AMTRAK

General and Legislative Annual Report

& Fiscal Year 2023 Grant Request

NATIONAL RAILROAD PASSENGER CORPORATION
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March 31, 2022

The Honorable Kamala Harris
President of the Senate
United States Capitol
Washington, DC 20510

The Honorable Nancy Pelosi
Speaker of the House of Representatives
United States Capitol
Washington, DC 20515

Dear Madam President and Madam Speaker:

I am pleased to transmit Amtrak's Fiscal Year (FY) 2023 General and Legislative Annual Report to Congress, which includes our FY 2023 grant request as well as our FY 2021 accomplishments. Among the FY 2021 highlights:

- **Total Capital Expenditure**: $2.2 billion, including completing milestone investments like Hudson Tunnel Project property acquisition and advancing the procurement of new intercity trainsets.
- **Ridership**: Ridership grew to 12.2 million customer trips, 42% above what we projected in our FY 2021 plan, but still far below ridership levels before the COVID-19 pandemic.
- **Revenue**: Gross ticket revenues of $883 million in FY 2021 were ahead of plan but lagged behind the weak results of FY 2020 (a year partly affected by the pandemic) and were only 38% of the $2.354 billion in gross ticket revenues recorded in FY 2019 (pre-pandemic).
- **Adjusted Operating Earnings**: ($1.081 billion), a more-than-$400 million improvement over what was projected in our FY 2021 plan.

For 50 years, Amtrak, its state and commuter partners, and our customers have been looking to the Federal government to dedicate the necessary resources to intercity passenger rail so that Amtrak can more completely fulfill its mission to serve the American people in cities, suburbs, and small towns across the country. With the recent enactment of the Infrastructure Investment & Jobs Act (IIJA), Amtrak is about to begin a new era – with a historic level of federal investment for certain critical capital projects and a clear plan to transform and grow our business.

However, for Amtrak to accomplish what Congress intended and what is required by the IIJA, Amtrak's annual appropriation is more important than ever. In addition to directly providing guaranteed one-time funding, Congress also used the IIJA to authorize additional annual funding

– in effect, setting non-binding targets intended to inform, but not control, the annual appropriations process – for Amtrak's NEC and NN grants for each of FY 2022 – FY 2026. Our requested FY 2023 annual grant will allow Amtrak to continue operating our Long-Distance trains, which connect communities across the nation; to continue partnering with states to provide short-distance corridor service; and to continue normalized replacement (necessary maintenance and sustainment) of aged assets on the Northeast Corridor, all while facing new levels of uncertainty and disruption from the ongoing COVID-19 pandemic. Consistent with the authorized levels that Congress enacted just four months ago in the IIJA, Amtrak is requesting **$3.3 billion** in total grant funding for FY 2023:

Amtrak's FY 23 Grant Request	
Northeast Corridor	**National Network**
$1,100,000,000	$2,200,000,000

This winter's recent omicron variant surge is a reminder that COVID-19 is still evolving in ways that we cannot predict. Our annual operating plan, five-year plans, and ability to serve the nation are subject to the impacts of the pandemic, including effects upon the available workforce and labor market, customer demand, and the supply chain. The below table illustrates how our business performed before the pandemic; how it performed at the height of the pandemic's impacts on the nation; and what we forecast for the coming year as we continue to recover.

Metric	**FY 19** Actual	**FY 20** Actual	**FY 21** Actual	**FY 22** Plan	**FY 23** Projected
Ridership *(millions)*	32.5	16.8	12.2	23.2	28.8
Gross Ticket Revenue *(millions)*	$2,354	$1,246	$883	$1,628	$1,983
Total Operating Revenue *(millions)*	$3,323	$2,265	$1,917	$2,675	$3,113
Adjusted Operating Earnings *(millions)*	($29)	($789)	($1,081)	($1,030)	($1,099)
Cost Recovery Ratio	99%	74%	64%	72%	74%

On behalf of Amtrak's employees and our passengers, I want to thank you for your vital support as we prepare for a new era of passenger rail in America.

Sincerely,

Stephen J. Gardner
President & Chief Executive Officer

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I. Overview of Amtrak's FY 2023 Grant Request

Executive Summary

With the recent enactment of the Infrastructure Investment & Jobs Act (IIJA), Amtrak is about to begin a new era. We are now working with the USDOT, our state partners, and other stakeholders to transform and grow intercity passenger rail across the nation, and the historic level of IIJA capital investment will help us achieve this goal. However, there are limits on how and when IIJA-provided funds can be used. If Amtrak is to accomplish what Congress intends, an adequate annual appropriation is more important than ever. As the lingering effects of the COVID-19 pandemic continue to affect revenue and ridership, robust FY 2023 grant funding is needed to enable Amtrak to continue operating our Long-Distance trains, which link communities across the nation; to continue partnering with states to provide short-distance corridor service; and to continue normalized replacement (necessary maintenance and sustainment) of aged assets on the Northeast Corridor (NEC). Therefore, consistent with the funding levels that Congress authorized in the IIJA, **Amtrak is requesting $3.3 billion in annual grant funding for FY 2023**:

Amtrak's FY 2023 Grant Request	
Northeast Corridor	**National Network**
$1,100,000,000	$2,200,000,000

The below table breaks this request down into operating, debt, capital, and contingency needs:

Need	Northeast Corridor	National Network	Total
Operating Expenses	$182,800,772	$917,070,708	$1,099,871,480
Debt Service	—	—	—
Capital (subtotal)	$830,699,228	$1,083,947,776	$1,914,647,004
Normalized capital replacement programs *(includes Amtrak Sec. 212 BCC payment)**	*$422,957,731*	*$504,191,081*	*$927,148,811*
Improvement projects	*$193,453,211*	*$197,591,789*	*$391,045,000*
Backlog capital replacement projects	*$22,242,314*	*$51,310,900*	*$73,553,214*
Strategic initiative projects	*$171,697,916*	*$236,617,867*	*$408,315,783*
- Corridor development (Sec. 22101(h))†	—	$220,000,000	$220,000,000
- Other strategic initiatives	$171,697,916	$16,617,867	$188,315,783
Statutory, regulatory, or other legally-mandated projects	*$20,348,057*	*$94,236,139*	*$114,584,196*
Contingency‡	$75,000,000	$181,981,516	$256,981,516
Takedowns§	$11,500,000	$17,000,000	$28,500,000
Total	**$1,100,000,000**	**$2,200,000,000**	**$3,300,000,000**

** FY 22 baseline capital charge (BCC) for use of NEC infrastructure in FY 22 was $353.5 million; FY 23 charge is TBD. | † Corridor development funds under Sec. 22101(h) of Div. B of IIJA available for either capital or operating support. | ‡ Sec. 22206 of Div. B of IIJA requires Amtrak to establish grant categories, including a "contingency" category, as part of its required financial reporting; in order to provide a holistic view of our needs, Amtrak has included necessary FY 23 contingency funds as part of this grant request. | § See footnote no. 2 on following page regarding takedowns.*

The below table shows how the same funding would be allocated across the asset lines that we utilize in our five-year plans:[1]

Asset Line	Northeast Corridor	National Network	Total
Transportation	$80,809,625	$387,432,352	$468,241,977
Equipment	$175,623,058	$883,802,652	$1,059,425,710
Infrastructure	$608,492,310	$568,937,272	$1,177,429,581
Stations	$220,036,962	$339,062,464	$559,099,426
National Assets / Corp. Services	$3,538,046	$3,765,260	$7,303,306
Takedowns[2]	$11,500,000	$17,000,000	$28,500,000
Total	**$1,100,000,000**	**$2,200,000,000**	**$3,300,000,000**

Notably, while Amtrak will receive separate IIJA-provided funding (advance appropriations) for FY 2023, the company plans to commit such funding to major capital projects and procurements for both the NEC and National Network. This approach is consistent with, and necessary under, Congress' directives: IIJA funds are meant to advance certain specific activities and projects, and it is critical to understand that these funds are not interchangeable with annual appropriations. (See Tab V for a detailed review of the IIJA as it pertains to Amtrak.) Without sufficient annual grant funding, Amtrak will be unable to sustain current levels of service, and will be ill-equipped to make timely, effective use of the resources the IIJA has already provided.

Additionally, COVID-19 is still affecting Amtrak, and may evolve in ways we cannot predict. Our plans remain subject to the impacts of the pandemic on vital factors in our business such as customer demand, the labor market, and supply chains. We will continue to do all we can to manage our way through these challenges, and to keep Congress and our partners updated—but in the meantime, the resultant uncertainty heightens our need for robust annual funding. A review of recent and projected revenue and ridership demonstrates the volatility still facing the company:

Metric	**FY19** Actual	**FY20** Actual	**FY21** Actual	**FY22** Plan	**FY23** Projected
Ridership *(millions)*	32.5	16.8	12.2	23.2	28.8
Gross Ticket Revenue *(millions)*	$2,354.3	$1,246.2	$882.9	$1,628.1	$1,982.7

Finally, in addition to FY 2023 funding, Amtrak is also requesting technical corrections to the IIJA, appropriations report language, and other policy improvements (see Tabs I and IV).

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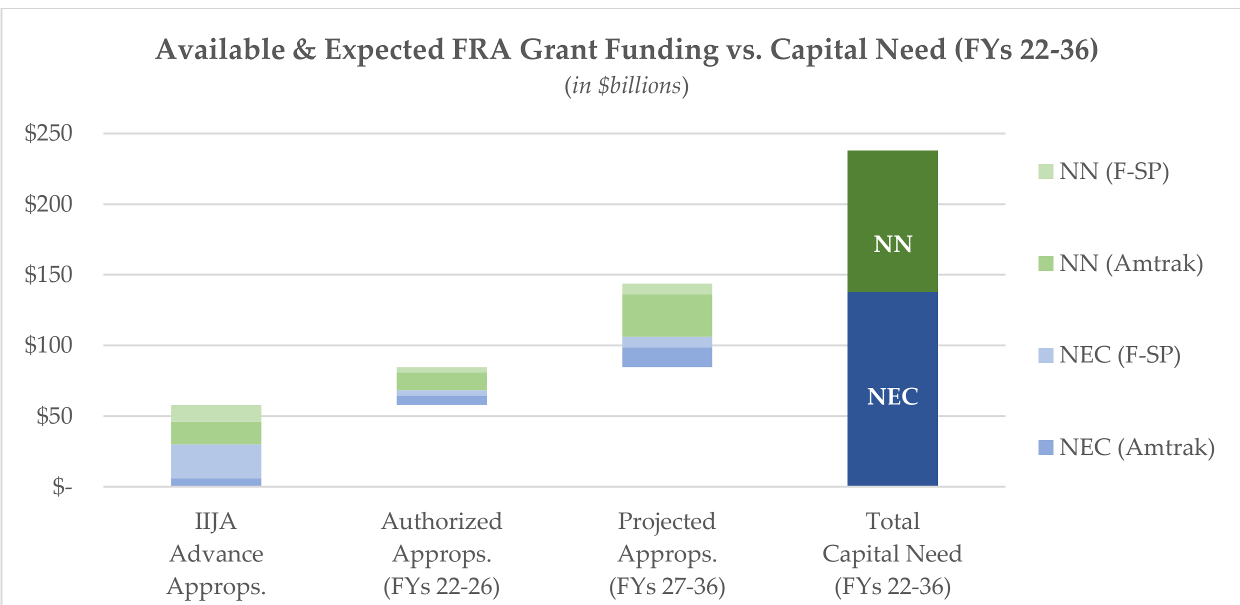
[1] Detailed description of asset lines available in the appendix; see "Asset Category Descriptions."

[2] Takedowns reflect annual authorizations enacted by the IIJA. Note that the IIJA also provided funds for FRA oversight, the NEC Commission, and the State-Amtrak Intercity Passenger Rail Committee (SAIPRC) directly. Congress should work with these entities to determine whether additional funding is needed via takedowns from Amtrak's annual grants (and if so, how much).

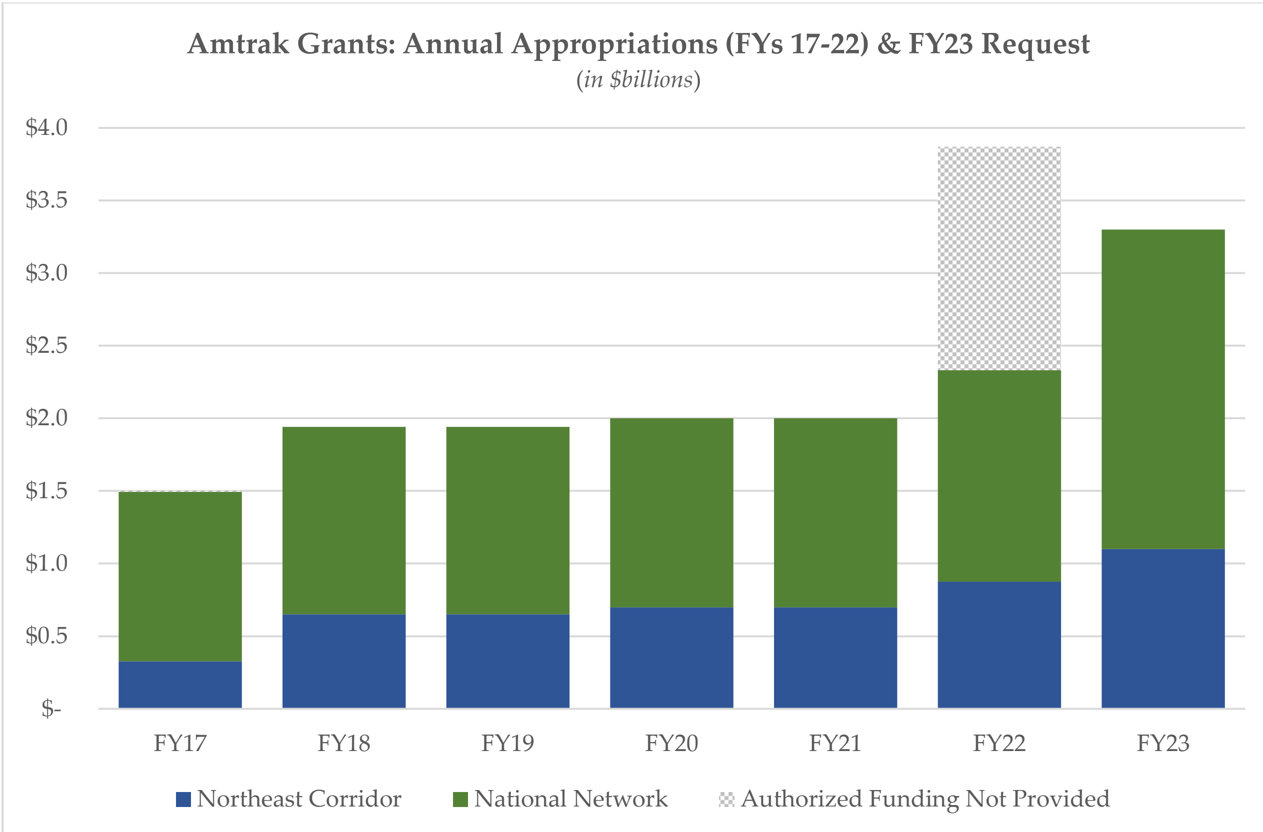
Comparative Statement of New Budget Authority

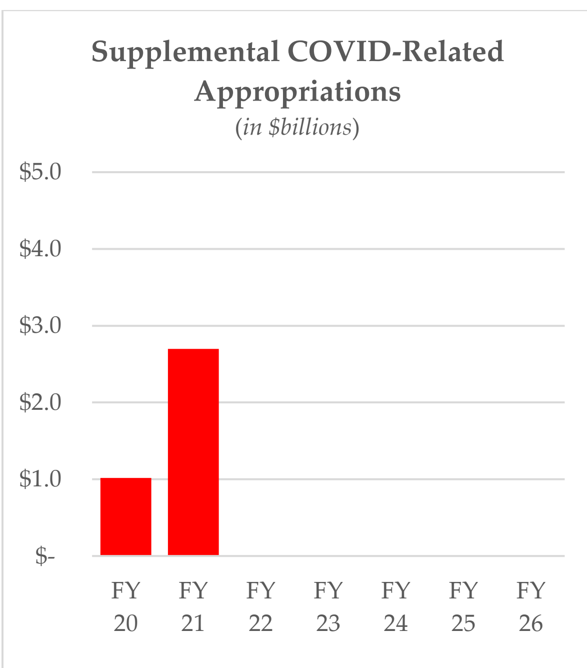
	FY 20 Enacted	FY 21 Enacted	FY 22 Enacted	FY 23 Amtrak Request
Amtrak Grants	**$2,000,000,000**	**$2,000,000,000**	**$2,331,371,000**	**$3,300,000,000**
Northeast Corridor	*$700,000,000*	*$700,000,000*	*$874,501,000*	*$1,100,000,000*
National Network	*$1,300,000,000*	*$1,300,000,000*	*$1,456,870,000*	*$2,200,000,000*
COVID-19 Emergency Funding*	**$1,018,000,000**	**$2,700,000,000**	**—**	**—**
Northeast Corridor	*$492,000,000*	*$1,625,000,000*	—	—
National Network	*$526,000,000*	*$1,075,000,000*	—	—
Subtotal, Annual Appropriations	**$3,018,000,000**	**$4,700,000,000**		**$3,300,000,000**
Additional Infrastructure Investment via IIJA	**—**	**—**	**$4,400,000,000**	**$4,400,000,000†**
Northeast Corridor	—	—	*$1,200,000,000*	*$1,200,000,000†*
National Network	—	—	*$3,200,000,000*	*$3,200,000,000†*
TOTAL	**$3,018,000,000**	**$4,700,000,000**	**$6,731,371,000**	**$7,700,000,000**

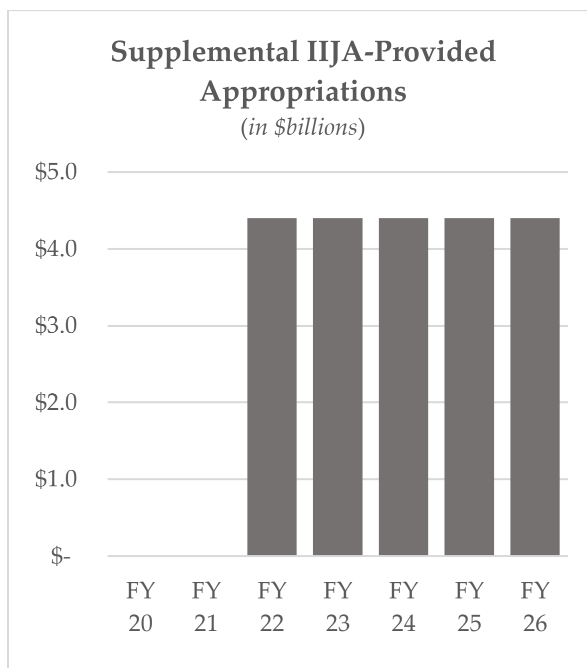
** If Congress chooses to enact an additional COVID-19 relief bill, Amtrak will work with Congress to assess how that bill should address the company's and its partners' needs. | † "Requested" IIJA funds have already been appropriated.*



Left-hand columns show available and anticipated Federal Railroad Administration (FRA) grant funding (F-SP and Amtrak grants) for FYs 22-36. The "projected appropriations" figure for FYs 27-36 assumes FY26 authorizations continue at the same dollar value for 10 additional years. FRA programs are primarily aimed at supporting intercity passenger rail, and as such, Federal Transit Administration (FTA) programs and Amtrak's commuter partners will be a critical piece of the overall approach to funding total rail needs. "Total Capital Need" reflects a rough cost estimate for the NEC Commission's "C35" plan; additional NEC high-speed rail investments; service expansion comparable to the "Amtrak Connects US" proposal; and other state-of-good-repair investments.







Emergency COVID-19 relief funds largely supported operating expenses due to reduced revenue, while IIJA-provided funds are intended for discrete capital projects and initiatives.

FY 2023 Grant Request – Legislative Language[3]

Northeast Corridor	National Network
$1,100,000,000	$2,200,000,000

NORTHEAST CORRIDOR GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

To enable the Secretary of Transportation to make grants to the National Railroad Passenger Corporation for activities associated with the Northeast Corridor as authorized by section 22101(a) of Division B of the Infrastructure Investment and Jobs Act (Public Law 117-58), $1,100,000,000, to remain available until expended: *Provided*, That notwithstanding subsection (f) of section 24911 of title 49, United States Code, amounts made available under this heading may be used as non-Federal share for Northeast Corridor projects selected for award under such section.

NATIONAL NETWORK GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

To enable the Secretary of Transportation to make grants to the National Railroad Passenger Corporation for activities associated with the National Network as authorized by section 22101(b) of Division B of the Infrastructure Investment and Jobs Act (Public Law 117-58), $2,200,000,000 to remain available until expended: *Provided*, That notwithstanding subsection (f) of section 24911 of title 49, United States Code, amounts made available under this heading may be used as non-Federal share for National Network projects selected for award under such section.

(These Amtrak grant requests are formatted as appropriations bill text for the annual THUD appropriations bill. Note that other funding, report language, and legislative language requests are contained elsewhere in Tab I (“FY 2023 Funding and Report Language Requests for Other Rail-Relevant Programs”) and throughout Tab IV (“Legislative Requests”).)

[3] Note: The IIJA provided federal funds for FRA oversight, for the NEC Commission, and for the State-Amtrak Intercity Passenger Rail Committee (SAIPRC). Congress should work with these entities to determine whether, and how much, additional funding is needed via takedowns from Amtrak’s annual grants, which are funded via the annual THUD appropriations bill. In addition, the IIJA also provided sufficient federal resources for Amtrak to bring stations into Americans with Disabilities Act (ADA) compliance, so no additional takedown is necessary under Sec. 22101(g) of Div. B of the IIJA .

How Amtrak's FY 2023 Grant Request Relates to Infrastructure Bill (IIJA) Funding

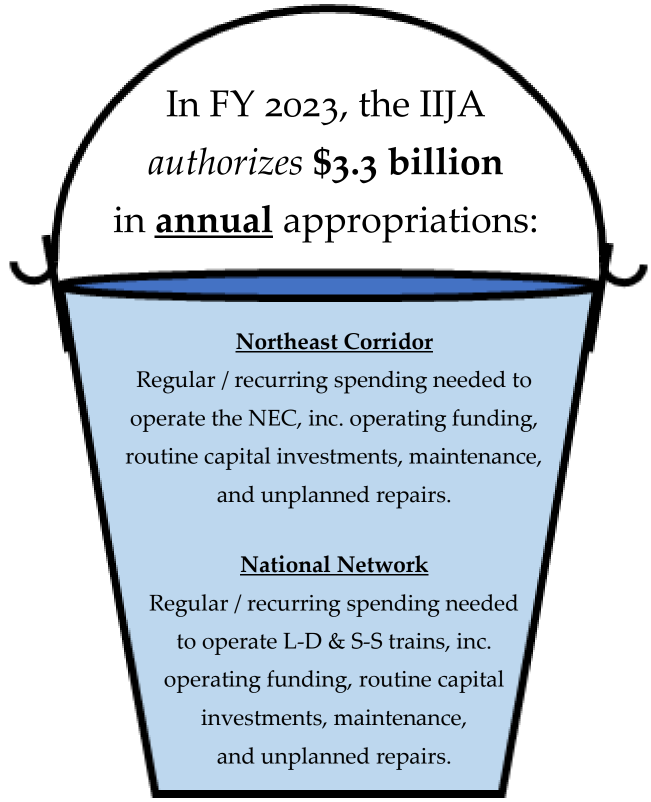
Since 1971, Congress has provided Amtrak with grant funding via the annual appropriations process. In recent years, this funding has been provided to Amtrak via both a Northeast Corridor grant and a separate National Network grant.

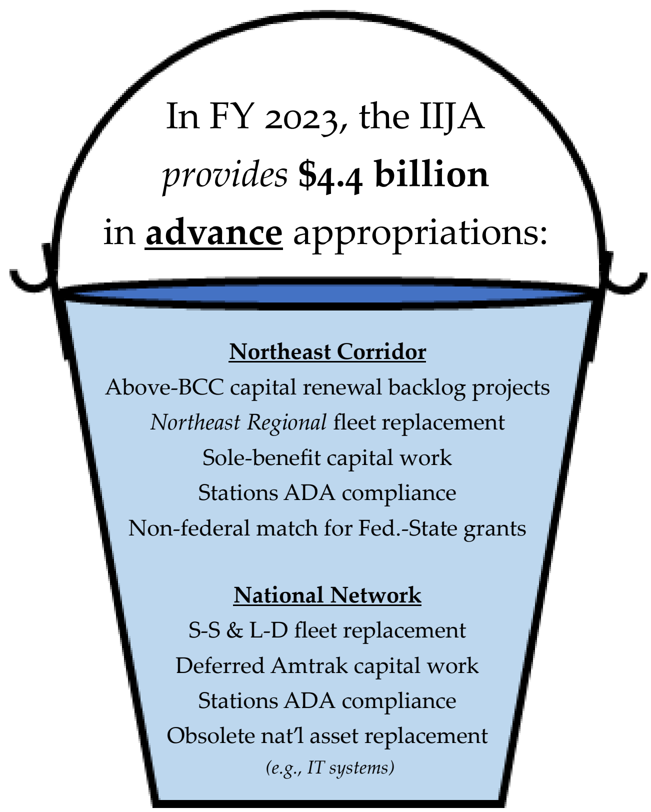
In the Infrastructure Investment and Jobs Act (IIJA), Congress established authorized funding levels – non-binding targets intended to inform, but not control, the annual appropriations process – for Amtrak's NEC and NN grants for FY 2022 – FY 2026. Consistent with our authorization, Amtrak is requesting $3.3 billion in combined FY 2023 annual grant funding, including $1.1 billion for the NEC and $2.2 billion for the NN.

