Amtrak in Maryland

Fiscal Year 2024

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 2024, the company's 22,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 32.8 million passengers. Amtrak's network includes 524 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Thruway routes offer connecting service to additional communities, typically via bus.

Service & Ridership

In FY 2024, Amtrak operated an average of **around 80 intercity trains per day** on 10 permanent routes serving Maryland, with **2,467,377 total passengers** boarding or alighting in the state.[1] Service was provided via the following routes:[2]

- **Northeast Corridor Trains**
  - ***Acela*** — Boston - Providence - New Haven - New York - Philadelphia - Wilmington - Baltimore (*BAL & BWI*) - Washington, DC (*11 round trips daily*)[3]
  - ***Northeast Regional*** — Boston - Providence - New Haven - New York - Philadelphia - Wilmington - Baltimore (*BAL & BWI*) - Washington, DC (*22 round trips daily*)[4]

- **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**[5]
  - ***Capitol Limited*** — Washington, DC - Rockville - Harpers Ferry - Martinsburg - Cumberland - Pittsburgh - Cleveland - Toledo - Chicago (*1 round trip daily*)
  - ***Cardinal*** — New York - Philadelphia - Wilmington - Baltimore (*BAL*) - Washington, DC - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago (*3 round trips weekly*)

[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.
[3] Not all trips serve full route.
[4] Not all trips serve full route. Additionally, 2 round trips originate / terminate in Springfield, Massachusetts, rather than Boston, but follow the standard Northeast Regional route south of New Haven, Connecticut; 8 round trips originate / terminate at various endpoints in Virginia (3 in Norfolk, 2 in Newport News, 2 in Roanoke, and 1 in Richmond), but follow the standard Northeast Regional route north of Washington, DC. Travel by these trains outside of the Northeast Corridor spine is State-Supported service sponsored by, respectively, the Massachusetts and Connecticut Departments of Transportation (MassDOT / CTDOT) and by the Virginia Passenger Rail Authority (VPRA).
[5] 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.

- ***Crescent*** — New York - Philadelphia - Wilmington - Baltimore (*BAL & BWI*) - Washington, DC - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans *(1 round trip daily)*
- ***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)*
- ***Silver Star*** — New York - Philadelphia - Wilmington - Baltimore (*BAL*) - Washington, DC - Richmond - Raleigh - Columbia - Savannah - Orlando - Tampa - Miami *(1 round trip daily)*

As **State-Supported routes**, the *Carolinian* and *Vermonter* are operated in partnership with the North Carolina Department of Transportation (NCDOT; *Carolinian*), the Connecticut Department of Transportation (CTDOT; *Vermonter*), the Massachusetts Department of Transportation (MassDOT; *Vermonter*), and the Vermont Agency of Transportation (VTrans; *Vermonter*).[6] Outside the Boston-to-Washington Northeast Corridor (NEC), Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) requires that short- and middle-distance Amtrak routes (i.e., those less than 750 miles in length) be State-Supported; in other words, sponsoring partners fund the majority of those routes' costs and make decisions about schedule, frequency, and other aspects of service. In FY 2024, sponsoring partners funded a total of $10.0 million in operating payments for the State-Supported routes serving Maryland, helping support a combined total ridership on those routes[7] of 456,496.

Thruway Connections

Some Amtrak routes offer partner-operated **Thruway connecting service** 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 2024, Amtrak intercity trains made scheduled stops at 6 locations in Maryland:

Station (Code)	**Ridership** *(Ons + Offs)*	**Amtrak ADA Responsibility**	**Amtrak ADA Compliance**	**Amtrak ADA Investment**[8]
Aberdeen (ABE)	50,022	Partial	FY 29	$12,322,948
Baltimore (*Downtown*) (BAL)	1,301,274	Partial	Pending	—
Baltimore (*Airport*) (BWI)	859,447	Partial	FY 26	$2,826,511

[6] Off-NEC extension of certain *Northeast Regional* frequencies serving Maryland also supported by one or more state governments.
[7] Unlike state- / station-specific ridership, total route ridership equals sum of all boardings and alightings divided by two.
[8] "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.

Station (Code)	**Ridership** *(Ons + Offs)*	**Amtrak ADA Responsibility**	**Amtrak ADA Compliance**	**Amtrak ADA Investment**[8]
Cumberland (CUM)	9,327	Partial	Complete	$4,272,557
New Carrollton (NCR)	242,365	Partial	Pending	—
Rockville (RKV)	4,942	None	N/A	$25,818
Total:	**2,467,377**	**5/6**	**In Progress**	**$19,383,612**

Importantly, 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 invest a total of $1.8 billion in 385 communities nationwide, including a **$19.4 million investment in Maryland**. All Amtrak-responsible work is targeted for completion by the end of FY 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 at a fair cost, 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 supposed 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)[9] in FY 2024:

[9] 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%.

Route	In-State Host(s)	C-OTP
Northeast Corridor		
Acela	Amtrak	77.8%
Northeast Regional	Amtrak	80.4%
State-Supported		
Carolinian	Amtrak	50.9%
Vermonter	Amtrak	68.2%
Long-Distance		
Capitol Limited	CSX	71.3%
Cardinal	Amtrak	57.5%
Crescent	Amtrak	58.7%
Palmetto	Amtrak	66.1%
Silver Meteor	Amtrak	46.9%
Silver Star	Amtrak	40.8%

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 $4.5 billion for goods and services in FY 2024; 99% of that amount was spent domestically, and **$211.2 million** went to vendors in Maryland:

Community	Amount
Baltimore	$110,374,622
Rockville	$43,699,633
Germantown	$9,386,915
Westminster	$6,881,394
Hanover	$5,442,694
Bethesda	$5,250,233
Capitol Heights	$3,546,923
Linthicum Heights	$2,979,489
Jessup	$2,258,142
Columbia	$2,241,650
Timonium	$2,162,755
Windsor Mill	$1,947,041
Towson	$1,594,656
Glen Burnie	$1,385,051
Lanham	$1,165,858
Cockeysville	$1,046,655
Easton	$922,936
Ellicott City	$687,413
Bowie	$681,269

Community	Amount
Landover	$679,162
Gaithersburg	$665,995
Beltsville	$564,779
Upper Marlboro	$538,229
All Others < $500K	$5,128,772
Total MD Payments:	**$211,232,267**

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

Employment & Compensation

At the end of FY 2024, **1,078 Amtrak employees** worked in Maryland, and the company had paid out a total of **$93,528,117 in base wages and salary** in-state. Nationwide, Amtrak employed more than 22,000 active workers; total base wages and salaries for the year exceeded $2.1 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, NE Regionals, *and State-Supported and Long-Distance trains. Effective Nov. 2024, Chicago-DC* Capitol Limited *is temporarily replaced by Chicago-DC-Miami* Floridian *(not shown), which merges full* Capitol Ltd. *route with* Silver Star *service south of DC.*)

