



Amtrak Fact Sheet Fiscal Year 2022 State of Maryland

Amtrak Service & Ridership

At the end of FY 2022, 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 2022, Amtrak trains served the following locations in Maryland.

City (Code)	Ridership
Aberdeen (ABE)	32,935
Baltimore (BAL)	838,591
BWI Thurgood Marshall Airport (BWI)	522,353
Cumberland (CUM)	8,350
New Carrollton (NCR)	169,699
Rockville (RKV)	4,058
Total Maryland Station Usage:	1,575,986

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 2022:

Service	Host Railroad (s)	FY22 OTP
<i>Capitol Limited</i>	CSX, Norfolk Southern	32%
<i>Cardinal</i>	CSX, Norfolk Southern, Buckingham Branch Railroad	48%
<i>Palmetto</i>	CSX	68%
<i>Silver Meteor</i>	CSX, Florida Central Rail Corridor, Florida DOT	44%
<i>Silver Star</i>	CSX, Norfolk Southern, Florida Central Rail Corridor, Florida DOT	26%
<i>Carolinian</i>	CSX, Norfolk Southern	62%
<i>Vermont</i>	Massachusetts DOT, Metro-North, New England Central	81%
<i>Acela</i>	Amtrak, Metro-North	82%
<i>Northeast Regional (spine)</i>	Amtrak, Metro-North	84%

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 2022, there were approximately 14.4 million members of Amtrak Guest Rewards (AGR), with 489,332 members listing an address in Maryland. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>

Procurement

In FY 2022, Amtrak procured goods and services worth \$2.85 billion, and 99.0% of that figure was sourced from firms headquartered domestically. In Maryland, Amtrak spent \$129,256,206, broken down in the following locations:

City	Amount (\$)
Annapolis	3,329,318
Annapolis Junction	1,197,959
Baltimore	52,063,876
Bel Air	630,184
Beltsville	573,685
Bethesda	5,836,364
Capitol Heights	6,767,447
Cockeysville	2,889,677
Columbia	194,285

Crofton	154,842
Denton	131,425
Dundalk	103,123
Easton	930,993
Elkton	400,068
Ellicott City	154,432
Gaithersburg	124,944
Germantown	6,108,930
Glen Burnie	157,320
Greenbelt	116,181
Hanover	6,359,312
Hunt Valley	551,167
Hyattsville	1,176,804
Jessup	1,962,819
Lanham	474,092
Laurel	580,908
Linthicum Heights	2,348,463
Rockville	26,497,387
Salisbury	181,819
Savage	223,630
Silver Spring	343,724
Sparks	268,955
Stevensville	134,853
Timonium	447,427
Towson	993,301
Upper Marlboro	149,574
Westminster	3,504,896

Employment & Wages

At the end of FY 2022, Amtrak employed 18,689 people, including 2,286 Maryland residents. Total FY 2022 wages were \$1.92 billion, of which Maryland residents earned \$248,144,394.

Additional Information

Commuter Partners

Amtrak operates an average of 57 Maryland Area Regional Commuter (MARC) Penn Line trains every weekday, 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 Marshall Airport; and a new platform design at New Carrollton.

Major Facilities

Frederick Douglass Tunnel Program: The nearly 150-year-old B&P 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 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 and early 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 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.

In June 2022, Amtrak kicked off the procurement phase for the \$1+ billion Southern Approach construction package, which is the first of three major construction contracts for the Frederick Douglass Tunnel Replacement Program. 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 Program, which will transform the Northeast Corridor in West Baltimore.

Susquehanna River Rail Bridge 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, the bridge 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 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 for tall vessels.

The NEPA/EA process was completed in May 2017 with the release of a Finding of No Significant Impact (FONSI). Preliminary Engineering (30%) has also been completed. In August 2022, the Project received the award of \$40 million grant for final design through an additional cooperative agreement between FRA, MDOT/MTA and Amtrak.

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

Station Improvements

In FY 2022, Amtrak's ADA Stations Program spend for Maryland was over \$500,000.

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 CRISI grant in January 2023 to start design of their transit-oriented development Station Square Improvement Project with a goal to remove the existing pedestrian overpass owned by MD State highway; Amtrak has been coordinating with the City on these efforts.

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 several 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.

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 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.

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. Free shuttle buses transport passengers between the station, located at the edge of the airport, and the terminal – 24 hours a day.

Completed \$4.7 million renovations in 2019 included 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.

AMTRAK ROUTES IN MARYLAND