Separately, the IIJA also provides Amtrak with $4.4 billion in guaranteed funding ("advance appropriations") in FY 2023. This guaranteed funding is intended to be used for discrete capital projects and other specific purposes and cannot be used for operating Amtrak trains; it is intended to supplement, not replace, Amtrak's regular annual grant funding.

Given how the IIJA is structured, if sufficient funds are not provided in the FY 2023 annual appropriations process, Amtrak would be unable to operate the NEC and National Network regardless of robust IIJA capital investments. This would result in negative impacts, including suspending train service across the system.

The two buckets on the right provide an illustrative view (non-exhaustive) of how annual and advance appropriations can be used for complementary, but distinct, purposes. (For a fuller discussion of the IIJA and Amtrak, please see Tab V.)





Detailed Grant Request

The table below reflects Amtrak's FY 2023 annual appropriations request broken down into the various grant categories established by Sec. 22206 of Div. B of the IIJA.

Need	Northeast Corridor	National Network	Total
Operating Expenses	**$182,800,772**	**$917,070,708**	**$1,099,871,480**
Debt Service	**—**	**—**	**—**
Capital	**$830,699,228**	**$1,083,947,776**	**$1,914,647,004**
Normalized capital replacement programs*, including regularly recurring work programs implemented on a systematic basis on classes of physical railroad assets, such as track, structures, electric traction, and power systems, rolling stock, and communications and signal systems, to maintain and sustain the condition and performance of such assets to support continued railroad operations. (Includes Amtrak's required Sec. 212 BCC payments.)*	*$422,957,731*	*$504,191,081*	*$927,148,811*
Improvement projects *to support service and safety enhancements, including discrete projects implemented in accordance with a fixed scope, schedule, and budget that result in enhanced or new infrastructure, equipment, or facilities*	*$193,453,211*	*$197,591,789*	*$391,045,000*
Backlog capital replacement projects*, including discrete projects implemented in accordance with a fixed scope, schedule, and budget that primarily replace or rehabilitate major infrastructure assets, including tunnels, bridges, stations, and similar assets, to reduce the state of good repair backlog on the Amtrak network*	*$22,242,314*	*$51,310,900*	*$73,553,214*
Strategic initiative projects*, including discrete projects implemented in accordance with a fixed scope, schedule, and budget that primarily improve overall operational performance, lower costs, or otherwise improve Amtrak's corporate efficiency*	*$171,697,916*	*$236,617,867*	*$408,315,783*
- Corridor development (Sec. 22101(h))*	—	$220,000,000	$220,000,000
- Other strategic initiatives	$171,697,916	$16,617,867	$188,315,783
Statutory, regulatory, or other legally mandated projects*, including discrete projects implemented in accordance with a fixed scope, schedule, and budget that enable Amtrak to fulfill specific legal or regulatory mandates.*	*$20,348,057*	*$94,236,139*	*$114,584,196*
Contingency *Inclusion of contingency funds is an industry standard practice that allows Amtrak to address issues that could not have been anticipated as a part of the initial yearly / project budgeting process. Includes capital & operating.*	**$75,000,000**	**$181,981,516**	**$256,981,516**
Takedowns	**$11,500,000**	**$17,000,000**	**$28,500,000**
Total	**$1,100,000,000**	**$2,200,000,000**	**$3,300,000,000**

** Corridor development funds governed by Sec. 22101(h) of Div. B of IIJA available for either capital or operating support.*

Miscellaneous Explanatory Notes:

- **FY23 Annual Grant and the Capital Backlog** – The FY 2023 annual grant must help address the backlog of capital projects on the NEC and Amtrak's National Network because the IIJA, while historic in nature, provides only a portion of the funding required to begin to eliminate that backlog.

- **"Amtrak's Required Sec. 212 BCC Payments"** – The annual grant is intended to fund Amtrak's allocated share of "baseline capital charges" (BCC)—funding Amtrak is obligated to invest in NEC infrastructure under the NEC Commission's cost allocation policy and Sec. 212 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). In addition to this BCC obligation, Amtrak plans to further reduce the capital renewal backlog by investing its IIJA-provided funds in projects that are not covered by the BCC payments.

- **"Capital"** – Sec. 22206 of Div. B of the IIJA requires that Amtrak establish grant categories as part of its required financial reporting; it directs Amtrak to incorporate the "capital" category in particular, inclusive of its prescribed subcategories, into each year's General and Legislative Annual Report.

- **"Contingency"** – Sec. 22206 of Div. B of the IIJA requires that Amtrak establish grant categories, including a "contingency" category, as part of its required financial reporting. In order to provide a holistic view of our financial needs, Amtrak has included necessary FY 2023 contingency funds as part of this grant request.

  Use of contingencies is an industry standard practice that allows Amtrak to mitigate unanticipated risks and issues associated with capital projects. Having available contingency funds allows Amtrak to streamline project approval processes and increase the speed and efficiency of design and construction by accommodating unplanned small cost fluctuations incurred due to market conditions, or regulatory and environmental changes that could not have been anticipated as a part of the initial project budgeting process. Given the volatility of current market conditions, a significant number of Amtrak capital efforts are experiencing budget and timeline fluctuations that could not have been anticipated, as some of these projects were originally conceived prior to the COVID-19 pandemic. Without available contingency funds, projects can experience multiple starts and stops as Amtrak works to secure additional funds, requiring multiple layers of regulatory approvals for small budget adjustments. More generally, these types of starts and stops can result in additional costs, schedule delays, and service and workforce disruptions.

In addition to the contingency funds included for capital projects, our FY 2023 request includes a contingency to account for potential revenue risk associated with ongoing impacts of the COVID-19 pandemic on our revenue and ridership.

- **Revised Sec. 209 Cost Methodology Policy & Funding Needs** – Through the State-Amtrak Intercity Passenger Rail Committee (SAIPRC), Amtrak and its state partners are in the process of revising the cost methodology that provides the framework for how states are charged for State-Supported service pursuant to Sec. 209 of PRIIA. The IIJA requires that:

  > *[t]o the extent that a revision… assigns to Amtrak costs that were previously allocated to States, Amtrak shall request with specificity such additional funding in the general and legislative annual report required under section 24315 [of title 49, United States Code,] or in any appropriate subsequent Federal funding request for the fiscal year in which the revised cost methodology policy will be implemented*.

  We expect that under the revised cost methodology policy there will be activities the states currently help fund that could be considered activities related to a national interest, and as such may be assigned to Amtrak. As contemplated by the IIJA, we expect that we will ask for an increase in federal appropriations, if necessary to cover these national expenses, in a supplemental request.

FY 2023 Funding and Report Language Requests for Other Rail-Relevant Programs

In addition to the $3.3 billion requested for Amtrak's own grants, there are a number of other rail-relevant programs and accounts for which Amtrak is seeking robust federal funding in FY 2023, primarily via the Transportation, Housing and Urban Development, and Related Agencies (THUD) full-year appropriations bill:

Annual Funding Request for Non-Amtrak Programs & Accounts *($millions)*			
Program / Account	**FY 2022 Enacted***	**FY 2023 Authorized***	**FY 2023 Request***
FRA – **Federal-State Partnership for Intercity Passenger Rail**†	$100	$1,500	$5,000
FRA – **Restoration & Enhancement** (R&E)†	—	$50	$50
FRA – **Consolidated Rail Infrastructure & Safety Improvements** (CRISI)†	$625	$1,000	$1,000
FRA – **Railroad Crossing Elimination** (RCE)†	—	$500	$500
FRA – **Passenger Rail Improvement, Modernization, & Emissions Reduction** (PRIME)	—	—	$5,000
FRA – **Safety & Operations**	$241	$254	$254
FRA – **Research & Development**†	$43	$44	$69
FTA – **Capital Investment Grants** (CIG)	$2,248	$3,000	$3,000
FTA – **High Intensity Fixed Guideway State of Good Repair Formula** (§5337(c))	IIJA-provided contract authority	IIJA-provided contract authority	$1,000 plus-up to contract authority
OST – **National Infrastructure Project Assistance**	—	$2,000	$2,000
OST – **Local & Regional Project Assistance**	$775	$1,500	$1,500
OST – **RRIF Credit Assistance** (§22406(a)(1))§	—	$50	$50
STB – **Surface Transportation Board**†	$39	—	$43
DHS – FEMA – **"Amtrak Security" Set-Aside**	$10	—	$25

** Figures describe annual (regular) appropriations only, and exclude supplemental / emergency appropriations (e.g., those directly provided by the IIJA or the American Rescue Plan Act (ARPA)). | † Indicates Amtrak is making an accompanying report language request (see below) or legislative language request (see Tab IV). | ‡ Total program authorization; IIJA did not specify year-by-year breakdowns. | § $10 million for re-payment of credit risk premia associated with certain previously-issued loans was included in the FY 2022 full-year THUD appropriations law; Amtrak looks forward to receiving a refund of the premia associated with the now-retired $563 million loan it received in 2011. If such funding were not provided under the terms of the FY 2022 law, Amtrak would seek an appropriation of additional funds for that specific purpose.*

This section provides additional detail for several of the above funding requests, and also proposes certain funding-related directive and explanatory report language. These funding and language requests are arranged into three groups for ease of reference:

1) requests for THUD funding above the authorized level;

2) funding requests for other FY 2023 appropriations bills (non-THUD); and

3) additional report language requests for the FY 2023 THUD bill.

All language requests in this section are formatted as report language to accompany the annual appropriations bills. Additional requests for authorizations and policy proposals, including technical corrections to the IIJA, are included in Tab IV ("Legislative Requests"). The FY 2023 funding request for Amtrak's own NEC and National Network grants is contained earlier in the current tab (*see "FY 2023 Grant Request – Legislative Language"*).

1) Requests for THUD Funding above the Authorized Level

In general, Amtrak supports providing the authorized funding levels for rail-relevant programs and accounts in the FY 2023 THUD appropriations bill. However, in certain cases (e.g., for FRA Federal-State Partnership discretionary grants and for the Federal Railroad Administration's own "Research and Development" account), the company is requesting levels above the authorized amounts. For FTA Fixed Guideway State of Good Repair formula grants, Amtrak is requesting that additional discretionary appropriations supplement was provided in the IIJA. Amtrak is also seeking funding increases over FY 2022 levels for other programs or accounts that lack a current funding authorization (e.g., the Surface Transportation Board). Finally, in one case, Amtrak is requesting appropriations for a proposed program that has not yet been authorized (i.e., FRA Passenger Rail Improvement, Modernization, & Emissions Reduction discretionary grants), or for a similar alternative.

The tables below explain the reasons why Amtrak is requesting increased funding for each of these programs and accounts:

* * *

FRA Federal-State Partnership Grants	
FY 23 Authorized Level	$1,500
Additional Investment, NEC Connect 35 & "Amtrak Connects US"	$3,500
Total FY 23 Request	**$5,000**

Figures in millions.

FRA's newly re-imagined Federal-State Partnership grant program is intended to be the primary source of federal capital support for intercity passenger rail projects on both the Northeast Corridor (with an emphasis on implementing stakeholders' consensus long-term vision) and across the rest of the country (with an emphasis on development of FRA-selected corridors). Combined with the advance appropriations already provided by the IIJA, the authorized funding level for F-SP grants represents a robust level of support – but the scale of current need is enormous, as illustrated by the "Available & Expected FRA Grant Funding vs. Capital Need (FYs 22-36)" bar graph included earlier in this tab. For instance: the NEC Commission estimates that $117 billion in capital investments will be needed over the next fifteen years to implement the most recent NEC service development plan (C35). And on the National Network, fully carrying out Amtrak's vision for corridor expansion and development would require roughly $75 billion in additional capital investments over that same time-frame. Compared to the authorized level, a $5 billion annual appropriation (in FY 2023 and in subsequent years) better reflects the immense scale of currently-unfunded needs.

* * *

FTA Fixed Guideway SOGR Grants	
FY 23 Contract Authority	TBD
Supplemental Appropriation	$1,000
Total FY 23 Request	**TBD**

Figures in millions. Exact FY 2023 apportionment for §5337(c) not yet announced.

FTA's State of Good Repair (SOGR) formula grant program (and in particular, its High-Intensity Fixed Guideway component) assists state and local governmental authorities with the cost of capital projects that help keep public transportation systems (including commuter railroads of the kind that heavily traffic the Northeast Corridor) in a state of good repair, including replacement and rehabilitation of track and related infrastructure, rolling stock, passenger stations and terminals, and other, similar needs. The NEC will require many billions of dollars in capital investments over the coming years; carrying out planned joint-benefit projects (i.e., those benefiting both Amtrak and the various commuter railroads that also make use of NEC infrastructure) will require *all* beneficiaries to make significant investments. Amtrak wants to ensure that its state and commuter partners have the necessary resources to support capital investment. Increased funding for FTA High-Intensity Fixed Guideway SOGR grants would provide additional assistance to many of these partners, directly or indirectly enabling them to meet various financial obligations to transportation needs, and as such helping them make their contribution for critical capital projects.

* * *

FRA Research & Development	
FY 23 Authorized Level	$44
Rail Center of Excellence	$10
Workforce Development	$10
Infrastructure Safety Technology	$5
Total FY 23 Request	**$69**

Figures in millions.

Making timely, effective use of the resources provided by the IIJA will require Amtrak and its partners to navigate the same workforce challenges and training and technical development needs that are affecting the entire transportation industry as a result of the COVID-19 pandemic. Similar dynamics will continue to present unique challenges for the rail industry as it scales up various efforts and activities using funds provided by the IIJA. To help address these challenges, Amtrak is seeking increased appropriations for FRA's "Research & Development" account to support new workforce development and apprenticeship programs.

Additionally, increased funding for the "Research & Development" account could also help to develop, deploy, and enhance advanced rail technologies that identify or prevent potential hazards to railroad employees and passengers, including remote condition monitoring for physical infrastructure and improved roadway worker protection.

Finally, "Research and Development" funding could also be used to make grants to institutions of higher education to establish and maintain a "center of excellence to advance [basic and applied R&D] that improves the safety, efficiency, and reliability of passenger and freight rail transportation," consistent with Sec. 22413 of Div. B of the IIJA. Such an investment could produce important benefits for the entire rail industry—and those benefits could compound over time as new findings are put to use.

Sample report language addressing two of these three issues is provided below:

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

RAILROAD RESEARCH AND DEVELOPMENT

Workforce Development.— *The Committee recognizes that enactment of the Infrastructure Investment and Jobs Act (P.L. 117-58) will lead to a sustained increase in capital investments across the rail industry; the Committee further recognizes that putting those funds to maximally efficient and effective use will require a corresponding increase in that industry's workforce. The Committee directs the Federal Railroad Administration to collaborate with railroads and labor organizations to best understand current and future workforce challenges, and to identify potential ways to support a modern workforce sufficiently prepared for the coming levels of investment in rail. The Committee has included $10,000,000 in additional funds for the FRA to help address actual and potential workforce shortages and other challenges that could delay or prevent effective utilization of funding made available by the IIJA to improve or expand intercity passenger rail service. The Committee directs that such efforts shall include development and implementation of workforce development and apprenticeship programs.*

Infrastructure Safety Technology.—*The Committee has included $5,000,000 in additional funds for the Federal Railroad Administration's Office of Railroad Safety to collaborate with freight and passenger railroads to improve railroad infrastructure, especially on the most heavily-travelled segments of the nation's rail network, through the deployment of advanced rail technology. In particular, the FRA is encouraged to work with railroads to identify best practices for, and help in development and deployment of, Remote Condition Monitoring of rail infrastructure in order to improve safety and reliability. Further, the FRA is encouraged to work with railroads and labor organizations to identify and advance technology that can better support Roadway Worker Protection—for instance, through supplemental advanced train warning devices. Such technology could not only improve the safety of roadway workers and rail infrastructure, but could also spur operational benefits for railroads, such as more efficient and cost-effective maintenance of rail assets, increased reliability, and improvements in customer satisfaction.*

* * *

Surface Transportation Board (STB)	
FY 22 Enacted Level	$39
Passenger Rail Program FTEs	$4
Total FY 23 Request	**$43**

Figures in millions.

Amtrak anticipates that the Surface Transportation Board (STB) will need to consider a number of passenger rail cases in the coming years—yet the Board has long been understaffed and badly needs additional resources to manage this increased workload. Sec. 22309 of Div. B of the IIJA requires that STB "establish a passenger rail program with primary responsibility for carrying out the Board's passenger rail responsibilities" and "hire up to 10 additional full-time employees to assist in carrying out [those] responsibilities." However, the bill did not provide advance appropriations to fund those positions. In order to help STB implement this IIJA requirement, the FY 2023 appropriations bill should provide an increased funding level to the Board. Sample report language is provided below:

RELATED AGENCIES

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

STB Passenger Rail Program.—*The Infrastructure Investment and Jobs Act (P.L. 117-58) directed the Surface Transportation Board to establish a passenger rail program with primary responsibility for carrying out the Board's passenger rail responsibilities. The IIJA also authorized the Board to hire up to 10 additional full-time employees to assist in carrying out these responsibilities. The Committee provides increased funds to the Board to implement a robust passenger rail* *program to ensure the Board can meet its statutory responsibilities and support a high-quality, trip time-competitive, and relevant passenger rail network.*

* * *

FRA PRIME Grants (*or Similar*)	
FY 22 Enacted / FY 23 Auth. Level	—
Grants for High-Speed Rail Service and GHG Emissions Reduction	$5,000
Total FY 23 Request	**$5,000**

Figures in millions.

Amtrak continues to support the creation of a new FRA discretionary grant program dedicated specifically to improving and expanding high-speed intercity passenger rail service in ways that reduce economywide greenhouse gas (GHG) emissions, similar to the "Passenger Rail Improvement, Modernization, and Emissions Reduction Grants" program proposed in Sec. 110009 of the House-passed Build Back Better Act (H.R. 5376 (117th)). Amtrak already operates the fastest trains in the Western Hemisphere: the company's *Acela* trains will soon reach top speeds of 160 miles per hour on the electrified Northeast Corridor, and State-Supported trains on the National Network travel 110 miles per hour on some segments. A robust new grant program could help to build on that strong foundation, supporting high-speed rail service both along the NEC and in other appropriate corridors across the country.

2) Funding Requests for Other FY 2023 Appropriations Bills (Non-THUD)

Amtrak is also requesting additional funding for two non-THUD accounts (only one of which is a grant program):

* * *

DHS FEMA "Amtrak Security" Set-Aside	
FY 22 Enacted Level	$10
APD Staffing & Strategic Plans Alignment	$15
Total FY 23 Request	**$25**

Figures in millions.

In recent fiscal years, Congress has provided $10 million annually for "Amtrak security," which is typically set aside from a larger, combined appropriation for Department of Homeland Security / Federal Emergency Management Agency-administered Public Transportation Security Assistance, Railroad Security Assistance, and Over-the-Road Bus Security Assistance grants. The

Amtrak Police Department (APD), which pursuant to 49 U.S.C. § 24305(e) works to "provide security for rail passengers and property of Amtrak," is the linchpin of the company's physical security efforts, particularly on trains and in stations. APD has worked for months to set resource and budget priorities that reflect new staffing and strategic plans; increased grant funding would help ensure that necessary changes can be carried out efficiently and effectively, providing greater safety for both passengers and employees and improving APD's ability to carry out its mission.

* * *

<u>Funding for DOJ Enforcement of Amtrak's Preference Rights</u> – Most of the tracks over which Amtrak trains operate are owned and controlled by other railroads. Under 49 U.S.C. § 24308(c), these "host railroads" are generally required to afford Amtrak trains dispatching preference over their own freight trains. (In other words, if a passenger train and a freight train meet on the route, the passenger train has the right of way.)

Unfortunately, this requirement is not consistently honored. Host railroads often hold up trains carrying hundreds of passengers in favor of their own freight trains. The outcome, called "freight train interference" (FTI), is the largest source of delay to Amtrak trains traveling on host railroads, and contributes to poor on-time performance on many of Amtrak's routes.

There are numerous potential means of addressing this problem. The Rail Passenger Fairness Act (S. 1500 / H.R. 2937 (117th)), introduced in the Senate by Sen. Dick Durbin and in the House by Rep. Donald Payne, chairman of the Transportation and Infrastructure Committee's Subcommittee on Railroads, Pipelines, and Hazardous Materials, would enable Amtrak to enforce its own preference rights in federal court. (This option is further discussed in Tab IV.)

Another (complementary) option is to ensure that the U.S. Department of Justice has the resources necessary to act on Amtrak's behalf. Under 49 U.S.C. § 24103(a), the U.S. attorney general is empowered to bring civil suits in federal district court to enforce Amtrak's preference rights – but this has happened only once, in 1979. The below language would provide the attorney general with dedicated funding for the specific purpose of using that existing authority where appropriate:

U.S. DEPARTMENT OF JUSTICE

LEGAL ACTIVITIES

SALARIES AND EXPENSES, GENERAL LEGAL ACTIVITIES

For expenses necessary for the legal activities of the Department of Justice, not otherwise provided for, […] $_________ […] Provided further*, That of the amount appropriated, $5,000,000 shall be available to the Attorney General to investigate violations of section 24308(c) of title 49,* *United States Code, and bring civil actions for equitable relief in a district court of the United States consistent with section 24103 of title 49, United States Code: […]*

3) Additional Report Language Requests for the FY 2023 THUD Bill

In addition to the above requests to increase investment, Amtrak is also requesting additional report language related to various federal programs and accounts. Some of these requests pertain to policy issues (as distinct from funding issues); others simply relate to how already-authorized funding could best be put to use.

* * *

CRISI Set Asides for Critical Initiatives – The Consolidated Rail Infrastructure and Safety Improvements program (CRISI) is an FRA competitive grant program designed to improve the safety, efficiency, and reliability of intercity passenger and freight rail. CRISI's authorized funding level is $1 billion in FY 2023. Amtrak recommends that $485 million in FY 2023 appropriations for CRISI be set aside for certain purposes which should be detailed in the CRISI report language, including $350 million for projects that support new intercity passenger rail service, (an extension and expansion of Congress' practice in the past several full-year appropriations bills); $50 million to make Railroad Rehabilitation & Improvement Financing (RRIF) loans, a currently under-utilized resource, a more attractive and accessible option for supporting intercity passenger rail service expansion (matching the amount of RRIF annual credit assistance authorized, but not appropriated, by the IIJA); $50 million for freight-passenger joint benefit projects (in support of a new grantmaking preference for such projects that Amtrak is proposing in Tab IV); $25 million for workforce development and training activities (as necessitated by expected industrywide bottlenecks following passage of IIJA); and $10 million for planning and project development activities to help support Amtrak partners exploring service expansion (to ensure that such early-stage needs do not become a bottleneck for separate grant streams that primarily assist with downstream capital and operating costs):

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS

The Committee recommendation provides $1,000,000,000 for the CRISI grant program. Of the total funding provided, not less than $350,000,000 is for projects eligible under section 22907(c)(2) of title 49, United States Code, that support the development of new intercity passenger rail service routes including alignments for existing routes; not less than $50,00,000 is to be used for costs associated with RRIF loans, including credit risk premia, to develop new intercity passenger routes;

not less than $50,000,000 is for projects that meaningfully benefit both intercity passenger and freight rail; not less than $25,000,000 is for workforce development and training activities as authorized by 22907(c)(13) of title 49, United States Code; and not less than $10,000,000 is for eligible recipients to partner with Amtrak to advance planning and project development activities in support of new or enhanced intercity passenger rail service.

* * *

STB Investigations of Substandard On-Time Performance – Most of the tracks over which Amtrak trains operate are owned and controlled by other railroads. Under 49 U.S.C. § 24308(c), these "host railroads" are generally required to afford Amtrak trains dispatching preference over their own freight trains. (In other words, if a passenger train and a freight train meet on the route, the passenger train has the right of way.)

Unfortunately, this requirement is not consistently honored. Host railroads often hold up trains carrying hundreds of passengers in favor of their own freight trains. The outcome, called "freight train interference" (FTI), is the largest source of delay to Amtrak trains traveling on host railroads, and contributes to poor on-time performance (OTP) on many of Amtrak's routes.

The Surface Transportation Board (STB) has the power to investigate sustained substandard OTP by Amtrak trains, and to award damages and prescribe other relief if it determines that a host railroad is failing to meet its preference obligations. In the past, this process has often been expensive, slow, and of limited practical benefit to Amtrak's passengers. However, enactment of the IIJA is bringing organizational changes, and potentially increased staffing resources, to Amtrak-relevant portions of the STB; Amtrak is requesting report language that would leverage those changes to uphold current law more effectively:

RELATED AGENCIES

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

Ensuring Amtrak Trains Arrive on Time.—*Outside the Northeast Corridor, most of the tracks over which Amtrak trains operate are owned and controlled by other, "host" railroads; section 24308(c) of title 49, United States Code, requires these host railroads to afford Amtrak's trains dispatching preference over freight trains. The Committee notes that this requirement is not consistently honored; that trains carrying hundreds of passengers are often delayed in favor of hosts' own freight trains; and that such dispatching decisions are a major cause of poor on-time performance along many Amtrak routes. When an Amtrak route experiences substandard on-time performance for a sustained period, section 24308(f) of title 49, United States Code, empowers the Surface Transportation Board to investigate the causes of and potential solutions to such* *performance, and to award damages and prescribe other relief; however, the Committee notes that the Board has in the past relied upon an adversarial process to advance such investigations, and that this process is expensive, slow, and of limited practical use in upholding Amtrak's preference rights. The Committee understands that past use of such process was partly a function of the Board's staffing levels; it notes that section 22309 of division B of the Infrastructure Investment and Jobs Act (P.L. 117-58) required the establishment of a new "passenger rail program with primary responsibility for carrying out the Board's passenger rail responsibilities" and authorized the hiring of "up to 10 additional full-time employees to assist in carrying out [those] responsibilities." The Committee directs the Board to use a portion of these new staff resources, once available, to expeditiously initiate and conduct proactive investigations by Board staff (whether following a complaint or otherwise) under section 24308(f), such that appropriate relief can be provided on a timely, cost-effective basis. The Committee further directs the Board to publish in its annual Performance and Accountability Reports appropriate summary information regarding its efforts to ensure that Amtrak trains arrive on time during each relevant year, including—*

> *(1) a list of all Amtrak routes that at any point failed to meet the on-time performance standard developed pursuant to section 207 of the Passenger Rail Investment and Improvement Act of 2008 and codified in section 273.5 of title 49, Code of Federal Regulations;*
>
> *(2) the performance of each such route in terms of the metric codified in section 273.5;*
>
> *(3) a list of all Amtrak routes for which the Board conducted investigations pursuant to its authority under 49 USC 24308(f); and*
>
> *(4) the status of, determinations made in, and any other relevant information regarding each such investigation.*

How Amtrak Benefits America

Amtrak serves more than 500 communities across the U.S. – from small towns like Rugby, North Dakota (population: 2,509) to global megacities like New York City (population: 8.8 million). In many of those places – whether they be smaller, more rural communities with few intercity travel options or dense metropolitan areas where rail service provides a convenient and sustainable alternative to driving and flying – Amtrak service is part of the lifeblood of local and national economies.

