Amtrak in Maryland
Fiscal Year 2025

Amtrak is America's Railroad,® created by Congress to "provide efficient and effective intercity passenger rail mobility consisting of high quality service that is trip-time competitive with other intercity travel options." In FY 2025, the company's 21,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 34.5 million passengers. Amtrak's network includes 526 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Amtrak Connections routes offer connecting service to additional communities, typically via bus.

Service & Ridership

In FY 2025, Amtrak operated an average of **around 83 intercity trains per day** on 10 permanent routes serving Maryland, with **2,557,774 total passengers** boarding or alighting in the state.[1] Service was provided via the following routes:[2]

- **Northeast Corridor Trains**
    - *Acela* — Boston (*BOS & BBY*) - Westwood (*Route 128*) - Providence - New Haven - New York - Philadelphia - Baltimore - Washington, DC (*12 round trips daily in FY 2025, increased to 13 round trips daily in FY 2026*)
    - *Northeast Regional* — Boston (*BOS & BBY*) - Westwood (*Rte. 128*) - Providence - New Haven - New York - Philadelphia - Baltimore - Washington, DC (*23 round trips daily*)

- **State-Supported Trains**
    - *Carolinian* — New York - Philadelphia - Wilmington - Baltimore (*BAL & BWI*) - Washington, DC - Richmond - Raleigh - Charlotte (*1 round trip daily*)
    - *Vermonter* — Washington, DC - Baltimore (*BAL & BWI*) - Wilmington - Philadelphia - New York - New Haven - Hartford - Springfield - Essex Junction (*Burlington*) - St. Albans (*1 round trip daily*)

- **Long-Distance Trains**
    - *Cardinal* — New York - Philadelphia - Wilmington - Baltimore (*BAL*) - Washington, DC - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago (*3 round trips weekly*)
    - *Crescent* — New York - Philadelphia - Wilmington - Baltimore (*BAL & BWI*) - Washington, DC - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans (*1 round trip daily*)

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[1] Total equals sum of all boardings and alightings at in-state stations.
[2] Not all stops shown. Note that certain frequencies may not serve every station listed.

- *Floridian* — Chicago - South Bend - Toledo - Cleveland - Pittsburgh - Washington, DC - Richmond - Raleigh - Columbia - Savannah - Orlando - Tampa - Miami (*1 round trip daily*)[3]
- *Palmetto* — New York - Philadelphia - Wilmington - Baltimore (*BAL & BWI*) - Washington, DC - Richmond - Fayetteville - Charleston - Savannah (*1 round trip daily*)
- *Silver Meteor* — New York - Philadelphia - Wilmington - Baltimore (*BAL*) - Washington, DC - Richmond - Fayetteville - Charleston - Savannah - Orlando - Miami (*1 round trip daily*)

Amtrak Connections

Some Amtrak routes offer partner-operated **Amtrak Connections** and/or other interline connections to additional communities (including in Maryland), via either bus or other modes of transportation. Many such services are sponsored by one or more of Amtrak's State-Supported partners, or by other public entities; these connections can be vitally important in certain markets. Tickets are purchasable through Amtrak; detailed, up-to-date information on available connections can be accessed via the booking tool on Amtrak.com.

Stations

During FY 2025, Amtrak intercity trains made scheduled stops at 6 locations in Maryland:

Station (Code)	2025 Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment[4]
Aberdeen (ABE)	53,358	Partial	FY 28	$23,665,287
Baltimore (*Downtown*) (BAL)	1,333,185	Partial	Pending	$10,545
Baltimore (*Airport*) (BWI)	911,275	Partial	FY 27	$4,137,170
Cumberland (CUM)	9,404	Sole	Complete	$4,280,723
New Carrollton (NCR)	244,906	Partial	Pending	$14,669
Rockville (RKV)	5,616	None	N/A	—
Total:	**2,557,744**	**5/6**	**In Progress**	**$32,108,394**

Amtrak is working to ensure that its stations are fully accessible to individuals with disabilities. Most Amtrak-served stations are decades old; many were served by other railroads before the company ever existed. The Americans with Disabilities Act (ADA), enacted in 1990, requires that U.S. stations be made accessible; in response, Amtrak developed an ADA Stations Program (ADASP) to bring station components for which the company is responsible into full ADA compliance. ADASP aims to ensure Amtrak provides the best possible service in the shortest possible timeframe; the program will ultimately

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[3] Effective Nov. 10, 2024, the *Capitol Limited* (Chicago - Washington, DC) and *Silver Star* (New York - Miami) are being temporarily combined into a new route, the *Floridian* (Chicago - DC - Miami), to accommodate regional capacity constraints created by a capital project in New York. The *Floridian* offers a single-seat connection between Florida and the Midwest, but does not serve *Silver Star* station stops north of Washington, DC.
[4] "Amtrak ADA Investment" describes Amtrak's projected total investment in compliance work over the lifetime of ADASP. Total does not sum due to certain *de minimis* expenditures and credits to ADASP not shown in table. ADASP does not technically include BAL or NCR; compliance efforts there are advancing separately, may receive additional investment, and may be subject to a separate timeline.

invest a total of $1.8 billion in 382 communities nationwide, including a **$32.1 million investment in Maryland**. All Amtrak-responsible work is targeted for completion by the end of CY 2029.

