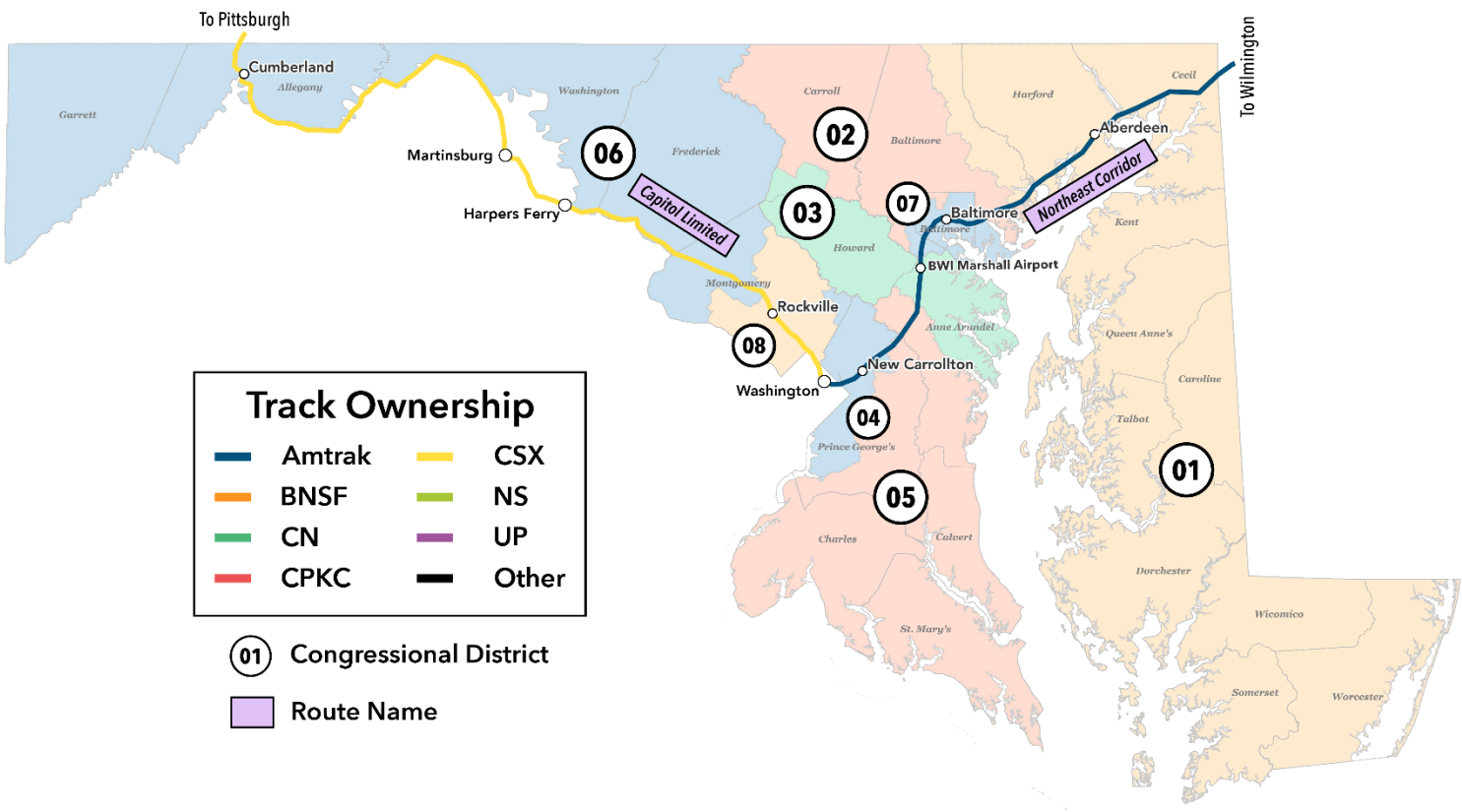
In 2018, Amtrak announced the Baltimore-based developer, Penn Station Partners, led by Beatty Development Group and Cross Street Partners, as the selected Baltimore Penn Station Master Developer. Penn Station Partners has been working closely with Amtrak since 2017 to lead the historic preservation and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

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 to be completed in 2024. These upgrades will improve customer OTP 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 a 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.

AMTRAK ROUTES IN MARYLAND



Track Ownership	
— Amtrak	— CSX
— BNSF	— NS
— CN	— UP
— CPKC	— Other

01 Congressional District

Route Name