The federal funds that Congress appropriates for Amtrak each year flow into these communities, in the form of wages for residents and contracts with local businesses. According to an economic analysis prepared in May of 2021, current Amtrak service generates user, safety, and emissions benefits worth $2.0 billion per year, and Amtrak operations (variable cost expenditures) support another $7.2 billion in annual economic activity (including $358 million due to tourism). Similarly, the Northeast Corridor – of which Amtrak is the primary owner and maintainer – moves a workforce that contributes more than $50 billion annually to the United States' gross domestic product.

If Congress provides the full $3.3 billion that Amtrak is requesting for FY 2023, those funds will support current operations and, when coupled with the advance appropriations already provided by the Infrastructure Investment and Jobs Act (IIJA), will advance capital investments for expanded and improved service that sustain and enhance Amtrak's economic contributions (along with the countless other, harder-to-quantify benefits). Here's a closer look at what those contributions can mean in practice:

- **Amtrak provides and supports good, middle-class jobs** – In FY 2019 (pre-pandemic), Amtrak spent more than $2.1 billion on salaries, wages, and benefit. The company directly employs approximately 17,000 skilled workers, and its operations support an estimated 36,000 jobs in total. The great majority of Amtrak employees are represented by a collective bargaining unit, and median wages for railroad workers significantly exceed the national average.

- **Amtrak service spurs growth in local communities** – Mayors, chambers of commerce, and other local stakeholders are working with Amtrak to bring service to their communities – because they've seen what Amtrak service can mean. New or improved service or stations have helped spur significant redevelopment in communities as diverse as Brunswick, Maine; Hattiesburg, Mississippi; and Normal, Illinois.

- **Amtrak's procurement dollars stay in the U.S.** – Many of Amtrak's procurements are subject to Buy America and other domestic preference requirements, and we're proud to meet or exceed all such requirements. In FY 2021, we spent 99.9% of our purchase order procurement dollars ($2.0 billion) with U.S.-based companies headquartered in forty-nine of the fifty states (plus Washington, D.C.).

- **Amtrak's presence strengthens the finances of state and local governments** – Where Amtrak service creates new jobs or spurs new economic activity, governments receive new tax revenues. Amtrak service can also reduce the need to expand highways and parking; improve air quality; increase mobility for underserved populations; and free governments to put scarce resources to the best possible use.

- **Amtrak service reduces the massive economic drag caused by highway congestion** – In 2019, roadway congestion was an $88 billion drag on the national economy. Amtrak service keeps cars off the road – saving time and money not just for our passengers, but for those who continue to use highways as well.

Importantly, all these benefits (among many others) are scalable. With robust federal investment, Amtrak and its partners could deliver new, improved, or expanded service in high-potential corridors nationwide where service today is minimal, or does not exist. If Amtrak and its partners were able to fully implement Amtrak's vision for expanded corridor service by 2035, that would mean:

- an extra $1.1 billion per year in direct user and external benefits;
- an extra $6.9 billion per year in additional economic activity due to Amtrak operations;
- support for 26,000 additional permanent jobs; and
- 616,000 person-years of temporary work due to one-time capital investments.

The direct benefits would accrue not just to the over 500 communities that Amtrak currently serves, but to more than 160 new communities, as well – rural, urban, and everything in between. As with current service, the secondary effects would ripple across the entire economy, bringing new opportunities and improved quality of life even to places that remained miles away from the nearest train stop.

Although the quantifiable benefits of Amtrak service are immense, they do not tell the full story. As a mode of travel, intercity passenger rail carries inherent advantages that are more important now than ever. These advantages can be measured in dollars and cents – but also in the knitting together of diverse, varied communities, and in quality-of-life improvements for the tens of millions of Americans who rely (directly or indirectly) upon the links that Amtrak creates. Amtrak connects people not just with economic opportunities, but with important social, educational, healthcare, and cultural resources as well. The marvel of Amtrak's network is how much value it offers to well-served communities – and how much more value it could bring if it were able to reach the communities that are still underserved, or not served at all.

Passenger trains are significantly safer than travel by automobile, and substantially more energy-efficient. This makes train travel an increasingly popular choice as people embrace greener, more sustainable options. Train travel also allows travelers more control over how they spend their travel time, as they are freed from the need to drive. And trains offer a uniquely enabling form of transportation for senior citizens, people with disabilities, and people without the means (or desire) to own a car. Many of these Americans have severely limited mobility choices; serving them is one of Amtrak's key goals.

Similarly, one of passenger rail's unique strengths lies in trains' ability to serve many small or rural communities that could never attract airline service – but that *can* be efficiently connected to each other, and to larger communities, as intermediate stops on a rail route. Amtrak's Long-Distance and State-Supported services provide many such communities with a safe, reliable option – often carrying passengers who have no alternative option for intercity travel. Amtrak is committed to continuing to serve these Americans and their communities.

Such benefits are not fully captured in Amtrak's quantifiable economic impact – but they show that intercity passenger rail service makes life better, easier, richer, and safer for wide swathes of American society. So, while robust congressional support would help make America a more prosperous nation, it will also make it a better, fairer, and more pleasant place in which to live. It is for this full range of reasons, and not just because of economic needs, that Amtrak is asking Congress to keep building on the strong foundation that the IIJA recently established and provide the full authorized level of $3.3 billion in annual appropriations in FY 2023.

Amtrak's Response to the President's FY 2023 Budget Request

The Administration's budget proposal for FY 2023 includes $3,000,000,000 for Grants to Amtrak, a level that is slightly less than Amtrak's grant request and the authorized level of $3,300,000,000 for FY 2023. Amtrak thanks President Biden, Secretary Buttigieg, and the entire administration for their continued prioritization of intercity passenger rail and Amtrak funding; we note that the additional $300 million that Amtrak is requesting would ensure that we are able to more fully meet pressing normalized capital replacement needs, and that we have prudent contingency funding available to address myriad challenges (like rising costs and the ongoing effects of COVID-19).

In addition to the $3,000,000,000 requested for Amtrak, the Administration also included several funding or policy proposals that may impact Amtrak or intercity passenger rail. Below are a few key proposals in the President's budget that Amtrak wanted to comment on:

- **Reimbursements** – The Administration proposed changing the disbursement approach for Amtrak's grants by shifting certain Amtrak capital projects to a reimbursable basis. Amtrak is concerned with this proposal and recommends keeping the current Amtrak grant disbursement process recently authorized by Congress in the IIJA. Putting Amtrak on a reimbursable basis for a substantial portion of our capital program would negatively affect Amtrak's overall cash and financial position as the timing of the reimbursement process is uncertain: Amtrak could be spending funds and not receiving reimbursement for those costs until many months later. This would increase project costs as Amtrak would need to find a source of working capital (such as a revolver facility) in addition to using program income to start the projects and pay financing fees. This challenge could be particularly true in instances when the Federal government enacts continuing resolutions (CRs) to temporarily fund discretionary programs, such as grants to Amtrak, based on prior-year appropriated levels.

  It could also negatively affect Amtrak's credit as the rating agencies and our banking partners have taken substantial comfort in our receipt of federal funding as scheduled. We believe FRA already has sufficient controls for oversight purposes as Amtrak is not allowed to spend Federal funds or start any activity until the FRA has approved the activity for funding, and Amtrak submits monthly reports to the FRA with details on the status of projects. Lastly, Amtrak will incur additional personnel and administrative costs to prepare and submit reimbursable packages to the FRA.

- **Underserved Communities** – The Administration proposed that several FRA competitive grants increase the maximum federal share to up to 90% for underserved communities. Amtrak agrees with the spirit of this proposal, and in fact, Amtrak included in this document a similar proposal to increase the maximum federal share for projects supported by the Federal-State Partnership grant program up to 100% for a non-NEC project that helps bring Amtrak-operated service to an FRA-selected corridor located wholly or partially in an underserved state.

- **<u>Assistance for State Partners</u>** – The Administration proposed that $90 million of Amtrak's National Network grant be set aside for payment relief for Amtrak's Sec. 209 state partners in response to the continued impacts of the COVID-19 pandemic. Amtrak also supports federal support for Sec. 209 states where such assistance is needed; however, it is critical that a process/methodology be established to determine which partners need this federal assistance. Instead of federal funds simply being dispersed, in lieu of Sec. 209 payments, to all states regardless of need, Amtrak has proposed that the FRA be given additional flexibility to provide support to Sec. 209 states that need assistance in times of emergency via the Restoration and Enhancement Grants program. Amtrak believes that this is a prudent way to target federal funds to those states that may need some extra help when warranted.

- **<u>Corridor Development</u>** – The Administration proposed limiting the amount of Amtrak's National Network grant that Amtrak can use for corridor development to only $100 million. Amtrak disagrees with this proposal and instead supports the amount that Congress authorized in the IIJA, which is 10% of Amtrak's National Network grant ($220 million in FY 2023), which would allow Amtrak the flexibility to support jumpstarting multiple corridor development initiatives when suitable opportunities arise.

- **<u>OTP Improvements</u>** - The Administration proposed that up to $75 million be withheld from Amtrak's National Network grant for projects to improve on-time performance (OTP) on host railroads – but that the money could only be spent to improve OTP on routes on which the Surface Transportation Board (STB) has completed an investigation of poor OTP under 49 USC 24308(f). Since completion of an investigation would take years if the STB followed the procedures it adopted in past 24308(f) cases, waiting for that to happen would significantly delay investments that would improve Amtrak OTP (and also delay creation of the jobs those investments would create). Additionally, if the STB found that the poor OTP of Amtrak trains were due to a host railroad's failure to give Amtrak statutory preference over freight trains, giving the host railroad money for investments to improve its infrastructure would reward the host for breaking the law.

  <u>Amtrak supports utilizing a portion of the company's National Network grant for OTP and trip time improvement investments on host railroads' tracks but a mandatory set-</u>

aside within the grant from this purpose that could not be spent for years is unnecessary and counterproductive. If funds are to be earmarked for investments to improve Amtrak OTP on host railroads, the funding should be made available directly to Amtrak for *immediate* use for projects that would improve OTP on *any* host railroad's line on which performance is failing to meet customer OTP standards established by the FRA's "Metrics and Standards" rule (as set forth in part 273 of title 49, Code of Federal Regulations).

- **Workforce Development** – The Administration proposed that the CRISI grant program support workforce capacity by dedicating $5 million of CRISI funding for a new National Railroad Institute and $5 million for a new Railroad Workforce Development Program. Amtrak agrees that this is a critical challenge that must be addressed and supports the FRA being provided with sufficient resources to advance workforce development in the railroad industry. Amtrak also proposed that FRA be provided with federal funding to support similar workforce development initiatives via the FRA Research and Development (R&D) account.

II. Northeast Corridor

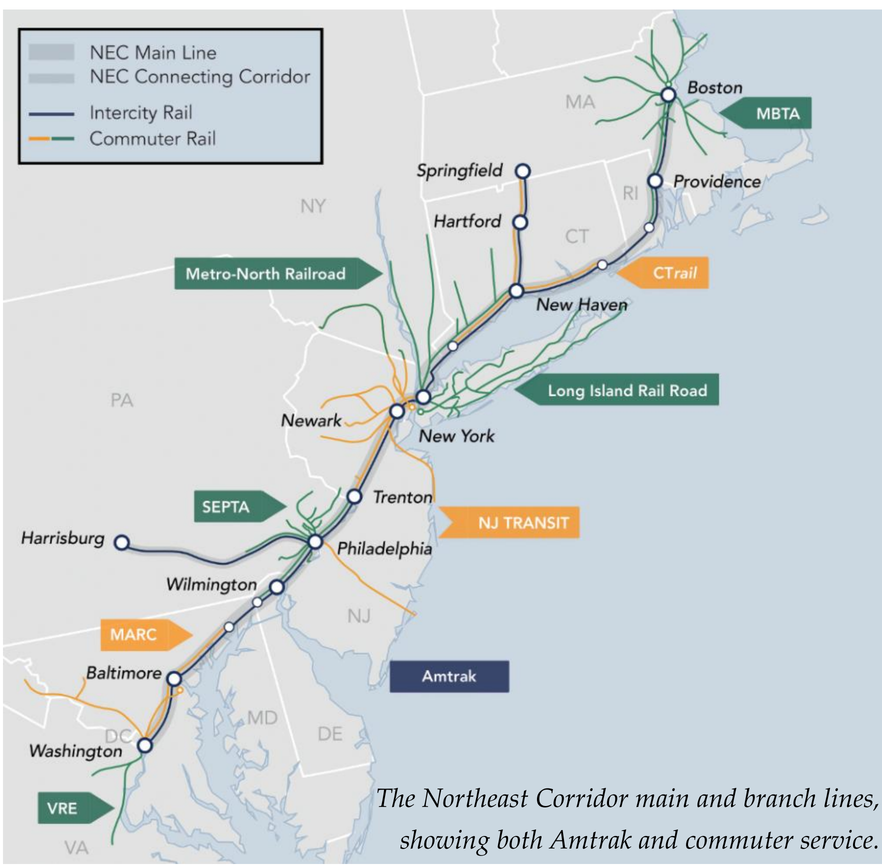
Overview of the Northeast Corridor

Service	Metric	FY19 Actual	FY20 Actual	FY21 Actual	FY22 Plan	FY23 Projected
Northeast Corridor	**Ridership** *(millions)*	12.5	6.1	4.4	9.0	10.7
	Gross Ticket Revenue *(billions)*	$1.32	$0.65	$0.34	$0.75	$1.01

In 2015, the Fixing America's Surface Transportation (FAST) Act divided Amtrak's annual grant funding into two components: a Northeast Corridor grant, and a National Network grant. The Northeast Corridor grant supports Amtrak activities associated with the Northeast Corridor (NEC).

The 457-mile NEC main line connects the Northeast's major metropolitan areas – including Boston, New York, Philadelphia, Baltimore, and Washington, D.C. – which rely on Amtrak's electrified *Acela* and *Northeast Regional* services for a large and growing share of both business and leisure intercity passenger travel, and on NEC infrastructure for the daily commuting needs of their workforces.

Amtrak owns and manages the NEC right-of-way between Washington, D.C. and New Rochelle, NY and from New Haven, CT to the Rhode Island-Massachusetts state border. The New York Metropolitan Transportation Authority and Connecticut Department of Transportation own the segment between New Rochelle and New Haven (New Haven Line), which is operated and controlled by Metro-North Railroad. The Massachusetts Bay Transportation Authority (MBTA) owns the segment from the Rhode Island-Massachusetts state line up to Boston South Station: it is operated and maintained by Amtrak on behalf of MBTA.



The Northeast Corridor main and branch lines, showing both Amtrak and commuter service.

Transportation (NEC)

Revenue, IIJA, & Other Sources	$480,012,660
Federal Grant Request	**$80,809,625**
Total	$560,822,284

The table below shows the planned FY 2023 key capital projects, operating expense, and debt expense associated with NEC transportation and the anticipated sources of funding for these line items. Amtrak will invest in a number of additional capital projects not listed here by using the IIJA advance appropriations for FY 2023, and the U.S. Department of Transportation will transmit a detailed spend plan to Congress for this funding consistent with Division J of the IIJA. If inclusion of certain projects in the detailed IIJA spend plan causes major changes to the plans shown below, Amtrak will adjust the list of projects to be funded with FY 2023 annual appropriations and will keep Congress updated accordingly.

The IIJA requires that Amtrak establish a "contingency" grant category as part of its required financial reporting. The below table reflects this contingency as part of Amtrak's prudent budgeting strategy.

Project or Use	Revenue, IIJA, & Other Sources	Federal Grant Request	Total
Electronically-Monitored Gates for Proposed Right-of-Way Access	$26,293,255	—	$26,293,255
Unified Operating Center Facility Fit-Out	$1,584,627	$991,776	$2,576,403
Install High-Efficiency Lighting & Energy Conservation Measures	$18,236	$622,197	$640,434
Ivy City Potable Water System Replacement (DC)	$186,006	$780,465	$966,472
NEC Trip Time Reduction	$33,606	$1,769,330	$1,802,936
Operations – SOGR Improvements	$114,682	$1,553,571	$1,668,254
Wilmington Training Center Parking Access Improvements (DE)	$188,803	$92,284	$281,087
Other Capital Expenses	$10,567,978	—	$10,567,978
Total Capital	**$38,987,194**	**$5,809,625**	**$44,796,818**
Contingency	—	$75,000,000	$75,000,000
Operating & Debt Expenses	$441,025,466	—	$441,025,466
Grand Total	**$480,012,660**	**$80,809,625**	**$560,822,284**

Equipment (NEC)

Revenue, IIJA, & Other Sources	$1,033,807,381
Federal Grant Request	**$175,623,058**
Total	$1,209,430,439

The table below shows the planned FY 2023 key capital projects, operating expense, and debt expense associated with NEC equipment and the anticipated sources of funding for these line items. Amtrak will invest in a number of additional capital projects not listed here by using the IIJA advance appropriations for FY 2023, and the U.S. Department of Transportation will transmit a detailed spend plan to Congress for this funding consistent with Division J of the IIJA. If inclusion of certain projects in the detailed IIJA spend plan causes major changes to the plans shown below, Amtrak will adjust the list of projects to be funded with FY 2023 annual appropriations and will keep Congress updated accordingly.

Project or Use	Revenue, IIJA, & Other Sources	Federal Grant Request	Total
Next Generation *Acela*	$277,318,323	—	$277,318,323
Amfleet I Coach/Café/Club Heavy Overhaul	$2,256,507	$35,239,962	$37,496,468
Amfleet II Coach/Diner Heavy Overhaul	—	$97,395	$97,395
Amfleet Replacement Trainset Acquisition	$85,939,355	—	$85,939,355
Engineering ROW Equipment Acquisition	$75,898,886	$77,549,621	$153,448,508
Facility Improvements & Upgrades	$3,625,583	$23,741,703	$27,367,286
GP38-3 Locomotive Acquisition	$873	$2,592,849	$2,593,722
HSR Facility Improvements – Sunnyside Yard (NYC) & Ivy City (DC)	$52,796,448	—	$52,796,448
Life Cycle Preventative Maintenance (LCPM)	—	$165,503	$165,503
Shunt Activation Enhancements	$330,041	$3,251,126	$3,581,166
System Train Wash Upgrades	$86,543	$3,596,598	$3,683,140
Other Capital Expenses	$9,683,399	$29,388,302	$39,071,701
Total Capital	**$507,935,957**	**$175,623,058**	**$683,559,015**
Operating & Debt Expenses	$525,871,424	—	$525,871,424
Grand Total	**$1,033,807,381**	**$175,623,058**	**$1,209,430,439**

Infrastructure (NEC)

Revenue, IIJA, & Other Sources	$1,565,792,508
Federal Grant Request	**$608,492,310**
Total	$2,174,284,817

The table below shows the planned FY 2023 key capital projects, operating expense, and debt expense associated with NEC infrastructure and the anticipated sources of funding for these line items. Amtrak will invest in a number of additional capital projects not listed here by using the IIJA advance appropriations for FY 2023, and the U.S. Department of Transportation will transmit a detailed spend plan to Congress for this funding consistent with Division J of the IIJA. If inclusion of certain projects in the detailed IIJA spend plan causes major changes to the plans shown below, Amtrak will adjust the list of projects to be funded with FY 2023 annual appropriations and will keep Congress updated accordingly.

Project or Use	Revenue, IIJA, & Other Sources	Federal Grant Request	Total
B&P Tunnel Replacement Program (MD)	$85,289,483	—	$85,289,483
Update 20 Miles of Catenary between Brill Substation (PA) & Landlith Interlocking (DE)	—	$3,564,908	$3,564,908
Central Normalized Replacement	—	$115,492	$115,492
Constant Tension Catenary Upgrade between Clark and Hamilton Interlockings (NJ)	$327,735	$13,711,537	$14,039,273
Connecticut River Bridge Replacement (CT)	$118,365,647	—	$118,365,647
Fence Upgrades	—	$8,785,792	$8,785,792
Gateway Property Acquisition & Program Mgmt.	$1,490,098	$170,874,353	$172,364,451
Maintenance Facility Security Enhancements	—	$6,995,453	$6,995,453
Mid-Atlantic North Normalized Replacement	$39,395,755	$19,906,971	$59,302,726
Mid-Atlantic South Normalized Replacement	$55,280,245	—	$55,280,245
New England Normalized Replacement	$36,077,018	$14,121,207	$50,198,225
New Portal Bridge (NJ)	$110,017,945	—	$110,017,945
New York Normalized Replacement	$39,182,438	$9,604,883	$48,787,321
Amtrak's Sec. 212 BCC Contribution to Other Hosts	$980,862	$25,760,753	$26,741,615
Production High-Speed Surfacing	$1,339,147	$12,140,511	$13,479,658
Production Wood Tie/Timber Replacement	$1,772,185	$14,582,786	$16,354,972
Sunnyside Yard Upgrades (NYC)	$8,645,912	$41,661,393	$50,307,305
Turnout Renewal	$4,135,548	$48,645,799	$52,781,347
Walk Bridge Replacement (CT)	—	$11,549,992	$11,549,992
Other Capital Expenses	$805,539,650	$122,647,655	$928,187,305
Total Capital	**$1,307,839,669**	**$524,669,485**	**$1,832,509,154**
Operating & Debt Expenses	$257,952,839	$83,822,825	$341,775,663
Grand Total	**$1,565,792,508**	**$608,492,310**	**$2,174,284,817**

Stations (NEC)

Revenue, IIJA, & Other Sources	$356,717,860
Federal Grant Request	**$220,036,962**
Total	$576,754,822

The table below shows the planned FY 2023 key capital projects, operating expense, and debt expense associated with NEC stations and the anticipated sources of funding for these line items. Amtrak will invest in a number of additional capital projects not listed here by using the IIJA advance appropriations for FY 2023, and the U.S. Department of Transportation will transmit a detailed spend plan to Congress for this funding consistent with Division J of the IIJA. If inclusion of certain projects in the detailed IIJA spend plan causes major changes to the plans shown below, Amtrak will adjust the list of projects to be funded with FY 2023 annual appropriations and will keep Congress updated accordingly.

Project or Use	Revenue, IIJA, & Other Sources	Federal Grant Request	Total
Gray 30th St. Station (Philly) Redev't Partnership	$1,368,593	$14,426,970	$15,795,564
Gray 30th St. Station (Philly) Facade Restoration	—	$7,705,486	$7,705,486
Gray 30th St. Station (Philly) Master Plan Imp'n	$279,791	$2,579,361	$2,859,151
ADA Stations	$11,478,808	—	$11,478,808
Baltimore Penn. Station – Master Development	$34,817,291	—	$34,817,291
Chicago Union Station SOGR Upgrades	$5,898	$22,692	$28,589
NYC Penn. 7th Ave./33rd St. Entrance Renovation	$19,268,316	—	$19,268,316
NYC Penn. SOGR Upgrades	$21,590,289	$40,745,212	$62,335,501
NYC Penn. West Reconfiguration	$40,236,661	—	$40,236,661
Wash'n Union Station – 2nd Century Master Plan	$46,203,285	$15,401,095	$61,604,380
Wash'n Union Station SOGR Upgrades	$6,419,695	$26,085,125	$32,504,820
Other Capital Expenses	$175,049,234	$14,093,075	$189,142,309
Total Capital	**$356,717,860**	**$121,059,015**	**$477,776,875**
Operating & Debt Expenses	—	$98,977,947	$98,977,947
Grand Total	**$356,717,860**	**$220,036,962**	**$576,754,822**

National Assets & Corporate Services (NEC)

Revenue, IIJA, & Other Sources	$536,145,500
Federal Grant Request	**$3,538,046**
Total	$539,683,545

The table below shows the planned FY 2023 key capital projects, operating expense, and debt expense associated with NEC national assets and corporate services and the anticipated sources of funding for these line items. Amtrak will invest in a number of additional capital projects not listed here by using the IIJA advance appropriations for FY 2023, and the U.S. Department of Transportation will transmit a detailed spend plan to Congress for this funding consistent with Division J of the IIJA. If inclusion of certain projects in the detailed IIJA spend plan causes major changes to the plans shown below, Amtrak will adjust the list of projects to be funded with FY 2023 annual appropriations and will keep Congress updated accordingly.

