



Amtrak Fact Sheet Fiscal Year 2018 *State of Maryland*

Amtrak Service & Ridership

Amtrak operates approximately 85-90 trains daily in Maryland, mostly on the Amtrak-owned Northeast Corridor. Amtrak operates the following Northeast Corridor Service:

- The high speed **Acela Express** (daily Washington-Baltimore-Wilmington-Philadelphia-Newark-New York-New Haven-Providence-Boston)
- The **Northeast Regional** (daily Richmond-Washington-BWI-Baltimore-Wilmington-Philadelphia-Trenton-Newark-New York-New Haven-New London-Providence-Boston)

Amtrak also operates the following National Network trains in Maryland:

- The **Capitol Limited** (daily Chicago-Cleveland-Pittsburgh-Rockville-Washington)
- The **Cardinal** (tri-weekly New York-Baltimore-Charlottesville-Charleston-Cincinnati-Indianapolis-Chicago)
- The **Crescent** (daily New York-Baltimore-Charlottesville-Charlotte-Atlanta-Birmingham-New Orleans)
- The **Palmetto** (daily New York-Baltimore-Richmond-Charleston-Savannah)
- The **Silver Meteor** (daily New York-Baltimore-Richmond-Charleston-Jacksonville-Miami)
- The **Silver Star** (daily New York-Baltimore-Richmond-Columbia-Jacksonville-Tampa-Miami)

Amtrak also operates the following State Supported trains:

- The **Carolinian** (daily New York-Baltimore-Richmond-Raleigh-Charlotte)
- The **Vermont** (daily St. Albans, Vt.-Baltimore-Washington)

During FY18, Amtrak served the following Maryland locations:

| City | Boardings & Alightings |
|---|-----------------------------------|
| Aberdeen | 56,285 |
| Baltimore | 1,041,232 |
| BWI Thurgood Marshall Airport | 756,533 |
| Cumberland | 11,019 |
| New Carrollton | 175,414 |
| Rockville | 5,162 |
| Total Maryland Station Usage: | 2,045,645 |

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads in order to operate routes using tracks that are not owned or controlled by Amtrak. 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 on-time performance (OTP) in FY18:

| Service | Host Railroads | FY18 OTP |
|----------------------------------|--|-----------------|
| <i>Acela Express</i> | Amtrak and Norfolk Southern | 77.6% |
| <i>Northeast Regional</i> | Amtrak, CSX, Metro North, and Norfolk Southern | 79.6% |
| <i>Capitol Limited</i> | CSX and Norfolk Southern | 40.1% |
| <i>Cardinal</i> | CSX, Norfolk Southern, and Buckingham Branch Railroad | 53.5% |
| <i>Crescent</i> | Norfolk Southern | 31.3% |
| <i>Palmetto</i> | CSX | 57.9% |
| <i>Silver Meteor</i> | CSX, Florida Department of Transportation, and Florida Central Rail Corridor | 43.6% |
| <i>Silver Star</i> | CSX, Norfolk Southern, Florida Department of Transportation, and Florida Central Rail Corridor | 37.6% |
| <i>Carolinian</i> | CSX and Norfolk Southern | 52.8% |
| <i>Vermonteer</i> | Massachusetts Department of Transportation, Metro North, and New England Central | 61.3% |

“On-time performance” represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

Amtrak Guest Rewards

At the end of FY18, there were **319,760** members of the Amtrak Guest Rewards program in Maryland. This is a 10% increase from FY17.

Commuter Partners

Amtrak operates an average of 57 MARC Penn Line trains every weekday, under contract with the Maryland Transit Administration, and provides access to Union Station for all MARC services (Penn, Camden, and Brunswick lines. There also is MARC Penn Line weekend service, 9 trips on Saturday and 6 on Sunday.