Detailed profiles of every permanent Amtrak station stop, including current information on accessibility, can be found on the Great American Stations website: https://www.greatamericanstations.com.

Additional Footprint

The Boston-to-Washington **Northeast Corridor**, currently America's only electrified high-speed rail corridor, passes through Maryland; Amtrak owns, maintains, and/or operates most of the NEC, including all track in the state, and provides access to other railroads under a cost allocation methodology consistent with statute. For instance, Amtrak-owned track in Maryland is used by Maryland Area Rail Commuter (MARC) commuter trains. To support critical NEC infrastructure, Amtrak maintains **maintenance-of-way bases** in Baltimore (Quad Ave.), Odenton, and Perryville.

Host Railroads & On Time Performance

Outside the NEC, most Amtrak trains must travel over other "host" railroads' tracks—and hosts generally control dispatching decisions on the tracks that they own. By law, Amtrak trains are required to receive preference over freight trains (i.e., priority in dispatching), but many host-dispatched trains arrive late at their destinations, and many routes do not meet on-time performance (OTP) standards established by the Federal Railroad Administration (FRA)—affecting millions of passengers per year.

Listed below are the Amtrak routes that operate in Maryland, along with each route's major in-state host railroad(s) and full-route customer on-time performance (C-OTP)[5] in FY 2025:

Route	In-State Host(s)	C-OTP
Northeast Corridor		
Acela	Amtrak	82.4%
Northeast Regional	Amtrak	75.0%
State-Supported		
Carolinian	Amtrak	60.9%
Vermonter	Amtrak	71.6%
Long-Distance		
Cardinal	Amtrak	51.6%
Crescent	Amtrak	75.3%
Floridian[6]	Amtrak	27.4%
Palmetto	Amtrak	63.5%
Silver Meteor	Amtrak	49.4%

[5] C-OTP measures the proportion of customers traveling on a given route who arrive at their destinations on time. Suppose that passengers board a train scheduled to make two stops, and suppose that train is on time at the first stop but arrives late at the second. If all passengers alight at the first stop, C-OTP for that train is 100%; if all passengers alight at the second stop, C-OTP is 0%.
[6] Amtrak is temporarily combining the Capitol Limited and Silver Star trains to create the Floridian service. The C-OTP listed for the Floridian is from November 10, 2024 – September 30, 2025.

Amtrak Guest Rewards

At the end of FY 2025, there were approximately 22.4 million members of Amtrak Guest Rewards (AGR), with 745,368 members listing an address in Maryland. For more information about AGR, please see: https://www.amtrak.com/guestrewards/home.

Procurement

Amtrak's procurements are subject to "Buy America"-style domestic preference requirements, which the company is proud to meet or exceed. Nationally, Amtrak paid nearly $5.7 billion for goods and services in FY 2025; 99% of that amount was spent domestically, and **$326.4 million** went to vendors in Maryland:

Community	Amount Spent
Baltimore	$142,224,489
Bethesda	$69,058,424
Rockville	$51,004,886
Westminster	$7,641,885
Linthicum Heights	$5,614,348
Germantown	$5,464,264
Hanover	$4,816,750
Timonium	$4,553,480
Bowie	$3,645,978
Windsor Mill	$3,611,663
Columbia	$3,206,875
Cockeysville	$2,695,547
Glen Burnie	$2,639,988
Jessup	$2,532,415
Hunt Valley	$2,487,702
Landover	$2,254,147
Towson	$1,896,757
Capitol Heights	$1,607,240
Annapolis	$1,338,515
Lanham	$1,000,582
Easton	$982,435
Upper Marlboro	$799,528
Elkton	$717,309
Beltsville	$537,874
All Others <$500k	$4,096,079
Total Payments	**$326,429,160**

The single largest in-state payment category was **professional services.**

Employment & Compensation

At the end of FY 2025, **2,836 Amtrak employees** lived in Maryland, and the company had paid out a total of **$290,209,930 in base wages and salary** in-state. Nationwide, Amtrak employed more than 21,000 active workers; total base wages and salaries for the year were approximately $2.2 billion.

Contract Commuter Services

While Amtrak's core mission focuses on "intercity passenger rail mobility," the company also provides commercial services to several commuter rail authorities (which provide local or regional service) under market-based contracts. In Maryland, Amtrak operates **Maryland Area Rail Commuter (MARC)** trains along the Penn Line (DC - Baltimore, with some frequencies extending as far north as Perryville) and maintains additional MARC equipment for the **Maryland Transit Administration**.

Current Amtrak Routes in Maryland

("Northeast Corridor" hosts Acelas, Northeast Regionals, and State-Supported and Long-Distance trains.)