Project or Use	Revenue, IIJA, & Other Sources	Federal Grant Request	Total
Capital Project Maturity Improvement	$314,117	$255,571	$569,688
Vehicles Camera Installation	—	$821,663	$821,663
Technology Investments to Support Customers, Corporate, Train Operations, Safety, & Security	$34,140,363	—	$34,140,363
Vehicle Replacement	—	$1,892,000	$1,892,000
Other Capital Expenses	$23,859,155	$568,812	$24,427,967
Total Capital	**$58,313,635**	**$3,538,046**	**$61,851,681**
Operating & Debt Expenses	$477,831,865	—	$477,831,865
Grand Total	**$536,145,500**	**$3,538,046**	**$539,683,545**

III. National Network

Overview of the National Network

Service	Metric	FY19 Actual	FY20 Actual	FY21 Actual	FY22 Plan	FY23 Projected
State-Supported	**Ridership** *(millions)*	15.4	8.0	5.5	10.7	14.1
	Gross Ticket Revenue *(billions)*	$0.54	$0.28	$0.21	$0.41	$.49
Long-Distance	**Ridership** *(millions)*	4.6	2.7	2.2	3.6	4.1
	Gross Ticket Revenue *(billions)*	$0.50	$0.31	$0.33	$0.47	$0.48
Combined Total (NN)	**Ridership** *(millions)*	20.0	10.7	7.8	14.3	18.1
	Gross Ticket Revenue *(billions)*	$1.03	$0.59	$0.54	$0.88	$.97

In 2015, the Fixing America's Surface Transportation (FAST) Act divided Amtrak's annual grant funding into two components: a Northeast Corridor (NEC) grant, and a National Network (NN) grant. The NN grant supports Amtrak activities associated with two different types of train service – Long-Distance routes (greater than 750 miles), to which states do not make a direct, ongoing financial commitment, and State-Supported routes (less than 750 miles), to which they do. Today, in addition to its 15 Long-Distance routes, Amtrak operates 28 State-Supported routes on behalf of 20 partner-entities representing 17 states. A route list covering both service types is included in the Appendix ("FY 2021 Annual Operations Report").

The distinction between Long-Distance and State-Supported routes clarifies and standardizes Amtrak's relationships with its various state partners. Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) directed Amtrak and its state partners to jointly develop a single, nationwide, standardized cost sharing methodology to govern what Amtrak charges for State-Supported service. Continued operation of each State-Supported routes is at the behest of the sponsoring state or states, and is subject to annual operating agreements and state legislative appropriations consistent with this methodology.

Amtrak's State-Supported routes (blue) and Long-Distance routes (gray)

Transportation (NN)

Revenue, IIJA, & Other Sources	$1,066,980,276
Federal Grant Request	**$387,432,352**
Total	$1,454,412,628

The table below shows the planned FY 2023 key capital projects, operating expense, and debt expense associated with National Network transportation and the anticipated sources of funding for these line items. Amtrak will invest in a number of additional capital projects not listed here by using the IIJA advance appropriations for FY 2023, and the U.S. Department of Transportation will transmit a detailed spend plan to Congress for this funding consistent with Division J of the IIJA. If inclusion of certain projects in the detailed IIJA spend plan causes major changes to the plans shown below, Amtrak will adjust the list of projects to be funded with FY 2023 annual appropriations and will keep Congress updated accordingly.

The IIJA requires that Amtrak establish a "contingency" grant category as part of its required financial reporting. The below table reflects this contingency as part of Amtrak's prudent budgeting strategy.

Project or Use	Revenue, IIJA, & Other Sources	Federal Grant Request	Total
Unified Operating Center Facility Fit-Out	$679,126	$425,047	$1,104,173
Install High-Efficiency Lighting & Energy Conservation Measures	$44,409	$1,515,158	$1,559,566
Ivy City Potable Water System Replacement (DC)	$163,904	$687,727	$851,631
Operations – State of Good Repair Improvements	$125,922	$1,705,825	$1,831,746
Wilmington Training Center Parking Access Improvements (DE)	$80,668	$39,429	$120,098
Contingency	—	$75,000,000	$75,000,000
Corridor Dev't Route Planning (per §22101(h), IIJA)	—	$220,000,000	$220,000,000
Other Capital Expenses	$8,927,308	—	$8,927,308
Total Capital	**$10,021,337**	**$299,373,186**	**$309,394,522**
Operating & Debt Expenses	$1,056,958,940	$88,059,166	$1,145,018,106
Grand Total	**$1,066,980,276**	**$387,432,352**	**$1,454,412,628**

Equipment (NN)

Revenue, IIJA, & Other Sources	$200,517,392
Federal Grant Request	**$883,802,652**
Total	$1,084,320,044

The table below shows the planned FY 2023 key capital projects, operating expense, and debt expense associated with National Network equipment and the anticipated sources of funding for these line items. Amtrak will invest in a number of additional capital projects not listed here by using the IIJA advance appropriations for FY 2023, and the U.S. Department of Transportation will transmit a detailed spend plan to Congress for this funding consistent with Division J of the IIJA. If inclusion of certain projects in the detailed IIJA spend plan causes major changes to the plans shown below, Amtrak will adjust the list of projects to be funded with FY 2023 annual appropriations and will keep Congress updated accordingly.

The IIJA requires that Amtrak establish a "contingency" grant category as part of its required financial reporting. The below table reflects this contingency as part of Amtrak's prudent budgeting strategy.

Project or Use	Revenue, IIJA, & Other Sources	Federal Grant Request	Total
Amfleet I Coach/Café/Club Heavy Overhaul	$1,721,862	$26,890,396	$28,612,258
Amfleet II Coach/Diner Heavy Overhaul	—	$17,027,843	$17,027,843
Amfleet Replacement Trainset Acquisition	$106,749,781	—	$106,749,781
Diesel Locomotive Acquisition	$61,790,110	—	$61,790,110
Engineering ROW Equipment Acquisition	$547,548	$92,924,214	$93,471,762
Facility Improvements & Upgrades	$3,126,946	$46,899,375	$50,026,321
GP38-3 Locomotive Acquisition	$2,423	$7,191,486	$7,193,909
Life Cycle Preventative Maintenance (LCPM)	—	$22,327,339	$22,327,339
Shunt Activation Enhancements	$58,242	$573,728	$631,971
Superliner I Coach/Diner/Lounge/Sleeper Overhaul	—	$34,849,276	$34,849,276
Superliner II Coach/Diner/Lounge/Sleeper Overhaul	—	$33,601,883	$33,601,883
Superliner I Coaches – ADA-Compliant Restrooms	—	$6,887,445	$6,887,445
System Train Wash Upgrades	$146,559	$6,090,789	$6,237,348
Viewliner Sleeper/Diner Overhaul	—	$32,584,539	$32,584,539
Contingency	—	$35,660,505	$35,660,505
Other Capital Expenses	$22,224,055	$30,070,511	$52,294,566
Total Capital	**$196,367,527**	**$393,579,330**	**$589,946,857**
Operating & Debt Expenses	$4,149,865	$490,223,323	$494,373,188
Grand Total	**$200,517,392**	**$883,802,652**	**$1,084,320,044**

Infrastructure (NN)

Revenue, IIJA, & Other Sources	$196,552,280
Federal Grant Request	**$568,937,272**
Total	$765,489,552

The table below shows the planned FY 2023 key capital projects, operating expense, and debt expense associated with National Network infrastructure and the anticipated sources of funding for these line items. Amtrak will invest in a number of additional capital projects not listed here by using the IIJA advance appropriations for FY 2023, and the U.S. Department of Transportation will transmit a detailed spend plan to Congress for this funding consistent with Division J of the IIJA. If inclusion of certain projects in the detailed IIJA spend plan causes major changes to the plans shown below, Amtrak will adjust the list of projects to be funded with FY 2023 annual appropriations and will keep Congress updated accordingly.

The IIJA requires that Amtrak establish a "contingency" grant category as part of its required financial reporting. The below table reflects this contingency as part of Amtrak's prudent budgeting strategy.

Project or Use	Revenue, IIJA, & Other Sources	Federal Grant Request	Total
14th St. Yard Retaining Wall Replace't (Chicago, IL)	—	$3,508,151	$3,508,151
B&P Tunnel Replacement Program (MD)	$20,837,995	—	$20,837,995
Update 20 Miles of Catenary between Brill Substation (PA) & Landlith Interlocking (DE)	—	$180,639	$180,639
Central Normalized Replacement	$28,178	$31,295,838	$31,324,016
Constant Tension Catenary Upgrade between Clark and Hamilton Interlockings (NJ)	$9,984	$417,708	$427,692
Connecticut River Bridge Replacement (CT)	$1,196,716	—	$1,196,716
Fence Upgrades	—	$9,214,208	$9,214,208
Gateway Property Acquisition & Program Mgmt.	$52,545	$6,025,504	$6,078,049
Maintenance Facility Security Enhancements	—	$9,425,798	$9,425,798
Mid-Atlantic North Normalized Replacement	$20,447,400	$17,972,862	$38,420,262
Mid-Atlantic South Normalized Replacement	$9,435,068	—	$9,435,068
New England Normalized Replacement	$928,848	$1,094,331	$2,023,179
New Portal Bridge (NJ)	$3,514,189	—	$3,514,189
New York Normalized Replacement	$4,804,699	$1,369,500	$6,174,199
Operational Safety Risk Mitigations	—	$81,871,407	$81,871,407
Production High-Speed Surfacing	$449,077	$4,071,266	$4,520,343
Production Wood Tie/Timber Replacement	$828,397	$6,816,631	$7,645,028
Amtrak's Sec. 212 BCC Contribution to Other Hosts	$245,216	$6,440,188	$6,685,404
Sunnyside Yard Upgrades (NYC)	$1,782,258	$13,149,079	$14,931,337
Turnout Renewal	—	$29,690,176	$29,690,176
Walk Bridge Replacement (CT)	—	$1,283,332	$1,283,332
Zoo to Paoli Catenary Structure Upgrade (PA)	$78,156	$26,629,786	$26,707,942
Contingency	—	$35,660,505	$35,660,505
Other Capital Expenses	$131,913,554	$146,622,000	$278,535,554
Total Capital	**$196,552,280**	**$432,738,908**	**$629,291,189**
Operating & Debt Expenses	—	$136,198,363	$136,198,363
Grand Total	**$196,552,280**	**$568,937,272**	**$765,489,552**

Stations (NN)

Revenue, IIJA, & Other Sources	$301,187,555
Federal Grant Request	**$339,062,464**
Total	$640,250,019

The table below shows the planned FY 2023 key capital projects, operating expense, and debt expense associated with National Network stations and the anticipated sources of funding for these line items. Amtrak will invest in a number of additional capital projects not listed here by using the IIJA advance appropriations for FY 2023, and the U.S. Department of Transportation will transmit a detailed spend plan to Congress for this funding consistent with Division J of the IIJA. If inclusion of certain projects in the detailed IIJA spend plan causes major changes to the plans shown below, Amtrak will adjust the list of projects to be funded with FY 2023 annual appropriations and will keep Congress updated accordingly.

Sec. 22206 of the IIJA requires that Amtrak establish grant categories, including a "contingency" category, as part of its required financial reporting, and the below table reflects this contingency as part of Amtrak's prudent budgeting strategy.

Project or Use	Revenue, IIJA, & Other Sources	Federal Grant Request	Total
Gray 30th St. Station (Philly) Redev't Partnership	$285,551	$3,010,122	$3,295,673
Gray 30th St. Station (Philly) Facade Restoration	—	$1,636,524	$1,636,524
Gray 30th St. Station (Philly) Master Plan Imp'n	$61,539	$567,323	$628,863
ADA Stations	$193,254,382	—	$193,254,382
Baltimore Penn. Station – Master Development	$5,706,953	—	$5,706,953
Coatesville, PA – New Station Design	—	$10,945,133	$10,945,133
Chicago Union Station SOGR Upgrades	$604,217	$11,912,193	$12,516,411
NYC Penn. 7th Ave./33rd St. Entrance Renovation	$734,609	—	$734,609
NYC Penn. SOGR Upgrades	$547,145	$6,238,491	$6,785,636
NYC Penn. West Reconfiguration	$2,613,883	—	$2,613,883
Burlington, IA – Canopy & Platform Improvements	—	$6,826,000	$6,826,000
Harrisburg, PA – Train Shed Rehabilitation	—	$10,000,000	$10,000,000
Ottumwa, IA – Platform, Canopy & Drainage Improvements (Construction)	—	$6,826,000	$6,826,000
Wash'n Union Station – 2nd Century Master Plan	—	$8,545,620	$8,545,620
Wash'n Union Station SOGR Upgrades	$1,181,532	$4,194,057	$5,375,589
Contingency	—	$35,660,505	$35,660,505
Other Capital Expenses	$96,197,743	$30,110,639	$126,308,381
Total Capital	**$301,187,555**	**$136,472,608**	**$437,660,164**
Operating & Debt Expenses	—	$202,589,856	$202,589,856
Grand Total	**$301,187,555**	**$339,062,464**	**$640,250,019**

National Assets & Corporate Services (NN)

Revenue, IIJA, & Other Sources	$616,022,694
Federal Grant Request	**$3,765,260**
Total	$619,787,954

The table below shows the planned FY 2023 key capital projects, operating expense, and debt expense associated with National Network national assets and corporate services and the anticipated sources of funding for these line items. Amtrak will invest in a number of additional capital projects not listed here by using the IIJA advance appropriations for FY 2023, and the U.S. Department of Transportation will transmit a detailed spend plan to Congress for this funding consistent with Division J of the IIJA. If inclusion of certain projects in the detailed IIJA spend plan causes major changes to the plans shown below, Amtrak will adjust the list of projects to be funded with FY 2023 annual appropriations and will keep Congress updated accordingly.

Project or Use	Revenue, IIJA, & Other Sources	Federal Grant Request	Total
Capital Project Maturity Improvement	$349,978	$284,748	$634,726
Vehicles Camera Installation	—	$1,360,904	$1,360,904
Technology Investments to Support Customers, Corporate, Train Operations, Safety, & Security	$43,355,581	—	$43,355,581
Vehicle Replacement	—	$2,108,000	$2,108,000
Other Capital Expenses	$15,972,685	$11,608	$15,984,293
Total Capital	**$59,678,244**	**$3,765,260**	**$63,443,504**
Operating & Debt Expenses	$556,344,450	—	$556,344,450
Grand Total	**$616,022,694**	**$3,765,260**	**$619,787,954**

IV. Legislative Requests

Overview of Legislative Requests

As in years past and consistent with 49 U.S.C. § 24315(b), Amtrak is including recommendations for legislative changes in this request, all of which could be incorporated into the FY 2023 annual appropriations bills. Some of these requests are updated versions of requests that Amtrak has made to Congress in recent years; others are new, and largely respond to changes made by the Infrastructure Investment and Jobs Act (P.L. 117-58, also known as the Bipartisan Infrastructure Law), including both technical corrections and improvements to new federal rail policy. The legislative requests contained in this tab are a selection of key policy proposals, but are not an exhaustive list; Amtrak looks forward to working with Congress and the administration on any legislative proposals that may impact the company and/or intercity passenger rail.

(These requests for legislative language are formatted as proposed bill text; while they are drawn to fit the annual THUD appropriations bill, the substance of nearly all of them could also be enacted, in slightly different form, via an authorizing bill. Note that FY 2023 funding and report language requests, as distinct from these legislative requests, are contained in Tab I ("FY 2023 Grant Request – Legislative Language" and "FY 2023 Funding and Report Language Requests for Other Rail-Relevant Programs").)

Part 1: Technical Corrections to IIJA

Amtrak is requesting three key technical corrections to the IIJA:

1. Correct Drafting Error in Amtrak's Corridor Development Authorization
2. Clarify Amtrak's Role in Developing Its Detailed Spend Plans
3. Remove Cap on Size of RRIF Applications Not Subject to Streamlined Review Process

* * *

1. Correct Drafting Error in Amtrak's Corridor Development Authorization – The language below corrects a drafting error in the IIJA that referenced an incorrect statutory section to govern the use of funds appropriated to Amtrak for corridor development activities. The proposed correction would insert the proper statutory section reference, thereby accomplishing the original intent of enabling Amtrak to utilize up to ten percent of its National Network grant funding for corridor development under Section 22101(h) of Div. B to support Amtrak-operated corridors selected under Sec. 22308 of Div. B ("Corridor Identification and Development"):

Sec. ___. [General Provision]

Section 22101(h) of division B of the Infrastructure Investment and Jobs Act (P.L. 117-58) is amended, in the matter preceding paragraph (1), by striking "22306" and inserting "22308".

* * *

2. Clarify Amtrak's Role in Developing Its "Detailed Spend Plans" – The IIJA contained an apparent drafting error that required that only the Secretary of Transportation submit to the House and Senate Appropriations Committees a "detailed [expenditure] plan" for both the NEC and the National Network, "including a list of project locations […] to be funded" with IIJA-provided advance appropriations, for FY 2022. The law further requires that for each subsequent fiscal year though FY 2026, the Secretary go on to submit a "detailed [expenditure] plan" for both the NEC and the National Network as part of the president's annual budget request to Congress. As Amtrak is an independent government-owned corporation governed by a presidentially-appointed and Senate-confirmed Board of Directors, which is responsible for making investment and capital allocation decisions for the company, the development of these plans is properly a dual responsibility of Amtrak and the Secretary, reflecting their joint role in programming and overseeing Amtrak expenditures. The language below would ensure that the Secretary and Amtrak work together to develop these plans and approach the investment opportunities created by the IIJA in a coordinated and well-aligned way:

Sec. ___. [General Provision]

(a) NORTHEAST CORRIDOR DETAILED EXPENDITURE PLANS.—The heading "Northeast Corridor Grants to the National Railroad Passenger Corporation" under the heading "Federal Railroad Administration" under the heading "Department of Transportation" in title VIII of division J of the Infrastructure Investment and Jobs Act (P.L. 117-58) is amended by—

(1) in the fourth proviso, striking "Secretary of Transportation shall submit" and inserting "Secretary of Transportation, in consultation with Amtrak, shall submit"; and

(2) in the fifth proviso, striking "Secretary of Transportation shall submit" and inserting "Secretary of Transportation, in consultation with Amtrak, shall prepare and submit".

(b) NATIONAL NETWORK DETAILED EXPENDITURE PLANS.—The heading "National Network Grants to the National Railroad Passenger Corporation" under the heading "Federal Railroad Administration" under the heading "Department of Transportation" in title VIII of division J of the Infrastructure Investment and Jobs Act (P.L. 117-58) is amended by—

(1) in the third proviso, striking "Secretary of Transportation shall submit" and inserting "Secretary of Transportation, in consultation with Amtrak, shall submit"; and

(2) in the fourth proviso, striking "Secretary of Transportation shall submit" and inserting "Secretary of Transportation, in consultation with Amtrak, shall prepare and submit".

* * *

3. Remove Cap on Size of RRIF Applications Not Subject to Streamlined Review Process – The language below corrects an apparent drafting error in IIJA by clarifying that certain requirements of applicants seeking RRIF loans and loan guarantees (including a requirement that they seek loans or loan guarantees with a "value not exceeding $150,000,000") apply only to those applicants who request that their applications be considered under a new streamlined application review process. (The current language appears to instead apply such requirements to all applicants seeking RRIF loans and loan guarantees.)

Sec. ___. [General Provision]

Section 22402(i)(4)(B) of title 49, United States Code, is amended by striking "under this section" and inserting "under this paragraph".

Part 2: Policy Proposals

Amtrak is requesting a number of non-technical policy changes, primarily to various Federal Railroad Administration- (FRA-) and U.S. Department of Transportation- (USDOT-) administered grant programs. These requests are grouped into several categories, each of which contains one or more discrete items:

- **USDOT / FRA Grant Programs in General**
    - Allow Use of Amtrak's Directed Grant Funds for Projects' Required Non-Federal Cost Shares
- **FRA Federal-State Partnership for Intercity Passenger Rail Grants (F-SP)**
    - Increase Maximum Allowable Federal Cost Share for Certain F-SP-Supported Projects
- **FRA Restoration & Enhancement Grants (R&E)**
    - Make Pre-Service Mobilization Costs Eligible for Funding
    - Allow Emergency Assistance Grants to Amtrak's State and Other Partners
- **FRA Consolidated Rail Infrastructure & Safety Improvements Grants (CRISI)**
    - Prioritize Freight-Passenger Joint Benefit Projects
- **FRA Railroad Crossing Elimination Grants (RCE)**
    - Enable Amtrak to Apply for Grants
- **Other General Provisions**
    - Enable Amtrak to Uphold Its Right to Preference in Dispatching
    - Prevent Assaults of Passenger Rail Employees
    - Provide Stable, Predictable Intercity Passenger Rail Funding via a Trust Fund or an Equivalent Mechanism (*narrative description; no legislative language*)
    - Harmonize DOT Modal Agencies' Grant Condition (Including "Flowdowns") (*narrative description; no legislative language*)

- Facilitate Emergency Reemployment of Retirees (*narrative description; no legislative language*)

- Note Regarding STB Process for Approving Operation of Additional Amtrak Trains over a Host Railroad's Tracks (*narrative description; no legislative language*)

DOT / FRA Grant Programs in General

Allow Use of Amtrak's Directed Grant Funds for Projects' Required Non-Federal Cost Shares — Many USDOT discretionary grant programs—including Amtrak-relevant programs like the new Federal-State Partnership for Intercity Passenger Rail (F-SP)—require applicants to match some portion of the federal investment that they receive. (A common minimum requirement is one non-federal dollar for every four federal dollars—i.e., an 80% federal, 20% non-federal split—but the particulars can vary greatly.) By requiring applicants to invest their own resources in grant-supported projects, the federal government gives them financial "skin in the game," helping ensure that those projects address real needs and enjoy genuine local support. Unfortunately, in practice, this requirement can also significantly limit Amtrak's ability to compete for federal discretionary grants—and thus delay or even prevent critically important investments.

Every year, Amtrak receives directed Northeast Corridor (NEC) and National Network (NN) grant dollars from the federal government, which represent a significant share of the company's total financial resources. Normally, Amtrak is barred from using those dollars to satisfy discretionary grant programs' non-federal match requirements; at the same time, restrictions in the Amtrak-FRA agreements that govern those directed grant dollars—along with day-to-day business realities and other constraints—can *also* make it difficult for the company to marshal adequate matching funds from non-grant sources (e.g., ticket revenue).

In a limited way, the IIJA sought to address this issue. The bill provides Amtrak with $6 billion in directed grant funding for its NEC account, and specifically allows those funds to count towards the 20%+ non-federal share of total costs generally required for F-SP-supported projects (provided, of course, that the relevant projects are located on the NEC). However, that change—while constructive—was very narrow: it does not apply to any other directed grant funds for Amtrak (e.g., to the $16 billion that IIJA provides for Amtrak's NN account, or to future appropriations for Amtrak's NEC *or* NN accounts); does not change cost sharing requirements under any discretionary grant program other than F-SP; and even within F-SP, does nothing to benefit non-NEC projects.

Where not otherwise prohibited, the language below would provide a broader and more permanent solution. It would allow Amtrak to put any federal grant funds provided by any appropriations bill (inclusive of IIJA-provided advance appropriations) towards the required non-federal share of costs for any project (including both NEC and non-NEC projects) supported by any title 23 (highway) or title 49 (transportation) grant program when such action is necessary to advance critical intercity passenger rail investments and further the achievement of Amtrak's mission.

> ***Sec. ___. [General Provision]***
>
> *Section 24305 of title 49, United States Code, is amended by adding at the end the following new subsection:*
>
> *"(g) Use of Federal Grant Funds.—Except where specifically prohibited by law or where inconsistent with a grant agreement pursuant to which the relevant funding was provided, Amtrak may use grant funding it receives from the federal government to cover any non-federal share of costs required to be paid under grant programs authorized in titles 23 or 49, United States Code when necessary to advance critical intercity passenger rail investments and further the achievement of Amtrak's mission.*

FRA Federal-State Partnership for Intercity Passenger Rail Grants (F-SP)

Increase Maximum Allowable Federal Cost Share for Certain F-SP-Supported Projects – Sec. 22307 of Div. B of IIJA made a number of changes to 49 U.S.C. § 24911, fundamentally re-imagining the Federal-State Partnership (previously "for State of Good Repair"; now "for Intercity Passenger Rail") grant program. With sufficient appropriations, this grant program will advance capital investments in both NEC and non-NEC projects, and in particular those projects consistent with the NEC Commission's service development plans (in the case of NEC projects) and the selections of FRA's new corridor identification and selection program (in the case of non-NEC projects).

The re-imagined F-SP generally preserves the predecessor program's 80% cap on the federal share of a funded project's total costs, but the IIJA created an exception "as specified under paragraph (4)." However, the final bill text failed to include such a paragraph, and the Code section as it existed before IIJA did not contain one.

The below language creates an appropriate "paragraph (4)," allowing F-SP grants to cover up to 100% of a non-NEC project's cost if that project helps bring Amtrak-operated service to an FRA-selected corridor located wholly or partially in an underserved state.

Sec. ___. [General Provision]

Section 24911(f) of title 49, United States Code, is amended by adding at the end the following new paragraph:

"(4) Exceptions.—In the case of a project not located on the Northeast Corridor, the Federal share of total costs for a project under this section may exceed 80 percent, but shall not exceed 100 percent, if that project—

"(A) is located in a State that was not, on the date of enactment of the Infrastructure Investment and Jobs Act (P.L. 117-58), a sponsor of a State-supported route as defined in section 24102(13) of title 49, United States Code; and

"(B) meets the requirements of subsection (d)(2)(A)(iii), provided that intercity passenger rail service along the relevant corridor is or will be provided exclusively or primarily by Amtrak."