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 Passengers 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 three 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, Winans (near Halethorpe)-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 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: Built in 1873, shortly after the Civil War, the B&P Tunnel is among the oldest infrastructure in daily use along the NEC. Currently, one-fifth of Amtrak's passenger trips and one-third of its ticket revenues depend on travel through Baltimore, and the tunnel is critical to commuter and local freight operations that support states all along the NEC. The tunnel is a primary choke-point, where tight curvature forces a 30-mph speed limit. This has impeded overall efforts to improve capacity and trip times along the NEC. The tunnel requires significant rehabilitation to extend its useful life, which cannot be performed in a cost-effective way while the tunnel remains in service. Further, with 21 percent growth in passenger trips projected by 2050, replacement and potential rehabilitation is even more critical.

In 2010, Maryland Department of Transportation (MDOT) was awarded \$60 million in ARRA HSIPR funding for preliminary engineering and environment review documentation, in compliance with the National Environmental Protection Act (NEPA). The Federal Railroad Administration (FRA) and MDOT have managed the Environmental Impact Statement process, while Amtrak is managing the project engineering as the owner of the infrastructure. The FRA and MDOT issued the Final Environmental Impact Statement (FEIS) in 2016 and the Record of Decision (ROD) was released in 2017. Funding has not currently been identified for final design and construction of the project. Project partners are committed to ongoing public outreach as funding is provided to advance the project.

Susquehanna River Rail Bridge Project: The 1906 bridge is owned by Amtrak and used by Amtrak, the MARC, and Norfolk Southern to carry passenger and freight trains across the Susquehanna River. As the longest moveable bridge on the NEC, it 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. The proposed project could also improve the navigation channel for marine users.

The Maryland Department of Transportation (MDOT) received an award of \$22 million from the Federal Railroad Administration (FRA) for the preliminary engineering and National Environmental Policy Act of 1969 (NEPA) phases of the Susquehanna River Rail Bridge Project. FRA, MDOT, the Maryland Transit Administration (MTA) and Amtrak are working together to study various alternatives to improve this rail crossing along the heavily traveled NEC. The project study began in 2013 with the Preliminary Engineering and the NEPA process was completed in May 2017 with the release of a Finding of No Significant Impact (FONSI).

Amtrak operates two maintenance-of-way facilities in Maryland, at Odenton and Perryville.

Stations

Baltimore Penn Station: Baltimore Penn Station is a vital intermodal center with MARC commuter rail connections to Washington, D.C., and Perryville, Md., and easy access to the city's light rail and bus systems. Under the American Recovery and Reinvestment Act of 2009, Amtrak and the Maryland Transit Administration (MTA) made significant improvement projects throughout the station: \$1.1 million for a new fire protection system, and \$4 million to improve the heating, ventilation, and air conditioning system and refurbish the building's century-old windows. Through the Amtrak-MTA Joint Benefits Program, a \$1 million project to renovate and modernize the station's restrooms and ensure they are fully accessible was completed in 2013.

Amtrak also kicked off a two-year master planning process in 2013 with three components: State of Good Repair Study, Operations and Facilities Plan and Commercial Development Plan. The Commercial Development Plan evaluated the development opportunities for the vacant upper floors of the station, the 1.5-acre Lanvale site to the north and other underutilized assets.

In 2017, Amtrak announced the selection of Penn Station Partners of Baltimore to negotiate a master development deal for Baltimore Penn Station and neighboring Amtrak-owned properties. The team includes Beatty Development Group, Armada Hoffer Properties, Cross Street Partners, Gensler, WSP USA, Network Rail Consulting and Mace Group among others.

Master development goals include modernizing and expanding station facilities and amenities to accommodate growth, renovating the station's upper floors and supporting transit-oriented development that integrates the surrounding neighborhood's unique vitality. Negotiations are underway, with the selected team proposing a multi-phased, mixed-use development that could bring as many as 1.6 million square feet of development to the area. Preliminary concepts include a hotel in the historic station head house and office and residential space to the north along Lanvale Street, connected by an expanded concourse with new retail opportunities. Specific details regarding the development's scope, design and phasing will be the focus of future engagement between Amtrak, the selected developer, stakeholders, and the public.

Cumberland: As part of Amtrak's national ADA improvement program, sidewalks and entranceways to the station were improved along with improvements to the restroom facilities.

AMTRAK ROUTES IN MARYLAND