FRA Restoration & Enhancement Grants (R&E)

Make Pre-Service Mobilization Costs Eligible for Funding – R&E grants are intended to support expansion of intercity passenger rail service – but expansion is usually not possible until certain non-capital, pre-service mobilization needs (e.g., qualification of train crews) have been met. If sufficient funds are not available to meet those needs, planned service expansions can be delayed or even prevented. The below language clarifies that in addition to the eligible uses clearly identified in current law, R&E grant funding can also be used to cover such mobilization costs:

Sec. ___. [General Provision]

Section 22908(b) of title 49, United States Code, is amended to read as follows:

"(b) Grants Authorized.—

"(1) The Secretary of Transportation shall develop and implement a program for issuing operating assistance grants to applicants, on a competitive basis, for the purpose of initiating, restoring, or enhancing intercity rail passenger transportation.

"(2) Operating assistance grants issued under this section may cover up to 90% of mobilization costs, such as those associated with qualification of train crews, that precede an initiation, restoration, or enhancement of service. The period

preceding initiation, restoration or enhancement shall not be included for purposes of the limitation on duration in subsection (e)(1), ".

* * *

Allow Emergency Assistance Grants to Amtrak's State and Other Partners – The COVID-19 pandemic created immense financial pressures for Amtrak's state partners. In three successive relief acts, Congress provided Amtrak with emergency funding to offset payments that those partners would otherwise have owed under Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). Had those acts not passed, essential service along many routes might have been severely reduced, and service along some routes could have come to a permanent end. As it is, a significant resurgence of COVID-19, or other large-scale emergencies or disasters, could still pose an existential threat to State-Supported routes.

The below language seeks to address that risk by authorizing the FRA to make grants to Amtrak or its partners to prevent, mitigate, or reverse adverse service impacts related to declared emergencies and disasters via the R&E grant program. Since funding would be drawn from an existing, already-capitalized program, Amtrak and its partners would be able to access timely relief even if congressional action were significantly delayed; at the same time, in the absence of a service-affecting disaster or emergency, this new grantmaking authority would not interfere with FRA's provision of normal operating assistance grants.

Sec. ___. [General Provision]

Section 22908 of title 49, United States Code, is amended—

(1) by redesignating subsection (j) as subsection (k); and

(2) by inserting after subsection (i) the following:

"(j) Protecting Emergency-Affected Service.—

"(1) General authority.—In the event that events related to an emergency have adversely affected or threaten to adversely affect Amtrak-operated service along any route subject to section 209 of the Passenger Rail Investment and Improvement Act of 2008, including planned Amtrak service eligible for assistance under this section, the Secretary may make grants to any appropriate entity for the purpose of preventing, mitigating, or reversing such actual or threatened effects.

"(3) Definition.—For the purposes of this subsection—

"(A) the term 'emergency' means an emergency or disaster declared by the President pursuant to the National Emergencies Act or the Robert T. Stafford Disaster Relief and Emergency Assistance Act; and

"(B) the term 'any appropriate entity' means any entity of a kind described in subsection (a)(1) that plays or is expected to play a necessary role in operating, funding, or otherwise supporting the relevant service.

"(4) Withholding of necessary funds.—The Secretary may withhold such sums as are necessary from amounts made available to carry out the purposes of this section in order to carry out the purposes of this subsection.

"(5) Rule of construction.—For the purposes of this section, grants to Amtrak to offset amounts required to be paid by States for State-supported routes, as such term is defined in section 24102 of title 49, United States Code, shall be considered a means of preventing, mitigating, or reversing actual or threatened effects of an emergency."

FRA Consolidated Rail Infrastructure & Safety Improvements Grants (CRISI)

Prioritize Freight-Passenger Joint Benefit Projects – Pursuant to 49 U.S.C. § 22907(a), FRA's CRISI discretionary grant program functions as a general-purpose funding stream that helps "[finance] the cost of improving passenger and freight rail transportation systems in terms of safety, efficiency, or reliability." Current law requires FRA to give preference in grantmaking to projects "for which the proposed Federal share of total project costs does not exceed 50 percent"; this requirement tends to handicap both Amtrak (inasmuch as only a small portion of the company's cash at any given moment is useable for matching competitive grant awards) and its state partners (inasmuch as their legislatures make relevant appropriations year-by-year, via an intrinsically uncertain process). At the same time, while CRISI is intended—uniquely—to support both intercity passenger *and* freight rail projects, current law contains few specific incentives for the kind of joint-benefit projects that could support both modes at once. The below language would address both of these issues by creating an alternative, equally-weighted preference for "win-win," joint-benefit projects and projects that are supported by Amtrak.

Sec. ___. [General Provision]

Section 22907(e)(1)(A) of title 49, United States Code, is amended to read—

"(A) give preference to a proposed project—

"(i) for which the proposed Federal share of total project costs does not exceed 50 percent; or

"(ii) that either—

"(I) is supported by Amtrak; or

"(II) is supported jointly by Amtrak and another eligible recipient under this section; and".

FRA Railroad Crossing Elimination Grants (RCE)

Enable Amtrak to Apply for Grants — The IIJA established a new FRA RCE discretionary grant program (codified at 49 U.S.C. § 22909), and provided it with $3 billion in guaranteed funding across FYs 22-26. The program, which will fund highway-rail and pathway-rail grade crossing elimination projects, is authorized to make grants to many different kinds of entities, including many of Amtrak's partners—but not to Amtrak itself, even though there are numerous grade crossings on Amtrak-owned lines. The below language would allow Amtrak, like currently-eligible applicants, to receive grants to eliminate grade crossings and thereby enhance safety.

Sec. ___. [General Provision]

Section 22909(c) of title 49, United States Code, is amended—

(1) by re-designating paragraph (7) as paragraph (8);

(2) in paragraph (8), as redesignated, by striking "paragraphs (1) through (6)" and inserting "paragraphs (1) through (7)"; and

(3) by inserting after paragraph (6) the following:

"(7) Amtrak.".

Other General Provisions

Enable Amtrak to Uphold Its Right to Preference in Dispatching — Most of the tracks over which Amtrak trains operate are owned and controlled by other railroads. Under 49 U.S.C. § 24308(c), these "host railroads" are generally required to afford Amtrak trains dispatching preference over their own freight trains. (In other words, if a passenger train and a freight train meet on the route, the passenger train has the right of way.)

Unfortunately, this requirement is not consistently honored. Some host railroads often hold up trains carrying hundreds of passengers in favor of their own freight trains. The outcome, called "freight train interference" (FTI), is the largest source of delay to Amtrak trains traveling on host railroads, and contributes to poor on-time performance on many of Amtrak's routes.

There are numerous potential means of addressing this problem. The Rail Passenger Fairness Act (S. 1500 / H.R. 2937 (117th)) would enable Amtrak to enforce its own preference rights in federal court. The below language replicates the effects of the Rail Passenger Fairness Act, but is structured for inclusion in an appropriations bill. (Additional, complementary options for supporting Amtrak's dispatching preference rights are discussed in Tab I.)

Sec. ___. [General Provision]

(a) Section 24103(a)(1) of title 49, United States Code, is amended by striking "paragraph (2) of this subsection" and inserting "paragraph (2) of this subsection and section 24308(c)".

(b) Section 24308(c) of title 49, United States Code is amended by adding at the end the following:

> *"Notwithstanding section 24103(a) and section 24308(f), Amtrak shall have the right to bring an action for equitable or other relief in the United States District Court for the District of Columbia to enforce the preference rights granted under this subsection.".*

* * *

Prevent Assaults of Passenger Rail Employees — In the course of their normal duties, Amtrak and other intercity passenger rail employees are too often assaulted by passengers. These assaults can threaten the safety not just of individual employees, but of overall train operations – and thus, of every person aboard an affected train.

Unfortunately, prosecuting those who commit on-board assaults can be difficult. Intercity passenger trains can pass through multiple, and in some cases hundreds of, jurisdictions, each with its own law enforcement force, prosecutors, and courts. In some cases, it may not even be possible to determine in which jurisdiction an assault occurred.

The below language (which mirrors an existing law protecting airline employees) would make assaults of passenger rail employees on Amtrak or other intercity passenger trains, or on adjacent platforms, a distinct federal crime, ensuring that perpetrators of on-board assaults could be prosecuted under federal law irrespective of where those assaults took place:

Sec. ___. [General Provision]

Subchapter II of Chapter 213 of title 49, United States Code, is amended by adding at the end the following:

"SEC. 21312. ASSAULT OF PASSENGER RAIL PERSONNEL.

"(a) IN GENERAL.—An individual who physically or sexually assaults, or threatens, attempts, or conspires to physically or sexually assault, an intercity passenger railroad employee working on an intercity passenger train or on a platform serving such a train, or who takes any action that poses an imminent threat to the safety of such a train or to other individuals on such a train, shall be fined not more than $35,000, imprisoned for not more than 10 years, or both.

"(b) ASSAULTS WITH DANGEROUS WEAPONS.—If an individual uses a dangerous weapon in committing an offense described in subsection (a), the individual may be imprisoned for any term of years or life imprisonment.".

* * *

Provide Stable, Predictable Intercity Passenger Rail Funding via a Trust Fund or an Equivalent Mechanism — Intercity passenger rail is the only major mode of surface transportation that receives no dedicated, predictable federal funding via trust fund. Every year, Amtrak depends on the discretionary appropriations process to meet both capital and operating needs; as a result, the company's ability to make long-term plans—and to make effective use of the support taxpayers provide—is compromised.

A dedicated, predictable funding mechanism would enable Amtrak to more effectively plan for the future. This change would increase efficiency, accelerate projects, and help Amtrak provide the safer, more reliable service Americans want and deserve. Enactment of the IIJA represented an important, but incomplete, step in this direction: guaranteed capital funding over the next five years, at known levels, will enable Amtrak and its partners to efficiently advance many important projects. However, due to limitations on how this IIJA-provided funding can be used, Amtrak continues to substantially depend upon annual grant funding for many needs; moreover, the stability that the IIJA provides will ebb over time, and by FY 2026—the last year in which the IIJA provides Amtrak with funding—there will be no more certainty than there was in the past.

Congress could address this challenge by establishing and capitalizing a new Intercity Passenger Rail Trust Fund; the Intercity Passenger Rail Trust Fund Act (S. 899 / H.R. 2769 (117th)), seeks to do exactly that. Alternatively, Congress could also substantially solve the problem by providing stable, predictable funding via another means—for instance, by consistently renewing and extending the kind of multi-year advance appropriations currently provided via the IIJA.

* * *

<u>Harmonize DOT Modal Agencies' Grant Conditions (Including "Flowdowns")</u> — Many capital projects that Amtrak undertakes on the Northeast Corridor and elsewhere are jointly funded by Amtrak, using grants from FRA or other sources, and by commuter authorities, using grants from FTA. However, FRA and FTA (and the Federal Highway Administration (FHWA), which funds projects such as grade-crossing safety improvements) impose different, and in many cases inconsistent or conflicting, grant conditions with respect to grant funding they administer. (Some of these are referred to as "flowdowns," because grant recipients must in turn impose them upon contractors and monitor their compliance.) It is often unclear, therefore, which USDOT administration's rules apply to a project with multiple funding sources. The procedures Amtrak has in place to comply with FRA's requirements and Amtrak's statutory requirements do not comply with FTA and FHWA requirements; commuter authorities whose procedures are designed for FTA-funded projects face the same problem on projects funded in part with FRA or FHWA grants.

A similar problem also occurs when a state uses funds provided by FTA or FHWA to pay eligible costs of a State-Supported Amtrak route.

While FRA and FTA are making efforts to address these problems administratively, such an approach may not be able to resolve all relevant issues; Amtrak supports changing the law to definitively ensure that crucial projects are able to proceed unimpeded. In practice, this could mean ensuring that grant funding for a given project is administered by whatever modal administration is normally responsible for awarding and administering grants to the lead project sponsor (FRA in the case of Amtrak; FTA in the case of commuter authorities); Congress could further stipulate that funds provided to Amtrak by States, commuter authorities, or other governmental authorities for capital projects or operating expenses of Amtrak services shall be subject to the terms and conditions of the most recent NEC or NN grant agreement between Amtrak and FRA, regardless of which DOT modal administration(s) is or are the source of those funds.

* * *

Facilitate Emergency Reemployment of Railroad Retirees — Many railroad employees have highly specialized skills, and those in certain key positions—including engineers, conductors, and dispatchers—must be qualified to operate over, and/or have extensive knowledge of, specific geographic territories in which trains operate. It can take a long time for a new or re-assigned employee to develop the necessary qualifications and/or knowledge to perform a given role in a given location; as a result, any shortage of qualified personnel (for instance, due to multiple illnesses or quarantines affecting a given dispatching center or crew base) can necessitate reductions or suspensions of service (as has recently happened to certain Amtrak routes).

One-way employers could mitigate these kinds of adverse effects is by temporarily rehiring retirees who already have necessary job skills and/or qualifications. In practice, however, those retirees face a significant disincentive to return to work: they are required to give up earned Railroad Retirement benefits during their period of reemployment.

We recommend that Congress remove this disincentive for the duration of the COVID-19 pandemic, and during future national emergencies, in cases where Amtrak rehires a former employee, provided that such re-hiring is consistent with applicable collective bargaining agreements and no furloughed employees are already qualified or certified for, and capable of performing, the relevant work.

* * *

Note Regarding STB Process for Approving Operation of Additional Amtrak Trains over a Host Railroad's Tracks — Most of the tracks over which Amtrak trains operate are owned and controlled by other railroads, which are referred to as "host railroads." Under the Rail Passenger Service Act (RPSA), Amtrak has the right to operate trains anywhere on the national rail network.

The "Additional Trains" provision of the RPSA, codified at 49 U.S.C. § 24308(e), was intended to provide an expeditious process by which Amtrak could obtain a Surface Transportation Board (STB) order allowing it to add additional trains. In particular, Congress wanted to ensure that expansions of service would not be thwarted by host railroad demands for inordinate capital investments. Unfortunately, such demands remain common: host railroads often seek massive investments, sometimes in the billions of dollars, for unnecessary increases in rail line capacity. As a result, Amtrak's ability to grow service, as envisioned in the IIJA, is significantly constrained.

Last year, Amtrak for the first time initiated a proceeding under the "Additional Trains" provision, seeking an order that would allow restoration of state-supported Amtrak service along the Gulf Coast between New Orleans and Mobile. After the STB issues its decision in this pending case, we will advise Congress whether we believe any further legislative action is necessary to effectuate Congress's intent.

V. Infrastructure Investment and Jobs Act

Introduction to IIJA

Enacted into law on November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA; P.L. 117-58), also known as the Bipartisan Infrastructure Law, contains two principal rail-related components.

The first component (the "funding provisions") is a one-time advance appropriation of $66 billion for various rail programs, much of which will support intercity passenger rail, which will become available in annual tranches over five fiscal years (FYs 22-26). These advance appropriations are a kind of guaranteed funding and will become available each year without any further action by Congress.

The second component (the "authorizing provisions") contains rail-relevant policy provisions (e.g., language creating or altering federal programs; conveying or revoking authorities; adjusting directives and requirements; etc.), along with authorizations of additional funding for rail-relevant programs over the same five-year period (FYs 22-26). These authorizations will inform, but not control, the level of funding that is actually appropriated by Congress in a given year.

Importantly, the funding that IIJA provides directly is limited only to discrete capital investments (other than the operating assistance provided for corridors by the Restoration and Enhancement Grants program) and without additional monies, key needs such as operating assistance for Amtrak's Long-Distance service may go unmet. Therefore, **it is critically important that Congress continue to provide Amtrak's Northeast Corridor (NEC) and National Network (NN) grants with robust annual funding at the levels authorized in the IIJA.**

The "Funding Provisions": Advance Appropriations

Advance Appropriations for FRA Grants in IIJA (*Guaranteed Funding, in $Millions; Amounts Will Be Provided Irrespective of What Happens in Annual Appropriations Process*)						
Grant	**FY22**	**FY23**	**FY24**	**FY25**	**FY26**	**Five-Year Total** (FYs 22-26)
Amtrak Northeast Corridor	$1,200	$1,200	$1,200	$1,200	$1,200	$6,000
Amtrak National Network	$3,200	$3,200	$3,200	$3,200	$3,200	$16,000
Subtotal, FRA Grants to Amtrak	**$4,400**	**$4,400**	**$4,400**	**$4,400**	**$4,400**	**$22,000**
Fed.-State Partnership for IPR	$7,200	$7,200	$7,200	$7,200	$7,200	$36,000
for NEC projects	*TBD*	*TBD*	*TBD*	*TBD*	*TBD*	*≤ $24,000*
for non-NEC projects	*TBD*	*TBD*	*TBD*	*TBD*	*TBD*	*≥ $12,000*
Restoration & Enhancement	≥ $50	≥ $50	≥ $50	≥ $50	≥ $50	≥ $250
Interstate Rail Compacts	≤ $3	≤ $3	≤ $3	≤ $3	≤ $3	≤ $15
CRISI	$1,000	$1,000	$1,000	$1,000	$1,000	$5,000
Railroad Crossing Elimination	$600	$600	$600	$600	$600	$3,000
Subtotal, FRA Discretionary Grants	**$8,800**	**$8,800**	**$8,800**	**$8,800**	**$8,800**	**$44,000**
TOTAL, FRA Grants	**$13,200**	**$13,200**	**$13,200**	**$13,200**	**$13,200**	**$66,000**

Advance appropriations represent guaranteed funding; no further congressional action is needed in order for FRA / Amtrak to eventually receive these dollars. "Restoration & Enhancement" and "Interstate Rail Compacts" are FRA discretionary grant programs, and are therefore listed as such, but advance appropriations for those programs are technically provided as takedowns within Amtrak's National Network grant, and are therefore counted towards "Subtotal, FRA Grants to Amtrak" rather than "Subtotal, FRA Discretionary Grants." (Because of this double-counting, "Subtotal, FRA Discretionary Grants" and "Total, FRA Grants" appear to be slightly less than the sum of their constituent components.)

* * *

IIJA provides $66 billion in advance appropriations (guaranteed funding) for FRA grants, including NEC and National Network grants to Amtrak, over FYs 2022-2026, as shown in the table above. This funding is distributed across three basic categories:

- **$22. billion for Grants to Amtrak:**
    - $6 billion for Amtrak's Northeast Corridor grant; and
    - $16 billion for Amtrak's National Network grant, including:
        - at least $250 million to FRA for Restoration & Enhancement (R&E) operating grants; and
        - up to $15 million to a new FRA for a new Interstate Rail Compacts grant program;

- **$36 billion for FRA Federal-State Partnership for Intercity Passenger Rail (F-SP) grants:**
    - not more than $24 billion for NEC capital projects, which will be the primary funding source for modernizing the NEC consistent with the NEC Commission's service development plans; and
    - at least $12 billion for non-NEC capital projects, which will be the primary funding source for carrying out FRA'S new Corridor Identification and Development program; and
- **$8 billion for other, non-passenger-rail-specific, FRA discretionary grant programs:**
    - $5 billion for FRA Consolidated Rail Infrastructure and Safety Improvements (CRISI) grants; and
    - $3 billion for a new FRA Railroad Crossing Elimination grant program.

The following pages give additional information on advance appropriations for major FRA grants that are directed to Amtrak (NEC & NN), or for which Amtrak is eligible to apply (R&E, F-SP, & CRISI). In addition, while Amtrak is not eligible to apply for interstate rail compact funding or railroad crossing elimination grant funding, both programs can support passenger rail and are open to many of Amtrak's current and potential partners. It is also worth noting that the IIJA funds various grant programs that are not administered by the FRA but could still benefit Amtrak or its partners, such as:

- a new National Infrastructure Project Assistance grant program administered by the Office of the Secretary of Transportation (49 U.S.C. § 6701); and
- the existing Fixed Guideway Capital Investment Grant (CIG) program administered by the Federal Transit Administration (FTA) (49 U.S.C. § 5309).

Amtrak Northeast Corridor (NEC) Grant

For Amtrak's NEC grant, IIJA guarantees:

$1.2 billion / yr.

($6B total for FYs 22-26, plus annual appropriations)

IIJA reauthorizes Amtrak's NEC grant, making funds available "for activities associated with the Northeast Corridor" generally (Sec. 22101(a) of Div. B) – but the advance appropriations that IIJA provides may only be spent on a narrower basket of capital projects specifically related to "eliminating the backlog of obsolete assets and Amtrak's deferred maintenance backlog of rolling stock, facilities, stations, and infrastructure" ("NEC Grants to the NPRC" heading in Div. J of IIJA). As a result, many regular capital maintenance and normalized replacement activities to keep the NEC operating, including Amtrak's Baseline Capital Charge (BCC) commitments under the NEC Commission's Cost Allocation Policy and any Amtrak NEC operating subsidy needs (e.g., owing to the impacts of pandemic-related revenue and ridership disruption), cannot be funded using these IIJA dollars. (Additional conditions apply to IIJA-provided advance appropriations, as well, including certain takedowns and a requirement that FRA submit to Congress "detailed spend plans.") **Therefore, it remains crucial that Congress provide Amtrak with robust additional funding via the annual appropriations process, including $1.1 billion for the NEC in FY 2023**.

Eligible Uses of Guaranteed IIJA Funding

"For capital projects for […] eliminating the backlog of obsolete assets and Amtrak's deferred maintenance backlog of rolling stock, facilities, stations, and infrastructure" *("NEC Grants to the NPRC," Div. J of IIJA)*

Funding may be used for capital projects to –

- acquire **new rolling stock to replace single-level passenger cars** used on the NEC, and rehabilitate, upgrade, and expand facilities for such equipment;
- bring **Amtrak-served stations into ADA compliance**;
- eliminate the **deferred capital work backlog for sole-benefit Amtrak-owned NEC assets**; or
- carry out **NEC capital renewal backlog projects** including by covering the commuter railroad cost share under Sec. 212 of PRIIA of joint-benefit projects.

Funding can also count towards the non-federal cost share of NEC projects selected for an F-SP (NEC) award.

Potential Project Examples

Capital projects within the prescribed categories, consistent with FRA's "detailed spend plans," potentially including:

- Capital renewal investments beyond those funded by baseline capital charges (BCCs) covered by Amtrak's annual grant, including undercutting, track replacement, interlocking renewal, tie & timber programs, and stations & facilities maintenance
- NEC single-level passenger car replacement & related facilities investments
- Amtrak sole-benefit projects, such as curve-modifications to reduce trip-times
- ADA compliance work at NEC stations

Amtrak National Network (NN) Grant

For Amtrak's NN grant, IIJA guarantees:

$3.2 billion / yr.

($16B total for FYs 22-26, plus annual appropriations)

IIJA reauthorizes Amtrak's NN grant, making funds available "for activities associated with the National Network" generally (Sec. 22101(b) of Div. B) – but the advance appropriations that IIJA provides may only be spent on a narrower basket of capital projects specifically related to "eliminating Amtrak's deferred maintenance backlog of rolling stock, facilities, stations, and infrastructure" ("NN Grants to the NRPC" heading in Div. J of IIJA). As a result, many regular expenditures to keep NN trains running, including operating subsidy needs, cannot be funded using these IIJA dollars. (Additional conditions apply to IIJA-provided advance appropriations, as well, including certain takedowns (e.g., for R&E and Interstate Rail Compact grants) and a requirement that FRA annually submit to Congress "detailed spend plans.") **Therefore, it remains crucial that Congress provide Amtrak with robust additional funding via the annual appropriations process, including $2.2 billion for the NN in FY 2023**.

Eligible Uses of Guaranteed IIJA Funding

"For capital projects for […] eliminating Amtrak's deferred maintenance backlog of rolling stock, facilities, stations, and infrastructure" *("NN Grants to the NPRC," Div. J of IIJA)*

Funding may be used for capital projects to –

- acquire **new rolling stock to replace obsolete passenger equipment** used by Amtrak's Long Distance and State Supported services, and rehabilitate, upgrade, and expand facilities for such equipment;
- bring **Amtrak-served stations into ADA compliance**;
- eliminate the **deferred capital work backlog for Amtrak-owned non-NEC railroad assets**; and
- eliminate the **backlog of obsolete Amtrak national rail passenger transportation system assets** (e.g., systems for reservations, security, training centers, and technology).

Potential Project Examples

Capital projects within the prescribed categories, consistent with FRA's "detailed spend plans," potentially including:

- State Supported single-level passenger car replacement & related facilities investments (Amtrak & state partner cost shares under PRIIA Sec. 209)
- Long-Distance locomotive and fleet replacement
- ADA compliance work at non-NEC stations (platforms, buildings, and parking)
- Cybersecurity improvements, and Human Resources and Finance IT modernization

Restoration & Enhancement (R&E) Grants

For R&E grants, IIJA guarantees:

$50 million / yr.

($250M total for FYs 22-26, plus annual appropriations)

R&E (49 U.S.C. § 22908) is an existing FRA discretionary grant program that IIJA continues in a robust form. The program exists to fund "operating assistance grants to applicants," including sponsors of State-Supported Amtrak service, entities implementing interstate rail compacts, and Amtrak itself, "for the purpose of initiating, restoring, or enhancing intercity rail passenger transportation." Historically, R&E grants were only available for (at most) three years per project, and the program was frequently funded at very low levels; IIJA extended the maximum grant length to six years, and greatly increased available resources. As expanded, the program is intended (alongside the non-NEC component of FRA's F-SP for IPR capital grants program) to play a key role in efforts to expand or initiate service across the country, serving as a primary source of operating assistance for routes selected for development under FRA's new corridor identification and selection program (49 U.S.C. § 25101). Advance appropriations for R&E are available for all the same uses as regular annual appropriations.

Eligible Uses of IIJA R&E Grant Funding

"For issuing operating assistance grants […] for the purpose of initiating, restoring, or enhancing intercity rail passenger transportation" *(§ 22908(b))*

Funding can cover a gradually-declining share of the net operating costs associated with an eligible service increase:

- up to 90 percent for the first year of service;
- up to 80 percent for the second year;
- up to 70 percent for the third;
- up to 60 percent for the fourth;
- up to 50 percent for the fifth; and
- up to 30 percent for the sixth,

after which the service (if it is an Amtrak route subject to Sec. 209 of PRIIA) is funded like any other State-Supported route.

Funding priority is given to Amtrak-operated routes selected under FRA's new corridor identification and selection program (49 U.S.C. § 25101). (Other factors are also considered.)

Potential Project Examples

Early-year operating costs for services in FRA-selected corridors, potentially including:

- VA/NC "S" Line service (*Richmond-Raleigh*)
- NYC-Scranton service
- FL service expansion (*Jacksonville-Orlando-Tampa-Miami*)
- CO/WY Front Range service (*Pueblo-Denver-Cheyenne*)
- Atlanta hub service (*to Charlotte, Savannah, Nashville, Montgomery, etc.*)
- AZ service expansion (*Phoenix-Tucson & extensions*)
- TX Triangle service expansion (*e.g., DFW-Austin-San Antonio*)
- OH 3C+D service (*Cleveland-Columbus-Dayton-Cincinnati*)
- WI Madison connection (*e.g.,* Hiawatha *extension*)

Federal-State Partnership for Intercity Passenger Rail (F-SP) Grants: NEC Projects

F-SP for IPR (49 U.S.C. § 24911) is a new FRA discretionary grant program, which replaces the old Federal-State Partnership for State of Good Repair (SOGR) program. F-SP is divided into two principal strands: one focused upon NEC projects, and one focused upon non-NEC projects.

For F-SP (NEC) grants, IIJA guarantees up to:

$4.8 billion / yr. (on avg.)

(max. of $24B total for FYs 22-26, plus annual appropriations)

F-SP NEC funds are meant to support capital projects that reduce the state-of-good-repair backlog, improve intercity passenger rail performance, or expand or establish new intercity passenger rail service consistent with the NEC Commission's capital investment and service development plans. Amtrak, states, and a variety of other public entities are eligible to apply for funding, singly or in combination, and will utilize these funds, along with other federal sources, to advance the C35 Corridor Development Plan. The maximum federal share of a funded project's total cost is 80%.

Eligible Uses of Guaranteed IIJA Funding

"To fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service" *(§ 24911(b); emphasis added)*

FRA must "make selections consistent with [a] Northeast Corridor Project Inventory" that aligns with "the most recent Northeast Corridor service development plan update."

For joint-benefit IPR/commuter projects, FRA must –

- ensure that Amtrak and the relevant public authorities are in compliance with the NEC Commission's cost allocation policy; and
- identify funding for components of the non-federal cost share (IPR, commuter, & local) in advance.

Eligible SOGR project types explicitly include efforts "to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service."

Eligible performance improvement project types explicitly include those supporting "reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, [and] electrification."

Potential Project Examples

Capital projects necessary to carry out C35 and successor SDPs, potentially including:

- B&P replacement (*MD*)
- Susquehanna River Bridge replacement (*MD*)
- Sawtooth Bridge replacement (*NJ*)
- East River Tunnel rehab (*NY*)
- Connecticut River Bridge replacement (*CT*)
- Washington Union Station
- Gray 30th Street Station in Philadelphia
- New York Penn Station

(Note that for some F-SP-eligible projects, Amtrak anticipates that FTA's Fixed Guideway Capital Investment Grants program (CIG) could also be a source of significant financial support.)

Federal-State Partnership for Intercity Passenger Rail (F-SP) Grants: Non-NEC Projects

For F-SP (non-NEC) grants, IIJA guarantees at least:

$2.4 billion / yr. (on avg.)

(min. of $12B total for FYs 22-26, plus annual appropriations)

F-SP for IPR (49 U.S.C. § 24911) is a new FRA discretionary grant program, which replaces the old Federal-State Partnership for State of Good Repair (SOGR) program. F-SP is divided into two principal strands: one focused upon NEC projects, and one focused upon non-NEC projects.

F-SP non-NEC funds are meant to support capital projects that reduce the state-of-good-repair backlog, improve intercity passenger rail performance, or expand or establish new intercity passenger rail service consistent with the selections of the FRA's new corridor identification & selection program (49 U.S.C. § 25101). The program is intended (alongside FRA's R&E operating grants) to play a key role in efforts to expand or initiate service across the country, serving as the primary source of capital assistance for routes selected for development under that program. Amtrak, states, and a variety of other public entities are eligible to apply for funding, singly or in combination; while preference will be given to projects that benefit "an Amtrak route," it will also be given to those for which Amtrak itself "is not the sole applicant." The maximum federal share of a funded project's total cost is 80%.

Eligible Uses of Guaranteed IIJA Funding

"To fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service" *(§ 24911(b); emphasis added)*

FRA must give preference to projects –

- that "improve the financial performance, reliability, service frequency, or address the state of good repair of an Amtrak route";
- that "are identified in, and consistent with, a corridor inventory prepared under [FRA's] Corridor Identification and Development Program"; and
- for which "Amtrak is not the sole applicant."

FRA will also "take into account" "other relevant factors."

Potential Project Examples

Capital projects necessary for service in FRA-selected corridors, potentially including:

- VA/NC "S" Line restoration (*Richmond-Raleigh*)
- NYC-Scranton service
- FL service expansion (*Jacksonville-Orlando-Tampa-Miami*)
- CO/WY Front Range service (*Pueblo-Denver-Cheyenne*)
- Atlanta hub service (*to Charlotte, Savannah, Nashville, Montgomery, etc.*)
- AZ service expansion (*Phoenix-Tucson & extensions*)
- TX Triangle service expansion (*e.g., DFW-Austin-San Antonio*)
- OH 3C+D service (*Cleveland-Columbus-Dayton-Cincinnati*)
- WI Madison connection (*e.g.,* Hiawatha *extension*)
- Chicago Access Program

Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grants

For CRISI grants, IIJA guarantees:

$1 billion / yr.

($5B total for FYs 22-26, plus annual appropriations)

CRISI (49 U.S.C. § 22907) is an existing FRA discretionary grant program to which IIJA made relatively minor adjustments (none of which will affect grants made prior to the date of enactment). The program exists to assist eligible recipients, including Amtrak, states, and other public and private entities, "in financing the cost of improving passenger and freight rail transportation systems in terms of safety, efficiency, or reliability." Unlike other, more specialized rail assistance grants, it serves as a general-purpose funding source, but FRA is required to give preference to projects "for which the proposed Federal share of total project costs does not exceed 50 percent" and at least 25% or funding must be "available for projects in rural areas." The maximum federal share of a funded project's total cost is 80%. Advance appropriations for CRISI are available for all the same uses as regular annual appropriations.

Eligible Uses of Guaranteed IIJA Funding

"To assist in financing the cost of improving passenger and freight rail transportation systems in terms of safety, efficiency, or reliability" *(§ 22907(a))*

Eligible project types include, among others –

- deployment of **railroad safety technology**, including positive train control (PTC);
- capital projects relating to equipment, track, or facilities "**for the primary benefit of intercity passenger rail service**," including rehabilitation of rolling stock;
- costs associated with developing **state / regional rail plans** or **corridor service development plans**;
- capital projects to address "**congestion or safety challenges**" or to "**facilitate ridership growth**";
- certain **grade crossing improvement projects**;
- a "**rail line relocation or improvement** project";
- certain **general research** and **workforce development** activities; and
- certain activities to **reduce locomotive emissions**.

Potential Project Examples

Extremely wide variety of capital and other non-operating uses, potentially including:

- further deployment of PTC and equivalent rail safety technology;
- workforce development and training programs to address industrywide labor needs;
- research into onboard air circulation, filtration, and other potential COVID-19 mitigation technologies;
- regional planning by Amtrak partners to enable service expansion; and
- deployment of simulators for crew training purposes.

The "Authorizing Provisions": Future Funding Targets & Policy

Authorized Funding Levels for FRA Grants in IIJA (*Non-Binding Targets, in $Millions; Actual Dollars Still Need to Be Provided via Annual Appropriations Process*)						
Grant	**FY22**	**FY23**	**FY24**	**FY25**	**FY26**	**Five-Year Total** (FYs 22-26)
Amtrak Northeast Corridor	$1,570	$1,100	$1,200	$1,300	$1,400	$6,570
Amtrak National Network	$2,300	$2,200	$2,450	$2,700	$3,000	$12,650
Subtotal, FRA Grants to Amtrak	**$3,870**	**$3,300**	**$3,650**	**$4,000**	**$4,400**	**$19,220**
Fed.-State Partnership for IPR	$1,500	$1,500	$1,500	$1,500	$1,500	$7,500
Restoration & Enhancement	$50	$50	$50	$50	$50	$250
Interstate Rail Compacts	≤ $3	≤ $3	≤ $3	≤ $3	≤ $3	≤ $15
CRISI	$1,000	$1,000	$1,000	$1,000	$1,000	$5,000
Railroad Crossing Elimination	$500	$500	$500	$500	$500	$2,500
Subtotal, FRA Discretionary Grants	**$3,050**	**$3,050**	**$3,050**	**$3,050**	**$3,050**	**$15,250**
TOTAL, FRA Grants	**$6,920**	**$6,350**	**$6,700**	**$7,050**	**$7,450**	**$34,470**

Authorized funding levels are non-binding targets that inform, but do not control, the annual regular appropriations process. "Interstate Rail Compacts" is an FRA discretionary grant program, and is therefore listed as such, but funding for that program is technically authorized as a takedown within the funding authorized for Amtrak's National Network grant, and is therefore counted towards "Subtotal, FRA Grants to Amtrak" rather than "Subtotal, FRA Discretionary Grants." (Because of this double-counting, "Subtotal, FRA Discretionary Grants" and "Total, FRA Grants" appear to be slightly less than the sum of their constituent components.) While advance appropriations for "Restoration & Enhancement" were provided as a takedown within Amtrak's National Network grant, authorized funding is separate from authorized Amtrak funding, and is not double-counted in this table.

* * *

In addition to directly providing $66 billion in advance appropriations (guaranteed funding) for FRA grants, including to Amtrak, over FYs 2022-2026, IIJA also authorizes another $34.470 billion for those same programs over the same time frame, as shown in the table above. These "authorized funding levels" will inform, but not control, the annual appropriations process over the next five years.

Relatedly, the "authorizing piece" of IIJA also –

- creates new or changes existing FRA grant programs (i.e., the statutory language governing, for instance, who can typically seek funding via a given grant program, and for what types of projects); and

- makes rail-related policy changes that have no direct connection to funding levels or grant programs (e.g., provisions creating or adjusting regulatory authorities, administrative and reporting procedures, safety requirements, etc.).

A number of these policy changes will or could significantly affect Amtrak. Notable provisions include:

- **Corridor Identification and Development** – In addition to providing robust funding for FRA Federal-State Partnership (capital) and Restoration & Enhancement (operating) grants to support the expansion of intercity passenger rail corridor service, IIJA creates a new FRA program (now codified at 49 U.S.C. § 25101) to identify and select corridors for development, and to organize necessary capital investments into a prioritized "project pipeline." Selection and prioritization decisions made through that program may inform congressional appropriators' annual funding decisions, and will ultimately guide FRA's own grantmaking decisions.

- **New Discretionary Grant Programs** – In addition to updating the Federal-State Partnership grant program as discussed at length above (codified at 49 U.S.C. § 24911), IIJA also creates new FRA discretionary grant programs: one to support entities implementing interstate rail compacts ("Interstate Rail Compact" grants; 49 U.S.C. § 22910) and one to fund elimination of highway-rail and pathway-rail grade crossings ("Railroad Crossing Elimination" grants; 49 U.S.C. § 22909). Amtrak is not directly eligible for funding via either program, but many of the company's current and potential partners are.

- **State-Supported Service** – IIJA requires that SAIPRC update its cost allocation policy (now known as a "cost methodology policy") by March 2022, and then implement that update in FY 2023 (which could result in additional costs being shifted from states to the federal government).

- **Surface Transportation Board (STB)** – IIJA requires the STB to establish and staff a passenger rail program "with primary responsibility for carrying out the Board's passenger rail responsibilities."

- **Station Staffing** – IIJA requires that Amtrak employ ticket agents at any stations where such agents were previously employed on or after October 1, 2017, *if* those locations also meet additional criteria (i.e., are served by either a Long-Distance or NEC route; served an average of forty-plus passengers per day of service in FY 2017; and do not currently host a commuter agent authorized to sell Amtrak tickets). This provision seeks to permanently resolve an issue that Congress has addressed in recent appropriations laws, which have directed Amtrak to re-staff fifteen specific stations affected by now-reversed staffing reductions that took place in FY 2018.

- **Railroad Rehabilitation & Improvement Financing (RRIF) Loan Program** – Among other changes to RRIF, IIJA authorizes $50 million per year in "credit assistance" to borrowers; requires repayment of credit risk premia associated with certain previously-issued loans; allows proceeds of a loan repayable with non-federal funds to count towards a project's non-federal cost share; and extends the maximum allowable term of a loan, among other changes. (*This provision is technically separate from the "authorizing piece" as defined above, being contained in a different title of IIJA.*)

- **On-board Food & Beverage (F&B) Service** – IIJA eliminates the requirement that Amtrak F&B revenues exceed costs; directs Amtrak to convene a working group that will recommend F&B changes to Congress; and requires Amtrak to submit a plan to Congress for carrying out (or a reason for rejecting) each recommended change.

- **Safety** – IIJA requires FRA to prepare a comprehensive report to Congress on Amtrak's safety procedures, compliance, and culture. The law also prescribes numerous new or updated Amtrak-relevant regulations (including with respect to on-board emergency lighting; crew training, qualification, and certification; and speed limits) and requires federal studies of several Amtrak-relevant issues, among other changes.

- **Changes to Administrative & Oversight** – IIJA makes changes to Amtrak's annual grant process; allows FRA, in consultation with Amtrak, to adjust the company's account structure; alters certain requirements governing how Amtrak interacts with SAIPRC and the Northeast Corridor Commission; and adjusts standing requirements regarding annually-required reports, among other administrative changes.

Despite IIJA's considerable breadth, a number of policy changes that Amtrak sought as part of its own reauthorization proposal were not included in the final law. These include:

- **Preference Enforcement** – Amtrak still needs the authority to directly enforce its lawful dispatching preference rights in federal court, which would lead to significant improvements in Amtrak trains' on-time performance.

- **"Flowdowns" Harmonization** – Joint-benefit projects that receive funding assistance from multiple USDOT agencies (e.g., FRA and FTA) still need clear guidelines on how and when conflicting agency or modal requirements apply.

- **Intercity Passenger Rail Trust Fund** – While the IIJA would make meaningful investments over the next five years through advance appropriations, Amtrak and intercity passenger rail still need the kind of *permanent, stable* funding source available to other modes (e.g., for highways and mass transit, via the Highway Trust Fund).

Amtrak continues to seek enactment of these provisions, as well as a number of technical corrections to IIJA; discussions of, and/or recommended legislative language for, both kinds of request are included in Tab IV.

Proposed IIJA Capital Expenditure Plan

Amtrak and FRA are actively working together to build a detailed capital expenditure plan for the $22 billion that the IIJA provides for Amtrak over FYs 22-26. Once this work is finished, FRA will transmit the final plan to Congress, consistent with the requirements of the relevant headings in Division J.

Below is an initial list of some of the items that Amtrak foresees the IIJA grant funding being spent on; levels reflect an early proposal to the FRA, but do not necessarily match the levels that will be contained in the FRA's final plan, and are provided for illustrative purposes only.

IIJA Advance Appropriations for **Northeast Corridor Grant to Amtrak, FY22-FY26**	
New intercity trainsets (ICTs) and associated service & maintenance facilities (*Northeast Corridor share of procurement*)	$2.19
Maintenance facilities (excluding ICT) (*NEC share*)	$0.61
Americans with Disabilities Act (ADA) Program	$0.14
Infrastructure, capital renewal	$0.72
Grant funds authorized for match for Federal-State Partnership	$1.21
Operating expense in support of IIJA-funded capital projects	$0.34
Contingency for price and market conditions	$0.70
FRA takedowns for grant oversight & other purposes (*excludes for R&E grants*)	$0.08
Total for Northeast Corridor Grant	**$6.00**

Figures in billions. Figures may not sum perfectly due to rounding.

IIJA Advance Appropriations for **National Network Grant to Amtrak, FY22-FY26**	
New intercity trainsets (ICTs) and associated service & maintenance facilities (*National Network share of procurement*)	$3.12
New Long-Distance fleet and associated service & maintenance facility renovations or upgrades	$4.27
New ALC-42 diesel locomotives for Long-Distance service	$0.88
Refresh of existing passenger cars	$0.25
Maintenance facilities (excluding ICT) (*NN share*)	$1.98
Americans with Disabilities Act (ADA) Program	$1.27
Infrastructure, capital renewal	$0.89
National Assets backlog (*i.e., IT systems, security, training centers, etc.*)	$1.89
Operating expense in support of IIJA-funded capital projects	$0.40
Contingency for price and market conditions	$0.70
FRA takedown for Restoration & Enhancement (R&E) Grants (*non-Amtrak*)	$0.25
FRA takedowns for grant oversight & other purposes (*excludes for R&E grants*)	$0.10
Total for National Network Grant	**$16.00**

Figures in billions. Figures may not sum perfectly due to rounding.

VI. Appendix

About Amtrak

Additional general information about Amtrak can be found in the "FY 2021 Company Profile," available at: bit.ly/3wPWhMG.

- Amtrak was created by Congress in 1970 to take over intercity passenger rail services previously operated by private U.S. railroad companies. National operations began on May 1, 1971.

- As defined by the U.S. Congress, Amtrak's mission is to "provide efficient and effective intercity passenger rail mobility consisting of high-quality service that is trip-time competitive with other intercity travel options."

- Amtrak is a federally chartered corporation, with the federal government as majority stockholder. The Amtrak Board of Directors is appointed by the President of the United States and confirmed by the U.S. Senate. Amtrak is operated as a for-profit company, rather than a public authority.[4]

- Amtrak operates a nationwide rail network, serving more than 500 destinations in 46 states, the District of Columbia, and three Canadian provinces, on more than 21,400 miles of routes. In FY 2019 (pre-COVID-19 pandemic), the company carried more than 32 million passengers. Amtrak is the nation's only high-speed intercity passenger rail provider, operating at speeds up to 150 mph, and nearly half of all trains operate at top speeds of 100 mph or greater.

- Seventy-five percent of the miles traveled by Amtrak trains are on tracks owned by other railroads. Known as "host railroads," they range from large, publicly-traded companies based in both the U.S. or Canada, to state and local government agencies and small businesses. Amtrak pays these host railroads for use of their track and other resources needed to operate Amtrak trains, with incentives for on-time performance.

- Amtrak owns and operates 363 route-miles of the 457-route- mile Northeast Corridor (NEC) main line between Washington and Boston. Amtrak-owned property outside the NEC main line includes: a 104.2 route-mile segment of up-to-110 mph track between Philadelphia and Harrisburg, Pa.; a 95.6 route-mile segment of up-to-110 mph track between Porter, Ind., and Kalamazoo, Mich.; and a 60.5 route-mile segment of up-to-110 mph track

[4] While Amtrak is operated as a for-profit, the company was created because private railroads were losing large amounts of money operating intercity passenger rail service. No regularly-scheduled intercity or commuter passenger train service anywhere in North America generates enough revenue to fully cover its own costs. (Amtrak's NEC operations covered their own operating costs prior to the COVID-19 pandemic, but did not generate enough revenues to cover all capital costs.)

between New Haven, Conn., and Springfield, Mass. Amtrak also operates, maintains, and dispatches a 135 route-mile right-of-way between Kalamazoo and Dearborn purchased by the state of Michigan in December 2012. Under a lease with CSX Transportation, Amtrak operates, maintains, and dispatches approximately 94 route-miles in New York state between Poughkeepsie and Hoffmans (near Schenectady).

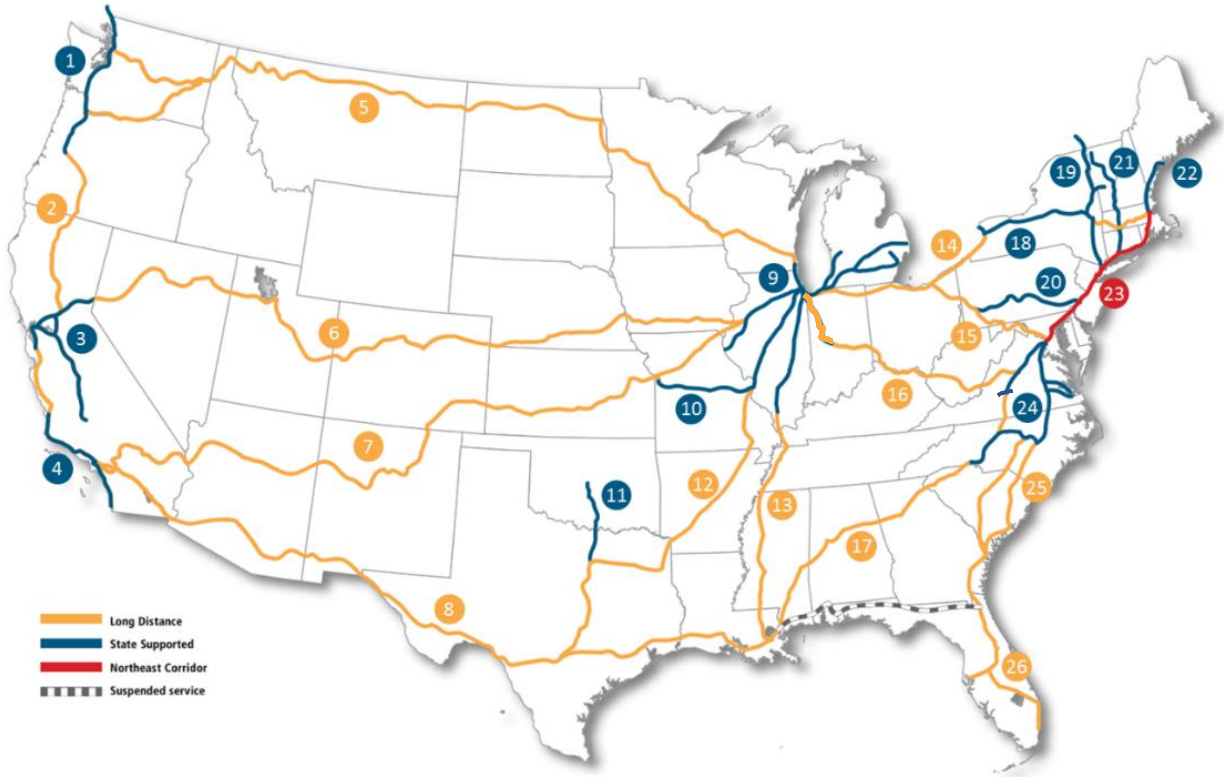
- In 2008, the Passenger Rail Investment and Improvement Act (PRIIA) established three operating intercity service lines within Amtrak:
    - Long-Distance, which includes routes more than 750 miles in length, generally operated over unelectrified host railroad tracks, for which the federal government provides operating support.
        - Amtrak operates 15 Long-Distance routes ranging from 780 miles (*Capitol Limited*) to 2,728 miles (*Texas Eagle*). These trains provide the only rail service at nearly half of the stations in the Amtrak system and are the only Amtrak trains in 23 of the 46 states in the network. In addition to major cities, most of these routes also serve small and rural communities, which may have few other intercity travel options.
    - State-Supported, which includes corridor routes less than 750 miles in length, generally operated over unelectrified host railroad tracks, for which a sponsoring state or states provide operating support.
        - Section 209 of PRIIA required Amtrak and its state partners to jointly develop a single, standardized, nationwide cost-sharing methodology to allocate costs for State-Supported intercity passenger rail service. (This was done through the State-Amtrak Intercity Passenger Rail Committee, or SAIPRC.) Continued operation of State Supported routes is subject to annual operating agreements and state legislative appropriations in accordance with Section 209.
        - Amtrak operates 28 State-Supported routes on behalf of 20 partner-entities representing 17 states, and is working with current and potential partners both to increase frequency along some existing routes and to initiate entirely new services, bringing more trains to more communities.
    - the Northeast Corridor, which includes *Northeast Regional* and high-speed *Acela* service on the electrified, largely-Amtrak-owned NEC main line between Washington, D.C., and Boston.

    - The NEC is used not just by Amtrak, but by eight commuter railroads, as well. Section 212 of PRIIA established the NEC Commission (comprising representatives from the eight NEC states, the District of Columbia, the U.S. Department of Transportation, and Amtrak) "to promote mutual co-operation and planning pertaining to the rail operations and related activities of the Northeast Corridor." In addition to its planning functions, the NEC Commission also maintains the policy that governs how the NEC's upkeep costs are allocated to its various users.

- Since creating Amtrak, Congress has regularly provided the company with annual grant funding. Amtrak works hard to be a good steward of these taxpayer dollars. Historically, we have put them towards two main purposes: to defray the costs of operations, and to invest in capital renewal and upgrades (such as right-of-way maintenance and re-fleeting). Over the years, the company has grown more efficient, permitting us to dedicate a larger proportion of the annual funds towards capital needs.

- The map and key on the following page depict Amtrak's current routes. Amtrak, the FRA, and other stakeholders are working together to expand Amtrak's network using new resources provided by the IIJA, as discussed elsewhere in this document.

<u>About Amtrak: Map of Current Routes</u>



Route Map Key			
1	**Cascades** (OR, WA)	14	***Lake Shore Limited***
2	***Coast Starlight***	15	***Capitol Limited***
3	***Capitol Corridor*** (CA), ***San Joaquin*** (CA)	16	***Cardinal***
4	***Pacific Surfliner*** (CA)	17	***Crescent***
5	***Empire Builder***	18	***Maple Leaf*** (NY)
6	***California Zephyr***	19	***Adirondack*** (NY), ***Empire*** (NY), ***Ethan Allen*** (VT)
7	***Southwest Chief***	20	***Keystone*** (PA), ***Pennsylvanian*** (PA)
8	***Sunset Limited***	21	***Amtrak Hartford Line*** (CT, MA), ***Valley Flyer*** (CT, MA), ***Vermonter*** (VT)
9	***Blue Water*** (MI), ***Carl Sandburg*** (IL), ***Hiawatha*** (IL, WI), ***Illini*** (IL), ***Illinois Zephyr*** (IL), ***Lincoln*** (IL), ***Père Marquette*** (MI), ***Saluki*** (IL), ***Wolverine*** (MI)	22	***Downeaster*** (ME)
10	***Missouri River Runner*** (MO)	23	***Acela, Northeast Regional***
11	***Heartland Flyer*** (OK, TX)	24	***Carolinian*** (NC), ***Piedmont*** (NC), ***Virginia*** (VA; also branded as *Northeast Regional*)
12	***Texas Eagle***	25	***Auto Train, Palmetto***
13	***City of New Orleans***	26	***Silver Meteor, Silver Star***

State sponsors of State-Supported routes shown in parentheses. Where a State-Supported route and Long-Distance route share a track segment, it is shown on the map in blue. If the NEC and either a State-Supported or a Long-Distance route share a segment, it is shown as red.

Amtrak FY 2021 Ridership by State and Station

Combined boardings and alightings for all Amtrak trains. Additional information on individual stations is available at: www.greatamericanstations.com/

Alabama	**20,603**
Birmingham	*14,935*
Tuscaloosa	*3,720*
Anniston	*1,948*
Arizona	**50,603**
Flagstaff	*16,693*
Tucson	*14,567*
Maricopa	*8,251*
Kingman	*4,567*
Yuma	*3,528*
Winslow	*1,773*
Benson	*1,224*
Arkansas	**15,383**
Little Rock	*8,439*
Texarkana	*3,135*
Walnut Ridge	*1,565*
Malvern	*878*
Hope	*779*
Arkadelphia	*587*
California	**3,527,368**
Los Angeles	*466,417*
Sacramento	*255,183*
San Diego Downtown	*235,775*
Bakersfield	*196,791*
Emeryville	*164,264*
Stockton	*156,623*
Fresno	*136,415*
Martinez	*124,389*
Santa Barbara	*123,317*
San Diego Old Town	*113,163*
Irvine	*108,774*
Oceanside	*106,892*
Oakland Jack London Square	*97,880*
Solana Beach	*94,621*
Fullerton	*86,618*
Anaheim	*71,651*
San Juan Capistrano	*71,260*
Davis	*70,194*
Hanford	*60,573*
Richmond	*60,116*
San Jose	*51,848*
Modesto	*51,281*
Santa Ana	*50,733*
Merced	*48,737*
Oxnard	*36,307*
Suisun-Fairfield	*30,771*
San Luis Obispo	*30,449*
Fairfield-Vacaville	*28,245*
Berkeley	*25,999*
Ventura	*23,357*
Van Nuys	*22,171*
Burbank	*20,653*
Santa Clara Great America	*19,970*
Goleta	*19,947*
Antioch-Pittsburg	*19,035*
Chatsworth	*17,752*
Oakland Coliseum/Airport	*17,233*
Simi Valley	*16,690*
Wasco	*13,916*
Glendale	*13,227*
Turlock-Denair	*12,378*
Madera	*11,819*
Camarillo	*11,807*
Hayward	*10,328*
Corcoran	*9,951*
Fremont	*9,341*
Carpinteria	*9,242*
Roseville	*7,976*
San Clemente Pier	*7,563*
Salinas	*7,379*
Grover Beach	*6,446*
Santa Clara Transit Center	*6,350*
Truckee	*5,747*
Guadalupe-Santa Maria	*5,148*
Riverside	*4,926*
Redding	*4,382*
Paso Robles	*3,923*
San Bernardino	*3,883*
Lompoc-Surf	*3,712*
Needles	*3,633*
Chico	*3,383*
Ontario	*2,926*
Victorville	*2,584*
Dunsmuir	*2,160*
Rocklin	*2,113*
Colfax	*2,034*
Auburn	*1,587*
Barstow	*1,567*
Palm Springs	*1,171*
Pomona	*1,052*
Moorpark	*1,050*
South Lake Tahoe	*473*
Placerville	*66*
Santa Rosa	*17*
Napa	*6*
Rohnert Park	*3*
Vallejo	*3*
Petaluma	*1*
Solvang	*1*
Colorado	**114,529**
Denver	*61,216*
Glenwood Springs	*22,968*
Grand Junction	*14,995*
Trinidad	*3,733*
La Junta	*3,525*
Winter Park/Fraser	*3,500*
Granby	*2,305*
Fort Morgan	*1,614*
Lamar	*673*
Connecticut	**788,621**
New Haven	*347,544*
Stamford	*133,681*
New London	*85,366*
Hartford	*75,866*
Bridgeport	*56,891*
Old Saybrook	*33,194*
Mystic	*14,284*
Berlin	*8,981*
Windsor Locks	*8,907*
Meriden	*8,032*
Windsor	*6,586*
New Haven State Street	*5,972*
Wallingford	*3,317*
Delaware	**236,807**
Wilmington	*227,919*
Newark	*8,888*
District of Columbia	**1,758,409**
Washington	*1,758,409*
Florida	**569,165**
Sanford	*197,708*
Orlando	*73,327*
Tampa	*52,376*
Jacksonville	*39,709*
Miami	*37,411*
West Palm Beach	*28,756*
Fort Lauderdale	*23,073*
Kissimmee	*21,158*
Winter Haven	*15,227*
Hollywood	*13,042*
Winter Park	*12,993*
Deerfield Beach	*11,094*
DeLand	*10,433*
Sebring	*8,619*
Lakeland	*7,851*
Delray Beach	*7,194*
Palatka	*7,171*
Okeechobee	*2,023*
Georgia	**75,988**
Atlanta	*34,941*
Savannah	*32,763*
Jesup	*5,221*
Gainesville	*2,188*
Toccoa	*875*
Idaho	**3,594**
Sandpoint	*3,594*
Illinois	**1,942,998**
Chicago	*1,336,525*
Champaign-Urbana	*103,739*
Bloomington-Normal	*91,842*
Springfield	*61,866*
Carbondale	*40,761*
Galesburg	*38,637*
Joliet	*28,348*
Macomb	*25,707*
Kankakee	*25,495*
Alton	*23,178*
Glenview	*20,571*
Naperville	*16,598*
Mattoon	*15,735*
Quincy	*14,450*
Princeton	*12,441*
Homewood	*10,299*
Mendota	*9,002*
Summit	*8,310*
Effingham	*8,242*
Lincoln	*8,147*
Centralia	*7,945*
Kewanee	*6,588*
Pontiac	*5,553*
La Grange	*4,712*

Carlinville	*4,000*
Dwight	*3,871*
Rantoul	*3,315*
Du Quoin	*3,108*
Plano	*2,679*
Gilman	*1,334*
Indiana	**46,221**
Elkhart	*10,427*
Indianapolis	*9,847*
South Bend	*9,292*
Waterloo	*9,287*
Lafayette	*3,482*
Dyer	*1,092*
Crawfordsville	*1,071*
Rensselaer	*521*
Hammond-Whiting	*445*
Connersville	*419*
Michigan City	*338*
Iowa	**24,543**
Osceola	*7,086*
Ottumwa	*5,001*
Mount Pleasant	*4,507*
Burlington	*3,849*
Fort Madison	*2,680*
Creston	*1,420*
Kansas	**19,027**
Newton	*6,040*
Topeka	*3,435*
Garden City	*2,816*
Lawrence	*2,752*
Dodge City	*2,187*
Hutchinson	*1,797*
Kentucky	**4,846**
Fulton	*1,864*
Maysville	*1,174*
Ashland	*1,165*
South Shore-S. Portsmouth	*643*
Louisiana	**83,842**
New Orleans	*70,092*
Hammond	*4,406*
Lafayette	*3,155*
Lake Charles	*2,721*
Slidell	*1,861*
New Iberia	*929*
Schriever	*678*
Maine	**161,254**
Portland	*68,841*
Brunswick	*24,929*
Wells	*21,819*
Saco	*21,797*
Old Orchard Beach	*12,868*
Freeport	*11,000*
Maryland	**831,149**
Baltimore	*446,914*
BWI/Thurgood Marshall	*259,394*
New Carrollton	*103,558*
Aberdeen	*13,841*
Cumberland	*5,117*
Rockville	*2,325*
Massachusetts	**1,395,203**
Boston South Station	*679,333*
Boston Back Bay	*322,928*
Boston North Station	*152,370*
Route 128	*135,163*
Springfield	*62,879*
Haverhill	*12,467*
Northampton	*8,202*
Pittsfield	*6,747*
Woburn	*5,897*
Worcester	*4,196*
Greenfield	*3,428*
Framingham	*963*
Holyoke	*630*
Michigan	**330,104**
Ann Arbor	*46,746*
Kalamazoo	*37,097*
East Lansing	*32,574*
Detroit	*29,663*
Dearborn	*26,587*
Grand Rapids	*24,928*
Flint	*17,689*
Holland	*17,502*
Battle Creek	*16,716*
New Buffalo	*11,541*
Troy	*10,313*
Royal Oak	*8,699*
St. Joseph	*7,931*
Jackson	*7,823*
Niles	*7,031*
Durand	*5,942*
Pontiac	*5,921*
Port Huron	*5,148*
Lapeer	*4,232*
Bangor	*2,468*
Dowagiac	*2,322*
Albion	*1,231*
Minnesota	**65,827**
St. Paul-Minneapolis	*42,662*
Winona	*7,192*
St. Cloud	*5,422*
Staples	*4,339*
Red Wing	*3,802*
Detroit Lakes	*2,410*
Mississippi	**45,225**
Jackson	*19,917*
Greenwood	*7,511*
Hattiesburg	*3,580*
Meridian	*3,478*
Brookhaven	*2,037*
McComb	*1,906*
Yazoo City	*1,835*
Marks	*1,804*
Laurel	*1,474*
Picayune	*867*
Hazlehurst	*816*
Missouri	**297,449**
St. Louis	*145,840*
Kansas City	*65,461*
Kirkwood	*18,451*
Jefferson City	*18,360*
Lee's Summit	*11,634*
Hermann	*11,418*
Washington	*5,722*
Sedalia	*5,341*
Warrensburg	*4,836*
La Plata	*4,344*
Independence	*3,225*
Poplar Bluff	*2,240*
Arcadia	*577*
Montana	**67,066**
Whitefish	*30,060*
East Glacier Park	*10,949*
Havre	*5,158*
Shelby	*4,027*
West Glacier	*3,909*
Libby	*2,702*
Malta	*2,598*
Wolf Point	*2,434*
Glasgow	*2,192*
Essex	*1,740*
Cut Bank	*912*
Browning	*385*
Nebraska	**22,208**
Omaha	*11,957*
Lincoln	*5,967*
Hastings	*2,165*
McCook	*1,314*
Holdrege	*805*
Nevada	**36,295**
Reno	*30,088*
Elko	*3,807*
Winnemucca	*2,400*
New Hampshire	**60,937**
Exeter	*20,685*
Dover	*20,667*
Durham	*19,016*
Claremont	*569*
New Jersey	**596,796**
Newark	*284,343*
Trenton	*121,909*
Metropark	*109,117*
Newark Liberty Int'l. Airport	*52,945*
Princeton Junction	*17,193*
New Brunswick	*11,289*
New Mexico	**46,486**
Albuquerque	*25,821*
Raton	*8,472*
Gallup	*5,084*
Lamy	*3,771*
Las Vegas	*1,830*
Deming	*989*
Lordsburg	*519*
New York	**5,220,521**
NYC (Penn. / Moynihan)	*4,061,379*
Albany-Rensselaer	*379,209*
Hudson	*145,187*
Rhinecliff	*104,407*
Syracuse	*78,673*
Rochester	*77,964*
Poughkeepsie	*66,403*
Buffalo-Depew	*57,994*
New Rochelle	*52,410*
Utica	*39,834*
Schenectady	*34,225*
Buffalo Exchange Street	*34,004*
Yonkers	*23,839*
Croton Harmon	*22,123*
Niagara Falls	*20,145*
Amsterdam	*9,139*
Rome	*6,228*
Saratoga Springs	*4,753*
Fort Edward-Glens Falls	*1,638*
New York State Fair	*967*
North Carolina	**499,159**
Charlotte	*104,735*
Raleigh	*93,417*
Greensboro	*66,808*
Durham	*42,927*
Wilson	*33,805*
Cary	*33,569*
Rocky Mount	*30,529*
Fayetteville	*29,667*
High Point	*16,442*
Burlington	*12,573*

Kannapolis	*11,072*
Salisbury	*10,189*
Selma	*7,720*
Southern Pines	*2,801*
Hamlet	*2,175*
Gastonia	*730*
North Dakota	**44,950**
Minot	*11,591*
Williston	*11,529*
Fargo	*10,510*
Grand Forks	*5,618*
Devils Lake	*2,287*
Stanley	*1,739*
Rugby	*1,676*
Ohio	**82,062**
Cleveland	*32,263*
Toledo	*28,045*
Cincinnati	*7,164*
Sandusky	*5,164*
Elyria	*4,578*
Bryan	*2,808*
Alliance	*2,040*
Oklahoma	**43,633**
Oklahoma City	*29,902*
Norman	*6,751*
Ardmore	*4,110*
Pauls Valley	*1,962*
Purcell	*908*
Oregon	**288,356**
Portland	*187,314*
Eugene	*35,570*
Salem	*22,168*
Klamath Falls	*21,482*
Albany	*13,918*
Oregon City	*5,262*
Chemult	*2,642*
Pennsylvania	**2,130,037**
Philadelphia	*1,500,043*
Lancaster	*179,294*
Harrisburg	*161,432*
Pittsburgh	*71,015*
Paoli	*41,486*
Exton	*27,159*
Elizabethtown	*22,232*
Middletown	*16,961*
Downingtown	*16,719*
Ardmore	*14,262*
Johnstown	*13,966*
Altoona	*10,281*
Parkesburg	*10,179*
Mount Joy	*9,148*
Erie	*9,001*
Coatesville	*8,106*
Lewistown	*5,016*
Greensburg	*4,900*
Huntingdon	*2,566*
Connellsville	*1,986*
Latrobe	*1,608*
Tyrone	*1,595*
North Philadelphia	*848*
Cornwells Heights	*234*
Rhode Island	**409,756**
Providence	*303,528*
Kingston	*79,506*
Westerly	*26,722*
South Carolina	**90,468**
Charleston	*31,831*
Florence	*20,475*
Columbia	*13,148*
Kingstree	*5,520*
Yemassee	*5,085*
Greenville	*4,555*
Dillon	*3,071*
Spartanburg	*1,802*
Denmark	*1,702*
Clemson	*1,679*
Camden	*1,600*
Tennessee	**27,124**
Memphis	*25,332*
Newbern-Dyersburg	*1,792*
Texas	**195,580**
Fort Worth	*59,393*
San Antonio	*29,345*
Dallas	*23,202*
Austin	*15,443*
Longview	*14,082*
Houston	*12,824*
El Paso	*8,554*
Temple	*6,533*
Gainesville	*3,652*
San Marcos	*3,430*
Marshall	*3,119*
Alpine	*3,039*
Mineola	*2,761*
McGregor	*2,296*
Taylor	*2,173*
Beaumont	*1,988*
Cleburne	*1,842*
Del Rio	*1,751*
Sanderson	*153*
Utah	**28,046**
Salt Lake City	*21,642*
Provo	*3,416*
Green River	*1,744*
Helper	*1,244*
Vermont	**19,098**
Essex Junction	*4,091*
Brattleboro	*3,341*
White River Junction	*3,132*
Rutland	*2,415*
Montpelier-Berlin	*1,609*
St. Albans	*1,081*
Waterbury	*1,005*
Bellows Falls	*895*
Castleton	*708*
Randolph	*463*
Windsor	*358*
Virginia	**908,075**
Lorton	*197,708*
Richmond Staples Mill	*152,312*
Alexandria	*100,838*
Newport News	*71,856*
Charlottesville	*64,196*
Norfolk	*63,205*
Richmond Main St.	*41,687*
Fredericksburg	*41,297*
Roanoke	*34,110*
Lynchburg	*28,459*
Williamsburg	*28,397*
Petersburg	*21,476*
Manassas	*15,010*
Quantico	*9,546*
Ashland	*8,617*
Culpeper	*7,982*
Woodbridge	*7,324*
Burke Centre	*5,594*
Danville	*3,743*
Staunton	*3,610*
Clifton Forge	*1,108*
Washington	**387,067**
Seattle	*193,076*
Tacoma	*40,060*
Vancouver (WA)	*38,702*
Olympia-Lacey	*23,306*
Spokane	*22,544*
Kelso-Longview	*11,109*
Tukwila	*11,093*
Centralia	*10,039*
Pasco	*9,876*
Everett	*9,853*
Wenatchee	*6,581*
Leavenworth	*3,596*
Edmonds	*3,033*
Ephrata	*2,014*
Bingen-White Salmon	*1,473*
Wishram	*712*
West Virginia	**23,733**
Martinsburg	*5,357*
Charleston	*5,155*
Harpers Ferry	*4,025*
White Sulphur Springs	*2,818*
Huntington	*2,556*
Hinton	*1,533*
Prince	*1,293*
Thurmond	*364*
Montgomery	*361*
Alderson	*271*
Wisconsin	**288,969**
Milwaukee	*198,389*
Milwaukee Airport	*37,580*
Sturtevant	*17,977*
La Crosse	*11,169*
Wisconsin Dells	*8,304*
Tomah	*6,091*
Columbus	*6,019*
Portage	*3,440*

Asset Line Descriptions

The Fixing America's Surface Transportation (FAST) Act established two Amtrak accounts: the National Network (consisting of Long-Distance and State-Supported services) and the Northeast Corridor. Amtrak and the FRA also established five asset lines, and the following summaries from the FRA's October 2018 document "Amtrak Account Structure Overview: Methodology and Definitions" will provide useful context for this grant request.[5] This document explains that "Asset Lines represent the business activities and resources required to manage Amtrak's assets and deliver the needs of the Service Lines."

- **Transportation** means the train crew operating trains on the road, crew providing on-board services on the trains (for example, service attendants, café attendants), on-board food and beverage supplies, commissary contract operations and management, diesel fuel and electric propulsion costs, host railroad maintenance of way and performance incentive payments, dispatching, passenger inconvenience payments, commissions, passenger claims, connecting bus service, and the management, supervision, and support required to perform activities listed here.

- **Equipment** means the management and maintenance of Amtrak-controlled locomotives, cars, and trainsets, train servicing, crew moving equipment in terminal yards, maintenance of facilities where equipment is maintained, and the management, supervision and support required to perform activities listed here. This service line also includes any preventive maintenance and minor repair performed by external vendors or contractors to maintain the locomotives, cars, trainsets, and non-revenue equipment. Work related to Amtrak's fleet strategy is also included in this Asset Line.

- **Infrastructure** means management and safe maintenance of Amtrak-controlled fixed assets, and the management, supervision, and support required to provide a safe and reliable railroad. Fixed assets include but are not limited to track and associated materials, communication and signal, electric traction propulsion generation and transmission, tunnels, bridges, culverts, rights-of-way, signs, real property, and associated air rights buildings. It excludes stations and facilities where equipment is maintained.

- **Stations** means all passenger rail stations served by Amtrak trains, with a focus on Amtrak controlled stations and elements of other stations for which Amtrak has legal responsibility or where it intends to make capital investments. This includes the maintenance and

[5] https://railroads.dot.gov/elibrary/amtrak-account-structure-overview-methodology-and-definitions

operation of such facilities that serve one or multiple routes, and their related management, supervision, and support.

- **National Assets and Corporate Services** includes—
  - National Assets, defined as the Nation's core rail assets shared among Amtrak services, including: systems for reservations, security, training and training centers, and other assets associated with Amtrak's national rail passenger transportation system.
  - Corporate Services, defined to include company-wide functions, such as, legal, finance, government affairs, human resources, information technology, etc.

FY 2023 Grant Request by Asset & Service Lines

Amtrak's $3.3 billion grant request can be understood in terms of our Asset Lines and our Service Lines. Asset Lines represent the business activities and resources required to manage Amtrak's assets and deliver the needs of the Service Lines. Below is a breakdown of the FY 2023 request by these various categories and how they are allocated between the Northeast Corridor and National Network Grants.

* * *

Request Allocated by Asset Line			
Asset Line	**Northeast Corridor**	**National Network**	**Total**
Transportation	$80,809,625	$387,432,352	$468,241,977
Equipment	$175,623,058	$883,802,652	$1,059,425,710
Infrastructure	$608,492,310	$568,937,272	$1,177,429,581
Stations	$220,036,962	$339,062,464	$559,099,426
National Assets & Corporate Services	$3,538,046	$3,765,260	$7,303,306
Takedowns	$11,500,000	$17,000,000	$28,500,000
Total	**$1,100,000,000**	**$2,200,000,000**	**$3,300,000,000**

An explanation of these asset lines (or asset categories) can be found in the preceding section.

* * *

Request Allocated by Service Line			
Service Line	**Northeast Corridor**	**National Network**	**Total**
NEC Service Line	$415,958,712	—	$415,958,712
State-Supported Service Line	—	$702,753,730	$702,753,730
Long-Distance Service Line	—	$1,194,988,336	$1,194,988,336
Infrastructure Access	$664,711,924	$213,926,383	$878,638,307
Ancillary Services	$7,829,364	$71,331,550	$79,160,915
Takedowns	$11,500,000	$17,000,000	$28,500,000
Total	**$1,100,000,000**	**$2,200,000,000**	**$3,300,000,000**

* * *

To be clear, these Asset Line and Service Line tables are two views of the same request, broken down by different reporting structures. The total request is $3.3 billion either way; these are simply two different frameworks for understanding how Amtrak will invest the funds.

FY 2021 and FY 2022 Statement of Operating Revenue and Expenditures

Operating Result	FY 2021 Actual	FY 2022 Plan	Year-Over-Year Change $	 %
Ticket Revenue (Adjusted)	$872.2	$1,619.0	$746.9	85.6%
Food & Beverage	$23.0	$46.5	$23.5	102.5%
State Supported Train Revenue	$352.8	$372.7	$19.9	5.6%
Subtotal, Passenger-Related Revenue	**$1,247.9**	**$2,038.3**	**$790.3**	**63.3%**
Ancillary Revenue	$361.7	$353.2	$(8.5)	-2.4%
Other Core Revenue	$307.6	$283.6	$(24.0)	-7.8%
Total, Operating Revenue	**$1,917.3**	**$2,675.0**	**$757.8**	**39.5%**
Salaries, Wages & Benefits	$1,757.1	$2,237.6	$480.6	27.3%
Train Operations	$212.7	$304.1	$91.4	43.0%
Fuel, Power, & Utilities	$180.0	$252.9	$72.9	40.5%
Materials	$135.3	$164.8	$29.4	21.7%
Facility, Communication & Office	$163.3	$205.8	$42.6	26.1%
Advertising & Sales	$56.2	$82.1	$25.9	46.2%
Casualty & Other Claims	$123.9	$65.6	$(58.3)	-47.0%
Professional Fees & Data Processing	$181.3	$244.7	$63.4	34.9%
All Other Expense	$132.8	$120.3	$(12.5)	-9.4%
Transfer to Capital & Ancillary	$(245.2)	$(269.9)	$(24.6)	-10.0%
Ancillary Expense	$301.3	$297.1	$(4.2)	-1.4%
Total, Operating Expense	**$2,998.6**	**$3,705.2**	**$706.6**	**23.6%**
Adjusted Operating Earnings	**$(1,081.3)**	**$(1,030.2)**	**$51.1**	**4.7%**

All dollar figures in millions. Note that "Adjusted Operating Earnings" is a non-GAAP figure.

FY 2021 Annual Operations Report

Service or Route	Ridership	Passenger-miles	State Supported Revenue % of Operating Sources*	Adjusted Allocated Operating Sources ($)	Adjusted Allocated Operating Uses ($)	Revenue-to-Cost Ratio	Short-term Avoidable Profit or (Loss)/ Passenger -mile ($)
Acela	897,639	182,428,013	N/A	120,446,419	268,722,342	0.45	(0.81)
Northeast Regional	3,508,766	571,226,845	N/A	239,311,588	433,748,709	0.55	(0.34)
NEC Special Trains & Adjustments	2,420	437,960	N/A	7,815,194	10,189,700	0.77	(5.42)
Total, Northeast Corridor	**4,408,825**	**754,092,818**	**N/A**	**367,573,201**	**712,660,751**	**0.52**	**(0.46)**
Adirondack	0	0	100%	2,169,921	1,111,238	1.95	N/A
Blue Water	98,668	18,250,992	75%	14,963,402	17,439,769	0.86	(0.14)
Capitol Corridor	354,373	24,994,057	79%	41,758,904	47,442,744	0.88	(0.23)
Carolinian	194,675	59,897,563	31%	19,936,180	21,719,328	0.92	(0.03)
Cascades	181,495	28,816,204	66%	24,437,170	30,423,295	0.80	(0.21)
Downeaster	205,674	17,378,391	71%	15,542,743	15,916,159	0.98	(0.02)
Empire South	613,171	71,724,819	40%	48,850,924	63,478,984	0.77	(0.20)
Empire West/Maple Leaf	245,079	71,604,115	31%	25,258,740	27,252,605	0.93	(0.03)
Ethan Allen	12,456	2,215,804	53%	1,560,566	1,551,286	1.01	0.00
Hartford Line/Valley Flyer	192,584	13,540,012	79%	22,634,774	28,348,281	0.80	(0.42)
Heartland Flyer	42,299	7,579,302	79%	6,631,845	7,935,616	0.84	(0.17)
Hiawatha	241,639	19,532,253	66%	18,501,393	19,791,583	0.93	(0.07)
Illini/Saluki	150,148	24,038,675	71%	14,782,437	8,758,457	1.69	0.25
Illinois Zephyr/Carl Sandburg	78,179	12,968,572	78%	10,500,877	10,843,241	0.97	(0.03)
Keystone	394,279	36,817,279	60%	39,618,774	64,145,262	0.62	(0.67)
Lincoln Service	261,160	48,402,402	67%	24,824,900	28,544,669	0.87	(0.08)
Missouri River Runner	77,179	15,127,683	74%	11,536,405	11,156,875	1.03	0.03
Pacific Surfliner	840,962	78,153,298	62%	76,616,174	94,936,147	0.81	(0.23)
Pennsylvanian	128,451	29,750,239	45%	15,395,155	17,914,191	0.86	(0.08)
Père Marquette	52,367	7,912,734	70%	7,063,755	7,989,972	0.88	(0.12)
Piedmont	97,189	11,047,653	67%	6,842,478	7,438,511	0.92	(0.05)
San Joaquins	434,099	62,694,073	74%	59,345,066	69,731,733	0.85	(0.17)
Vermonter	18,585	4,699,397	42%	2,492,296	1,976,319	1.26	0.11
Washington-Roanoke	113,644	28,025,365	39%	12,897,566	11,129,208	1.16	0.06
Washington-Newport News	195,099	44,896,007	1%	13,244,401	20,592,192	0.64	(0.16)
Washington-Norfolk	142,014	34,226,297	44%	17,961,301	16,768,157	1.07	0.03
Washington-Richmond	463	93,694	100%	8,697,632	173,769	50.05	90.98
Wolverine	153,923	35,213,131	57%	18,715,980	21,469,652	0.87	(0.08)
Non-NEC Special Trains & Adjust.	77	77	0%	81,558	12,437,384	0.01	(160,456.27)
Total, State-Supported	**5,519,931**	**809,600,088**	**61%**	**582,863,316**	**688,416,627**	**0.85**	**(0.13)**
Auto Train	199,414	170,498,970	N/A	86,535,365	85,926,753	1.01	0.00
California Zephyr	184,667	146,548,540	N/A	34,406,662	85,853,440	0.40	(0.35)
Capitol Limited	96,885	42,297,527	N/A	10,786,967	28,160,605	0.38	(0.41)
Cardinal	69,098	27,625,763	N/A	6,560,071	24,791,825	0.26	(0.66)
City of New Orleans	100,816	40,974,327	N/A	9,480,763	28,265,541	0.34	(0.46)
Coast Starlight	189,593	79,850,078	N/A	20,727,637	66,206,127	0.31	(0.57)
Crescent	114,296	54,786,744	N/A	15,559,631	46,474,450	0.33	(0.56)
Empire Builder	220,681	168,007,127	N/A	37,431,222	86,040,383	0.44	(0.29)
Lake Shore Limited	195,850	84,812,814	N/A	18,735,957	47,152,816	0.40	(0.34)
Palmetto	147,745	39,787,810	N/A	12,533,963	26,123,748	0.48	(0.34)
Silver Meteor	187,013	99,544,870	N/A	24,813,731	59,729,409	0.42	(0.35)
Silver Star	187,152	89,085,265	N/A	21,139,251	56,296,770	0.38	(0.39)
Southwest Chief	135,901	128,914,437	N/A	28,540,036	77,422,480	0.37	(0.38)
Sunset Limited	57,562	42,295,615	N/A	8,139,646	47,988,708	0.17	(0.94)
Texas Eagle	151,393	79,873,295	N/A	15,227,220	37,848,710	0.40	(0.28)
Long Distance Adjust.	N/A	N/A	N/A	57,199	47,511,260	0.00	N/A
Total, Long-Distance	**2,238,066**	**1,294,903,182**	**N/A**	**350,675,323**	**851,793,024**	**0.41**	**(0.39)**
Grand Total	**12,166,822**	**2,858,596,088**	**N/A**	**1,301,111,839**	**2,252,870,402**	**0.58**	**(0.33)**

** Federal COVID-19 relief funding provided to Amtrak in lieu of payments owed by states under Sec. 209 of PRIIA is counted as State-Supported revenue.*

Actual and Planned Service Changes

Sec. 22204 of Div. B of the Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58) requires that Amtrak communicate annually to Congress "any change made to a route's or service's frequency or station stops" during the preceding fiscal year.

Similarly, Sec. 22211 of Div. B of the IIJA requires that Amtrak annually communicate "an update of any planned or proposed changes to State Supported routes, including the introduction of new State Supported routes," including "the timeframe in which such changes would take effect" and "whether Amtrak has entered into commitments with the affected States" regarding the sharing of ongoing operating and capital costs associated with the new routes.

Given the scale of Amtrak's network, the day-to-day variability of operations, and the uncertainty inherent in many long-term plans and timelines, the detailed summaries below communicate the high-level changes and overarching trends within Amtrak's business.

Service Level, Route, & Station Stop Changes in FY 2021

During FY 2021, Amtrak reversed many service reductions the company had previously been forced to make in response to the COVID-19 pandemic; these changes were possible in large part due to significant financial assistance provided by Congress. However, it is important to note that service levels are also dependent upon sufficient workforce levels and sufficient availability of equipment. Highlights from FY 2021 include:

- **Long-Distance** – Service along Amtrak's fifteen Long-Distance routes is directly dependent upon federal operating support. As a result of the pandemic, most of these routes were temporarily reduced from daily to thrice-weekly service from (roughly) October 2020 through (roughly) May 2021. Following enactment of the American Rescue Plan Act (P.L. 117-2), all affected routes were restored to daily service.

- **State-Supported** – Service levels on State-Supported routes reflect the wishes of the states that sponsor those routes—and in FY 2021, most State-Supported routes were restored to a level that matched the sponsoring state's or states' current preference. Exceptions include certain high-frequency routes in the Northeast and on the West Coast, many of which were limited by crew and/or equipment availability constraints and which continued to operate at incrementally lower frequencies than in FY 2019. Additionally, as of the end of FY 2021, the *Maple Leaf* (sponsored by NY) served only U.S. (as distinct from Canadian) stations; the Amtrak Cascades (sponsored by OR & WA) served most, but not all, of its U.S. stations, and no Canadian stations; and *Adirondack* service (sponsored by NY) was fully suspended in both the U.S. and Canada.

- **Northeast Corridor** – Like most State-Supported services, *Northeast Regional* service was restored to near-FY 2019 levels over the course of FY 2021. Most *Acela* service was also operating by the end of the year, although service restoration was partly limited by crew and equipment constraints.

The below table provides additional detail regarding how service levels changed from the end of FY 2020 to the end of FY 2021 on a route-by-route basis.

Daily Round Trips by Route, FY 2020 vs. FY 2021			
Route Name	**Avg. Weekday Round Trips circa 30 Sept. 2020**	**Avg. Weekday Round Trips circa 30 Sept. 2021**	**Notes**
Northeast Corridor Routes			
Acela	5 RTs daily	8 RTs daily	—
Northeast Regional	12 RTs daily	15 RTs daily	—
State-Supported Routes			
Adirondack	suspended	suspended	suspension affected both U.S. & Canadian stations
Blue Water	1 RT daily	1 RT daily	—
Capitol Corridor	8 RTs daily	11 RTs daily	—
Carolinian	1 RT daily	1 RT daily	—
Cascades	1 RT daily	3 RTs daily	no service to some US, all Canadian stations
Downeaster	4 RTs daily	5 RTs daily	—
Empire Service	7 RTs daily	7 RTs daily	—
Ethan Allen	1 RT daily	1 RT daily	service restored along full route in July 2021
(Amtrak) Hartford Line	4 RTs daily	7 RTs daily	—
Heartland Flyer	1 RT daily	1 RT daily	—
Hiawatha	4 RTs daily	7 RTs daily	—
Illini / Saluki	1 RT daily	2 RTs daily	—
Illinois Zephyr / Carl Sandburg	1 RT daily	2 RTs daily	—
Keystone	9 RTs daily	9 RTs daily	—
Lincoln Service	2 RTs daily	4 RTs daily	—
Maple Leaf	1 RT daily	1 RT daily	service temporarily ended at border throughout FY 21
Missouri River Runner	1 RT daily	2 RTs daily	—
Pacific Surfliner	9 RTs daily	9 RTs daily	—
Pennsylvanian	1 RT daily	1 RT daily	—
Père Marquette	1 RT daily	1 RT daily	—
Piedmont	1 RT daily	3 RTs daily	—

Daily Round Trips by Route, FY 2020 vs. FY 2021			
Route Name	**Avg. Weekday Round Trips circa 30 Sept. 2020**	**Avg. Weekday Round Trips circa 30 Sept. 2021**	**Notes**
San Joaquins	4 RTs daily	5 RTs daily	—
Valley Flyer	see *Hartford Line*	see *Hartford Line*	—
Vermonter	1 RT daily	1 RT daily	service restored along full route in July 2021
Virginia Service	5 RTs daily	6 RTs daily	—
Wolverine	1 RT daily	3 RTs daily	—
Long-Distance Routes			
Auto Train	1 RT daily	1 RT daily	—
California Zephyr	1 RT daily	1 RT daily	frequency temporarily reduced during FY 21
Capitol Limited	1 RT daily	1 RT daily	frequency temporarily reduced during FY 21
Cardinal	3 RTs weekly	3 RTs weekly	—
City of New Orleans	1 RT daily	1 RT daily	frequency temporarily reduced during FY 21
Coast Starlight	1 RT daily	1 RT daily	frequency temporarily reduced during FY 21
Crescent	1 RT daily	1 RT daily	frequency temporarily reduced during FY 21
Empire Builder	1 RT daily	1 RT daily	frequency temporarily reduced during FY 21
Lake Shore Limited	1 RT daily	1 RT daily	frequency temporarily reduced during FY 21
Palmetto	1 RT daily	1 RT daily	frequency temporarily reduced during FY 21
Silver Meteor	4 RTs weekly	1 RT daily	frequency remained temporarily reduced into FY 21
Silver Star	3 RTs weekly	1 RT daily	frequency remained temporarily reduced into FY 21
Southwest Chief	1 RT daily	1 RT daily	frequency temporarily reduced during FY 21
Sunset Limited	3 RTs weekly	3 RTs weekly	—
Texas Eagle	1 RT daily	1 RT daily	frequency temporarily reduced during FY 21

Virginia Service *round trips also included within* Northeast Regional *total.*

Many of these service level changes had (or continue to have) temporary effects upon Amtrak's station stops; for instance, stations served only by suspended routes were (or are) naturally unserved for the duration of those suspensions. Additionally, certain already-served stations saw expansions or improvements in FY 2021, including New York City's Penn. Station (with the opening of the new Moynihan Train Hall expansion) and Buffalo, NY's Exchange Street Station (which was re-opened after a total rebuilding). However, FY 21 brought few permanent changes to *which* station stops Amtrak serves, and no communities permanently lost service.

Looking Ahead: Service Level, Route, & Station Stop Changes in FY 22 and Beyond

Both in the coming months and in the longer term, Amtrak will continue to build on the progress it made during FY 2021:

- **Long-Distance** — In FY 2022, the ongoing effects of the COVID-19 pandemic have again led to temporary service reductions on certain routes and, in one case, a suspension of service. (In that specific case, other overlapping routes continue to operate). As of this writing, some of these reductions have already been reversed, and Amtrak is working to reverse the others. Amtrak remains committed to operating a national rail network that serves customers across the United States, and—consistent with the requirements of the IIJA—the Long-Distance service line is not planned to have any permanent frequency reductions from normal service levels.

- **State-Supported** — Amtrak anticipates working with its partners to continue restoring rail service along certain State-Supported routes to match those partners' desired service levels; examples planned for 2022 include restoration of service to currently-unserved Canadian stations along the route the *Maple Leaf*, and to currently-unserved U.S. and Canadian stations along the routes of the Cascades and the *Adirondack*.

- **Northeast Corridor** — On the NEC, continued increases in *Northeast Regional* frequencies are expected to bring service to pre-COVID-19 levels by approximately FY 2023. Additional *Acela* frequencies are expected to be added starting in FY 2023, with total service reaching approximately 105% of pre-pandemic train-miles by FY 2024 and expanding to approximately 130% by FY 2026.

Additionally, between FY 2022 and FY 2027, Amtrak plans to expand or initiate a number of State-Supported services around the country, as sought by current and prospective state partners. Listed below are expected changes and tentative estimated timelines:

Currently-Planned Service Expansions, FYs 22-27		
Year	**Service or Route**	**Summary of Changes**
2022	*Gulf Coast* (new)	Begin service between New Orleans and Mobile, AL with two daily round trips
	Northeast Regional	Increase from one to two daily round trips between the NEC & Roanoke, VA
	Northeast Regional	Increase from two to three daily round trips between the NEC and Norfolk, VA
	Ethan Allen (new)	Extend one daily round trip from Rutland, VT to Burlington, VT
	Keystone / Hartford Line	Extend one weekday *Keystone* round trip through New York City to Springfield, MA
	Lincoln Service / Missouri River Runner	Combine two existing round trips between Chicago and St. Louis, MO (*Lincoln Service*) and St. Louis and Kansas City, MO (*River Runner*) to provide a new single-seat Chicago-St. Louis-Kansas City round trip once daily
	Berkshire Flyer (new)	Seasonally extend one *Empire Service* round trip between New York City and Albany to Pittsfield, MA once weekly
	Chicago-Twin Cities (new)	Begin State Supported service between Chicago and St. Paul, MN with one daily round trip
2023 to 2027	*Downeaster*	Seasonally extend one round trip from Brunswick, ME to Rockland, ME
	Cascades	Expand from four (pre-COVID) to six round trips between Seattle and Portland, OR
	Northeast Regional	Extend one daily round trip between the NEC and Roanoke, VA to Christiansburg, VA (New River Valley)
	Hiawatha	Increase from seven to ten round trips between Chicago and Milwaukee
	Pacific Surfliner	Increase from 13 (pre-COVID) to 14 daily round trips between San Diego and Los Angeles
	Capitol Corridor	Increase from 15 (pre-COVID) to 18 weekday round trips between Oakland and Sacramento; extend nine round trips to Roseville, CA; and extend two round trips to Salinas, CA
	Piedmont	Increase from three to four round trips between Charlotte and Raleigh
	Chicago-Moline (new)	Begin service between Chicago and Moline, IL with two daily round trips
	Chicago-Rockford (new)	Begin service between Chicago and Rockford, IL with two daily round trips

Table may not capture certain smaller-scale, temporary, and incremental adjustments.

Amtrak has not yet entered into final cost sharing commitments with the sponsoring states for the routes shown in the above table, but will do so before service commences. We expect that additional post-FY 2022 service expansions and initiations will occur over the course of implementation of the IIJA.

In addition to expanding service to current station stops, the planned FY 2022 service expansions will bring service to a number of new communities, with new stops potentially located in:

- **Gulf Coast** — Bay St. Louis, MS; Gulfport, MS; Biloxi, MS; Pascagoula, MS; & Mobile, AL
- ***Ethan Allen*** — Middlebury, VT; Vergennes, VT; & Burlington, VT

Amtrak continually discusses potential route and service changes, including changes to station stops, with its partners. At this time, other changes to station stops planned for FY 22 include:

- **Tacoma, WA** — Earlier in FY 22, Amtrak restored Amtrak Cascades and *Coast Starlight* service to the Tacoma Dome Station in Tacoma, WA as part of its resumption of service over the Point Defiance Bypass. As a result, the company ended service to the Tacoma station that it had previously been serving, located approximately half a mile away.
- **Ft. Madison, IA** — Earlier in FY 22, Amtrak shifted *Southwest Chief* service from its existing Ft. Madison station to the historic Atchison, Topeka and Santa Fe Railway depot located along the downtown riverfront, approximately 1.7 miles away.
- **Middletown, PA** — Earlier in FY 22, Amtrak shifted *Keystone* service from its existing Middletown station, at the corner of Union and Mill Streets, to a new building on West Emaus Street, less than a mile away.
- **Michigan City, IN** — Amtrak expects to end *Wolverine* service to the station in Michigan City, IN; both the state of Michigan (i.e., the sponsor of the relevant route) and the state of Indiana (i.e., the state in which the relevant community is located) have concurred with this decision. (The locality has also been informed.) Amtrak's New Buffalo, MI, station is located less than ten miles away, and will continue to be served by both *Wolverine* and *Blue Water* trains.

FY 2021 On-Time Performance (OTP) Measured by Route

Service or Route	Customer OTP (%)	Endpoint OTP (%)	All Stations OTP (%)
Amtrak System	**77.5**	**82.0**	**81.1**
Northeast Corridor	**84.0**	**84.8**	**88.5**
Acela	82.8	82.9	87.9
Northeast Regional	84.3	85.5	88.7
On-Spine *Northeast Regional*	*87.6*	*87.2*	*91.3*
VA – Richmond/Newport News/Norfolk	*80.2*	*79.1*	*85.2*
VA – Roanoke	*82.0*	*76.9*	*86.2*
Hartford Line (Amtrak)	*90.4*	*91.0*	*92.0*
State-Supported	**82.4**	**84.4**	**86.9**
Capitol Corridor	91.2	90.2	93.1
Carolinian	69.2	83.0	75.8
Cascades	58.7	56.4	64.8
Downeaster	75.1	66.6	86.9
Empire	84.1	89.6	86.2
Adirondack	*N/A*	*N/A*	*N/A*
Ethan Allen Express	*89.5*	*93.9*	*92.8*
Maple Leaf	*84.6*	*92.3*	*81.9*
New York – Albany	*90.3*	*92.1*	*94.0*
New York – Niagara Falls	*74.4*	*80.3*	*77.6*
Heartland Flyer	67.6	68.5	74.5
Hiawatha	94.8	92.2	96.4
Illinois	81.7	87.4	83.4
Carl Sandburg/Illinois Zephyr	*88.8*	*90.4*	*90.4*
Illini/Saluki	*80.5*	*89.2*	*75.3*
Lincoln Service	*80.2*	*85.0*	*84.0*
Keystone	93.1	92.9	96.2
Michigan	65.3	74.1	77.8
Blue Water	*68.5*	*78.3*	*83.6*
Père Marquette	*75.7*	*82.1*	*87.8*
Wolverine	*59.7*	*64.4*	*70.6*
Missouri	77.5	77.9	82.8
Pacific Surfliner	86.1	86.0	86.2
Pennsylvanian	72.2	71.7	70.6
Piedmont	77.4	70.6	85.0
San Joaquins	82.2	84.8	85.4
Vermonter	86.7	91.5	85.3
Long-Distance	**51.7**	**62.1**	**53.4**
Auto Train	56.0	65.4	74.8
California Zephyr	37.6	45.5	40.7
Capitol Limited	28.7	38.9	38.7
Cardinal	54.1	58.5	55.3
City of New Orleans	85.0	94.2	73.8
Coast Starlight	56.8	69.1	58.2
Crescent	54.6	49.1	53.2
Empire Builder	59.3	75.5	58.0
Lake Shore Limited	55.1	67.9	59.4
Palmetto	60.7	64.5	66.6
Silver Meteor	55.0	69.1	59.9
Silver Star	44.6	53.8	49.4
Southwest Chief	36.3	42.5	42.0
Sunset Limited	27.1	33.8	29.7
Texas Eagle	52.0	69.4	53.3

*"**Customer OTP**" measures the proportion of customers traveling on a given route / service who arrive at their destinations on time. "**Endpoint OTP**" measures the proportion of trains operated as part of a given route / service that arrive at their final station stop on time. "**All Stations OTP**" measures the proportion of scheduled station stops at which trains operated as part of a given route / service arrive on time.*

FY 2021 Accomplishments

During FY 2021—Amtrak's 50th anniversary fiscal year—the company successfully advanced its COVID-19 recovery efforts through continued safety measures for customers and employees, increased train service levels in line with growing demand, and continued building a strong foundation for modernization and growth. With the announcement of our largest order ever for new trains (*see "Equipment" bullet*), the upgrading and renewal of major stations (*see "Major Stations"*), the addition of new customer services and amenities (*see "Product Upgrades"*), and the release of proposals for new corridor service in up to 160 communities (*see "Amtrak Connects US"*), Amtrak put in motion key initiatives to support an enhanced national rail network capable of providing better service to more people in more places.

At the end of FY 2021, ridership was at nearly 60% of pre-COVID-19 levels, up from less than 25% at the end of FY 2020. Based on Amtrak's current forecast, ridership and revenue are expected to improve to more than 70% of pre-COVID-19 levels by the end of fiscal year 2022.

Notable results and accomplishments in fiscal year 2021 (Oct. 2020 - Sept. 2021) include:

- **COVID-19 Safety**: More than 96% of applicable employees received at least one dose of a COVID-19 vaccine by the end of FY 2021, and the great majority of those employees were fully vaccinated.

- **Total Capital Expenditure**: Amtrak spent $2.2 billion on capital needs, completing milestone investments like Hudson Tunnel Project property acquisition and advancing the procurement of new intercity trainsets.

- **Ridership**: Amtrak provided 12.2 million customer trips, a growth of 4 million over the 2020 total and a 42% increase over our FY 2021 goal. (Amtrak's recovery strengthened as FY 21 progressed, with more than 70% of trips taking place in the second half of the year.)

- **Adjusted Operating Earnings**: Amtrak posted adjusted operating earnings of ($1.081 billion), a more-than-$400 million improvement over what was projected in our FY 2021 plan, due to strong ridership gains driven in part by new approaches to marketing and pricing that helped attract new riders.

Other Amtrak highlights in fiscal year 2021 include:

- **Amtrak Connects US**: Amtrak released its vision for advancing the development of more frequent, reliable, and sustainable intercity passenger rail service. The plan, outlined in the company's "Amtrak Connects US Corridor Vision" document, is meant to be implemented in collaboration with states, local communities, the Federal Railroad

Administration (FRA), and many other stakeholders. It seeks to build upon Amtrak's national route network, integrating new and improved corridors to expand the existing system; if fully implemented, it would bring service to more than 160 new communities, bring expanded service to many more, and increase Amtrak's annual ridership by 20 million passengers by 2035. The net economic benefit of Amtrak's Corridor Vision could reach $8 billion annually by 2035, with an additional $195 billion in economic activity generated by additional capital investment between 2021 and 2035; more than 26,000 permanent jobs could also be created or supported, plus 616,000 additional person-years of employment supported by one-time capital investments. (*Additional information on Amtrak Connects US, including the full "Corridor Vision" document, can be found at www.amtrakconnectsus.com.*)

- **New Service**: After more than five years of data-driven and federally-led studies, Amtrak initiated a process before the U.S. Surface Transportation Board (STB) to require CSX Transportation and Norfolk Southern Railway to permit the operation of two daily Amtrak trains along the Gulf Coast, between New Orleans and Mobile. Amtrak has a legal right to use these tracks, which have sufficient capacity to host the planned trains, and there is over $60 million in funding from federal and state sources to support necessary improvements for the new service. These potential investments have been reviewed, approved, and funded by the FRA, Amtrak, and others. Separately, Amtrak also executed a historic $944 million agreement with Virginia to more than double the number of state-sponsored trains in the Commonwealth over the next 10 years. (*Also see bullet on "State-Supported Services" below.*)

- **Equipment**: Amtrak announced a contract with Siemens Mobility, Inc. to manufacture a new fleet of up to 83 multi-powered modern trainsets, with further options for up to 130 additional trainsets to support Amtrak growth plans. Most of these trainsets will be able to use both electric and diesel power, and some will use cutting-edge battery power, to serve as a common platform for use across Amtrak's various routes; they will also offer modern rail amenities to better serve all Amtrak customers. These new trains will operate on the NEC, *Palmetto,* and various State-Supported routes, and will replace the current Amfleet I, Metroliner cab, and Cascades service fleets. Amtrak also continued to advance production of the new *Acela* trainsets that will transform travel on the NEC and the new ALC-42 diesel-electric locomotives that will power Long-Distance service on the National Network.

- **Major Stations (New York City & Philadelphia)**: Amtrak expanded its footprint and significantly upgraded the customer experience in New York City's Pennsylvania (Penn.) Station with the opening of Moynihan Train Hall, located in the Farley Post Office building between 31st and 33rd Street, directly across 8th Avenue from the existing station. Prior to Moynihan's opening, Amtrak also installed new wayfinding signage and an ultraviolet germicidal irradiation (UVGI) system in a heating, ventilation, and air-conditioning (HVAC) unit, refreshed platforms, and completed the second and final phase of a Ticketed Waiting Area refresh in conjunction with NJ Transit. Elsewhere, Amtrak achieved financial close with Plenary Infrastructure Philadelphia (PIP) on a lease and development agreement for the restoration and renovation of the William H. Gray III 30th Street Station in Philadelphia. Under the agreement, PIP will refurbish and improve the historic building, finance those improvements, and maintain the station for a 50-year term.

- **Gateway Program**: The Hudson Tunnel Project finished securing all necessary federal environmental approvals and permits, including the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) from the FRA and Federal Transit Administration (FTA) and (early in FY 2022) the Section 404/10 permit from the U.S. Army Corps of Engineers for construction within the New Jersey Meadowlands and Hudson River. Completion of the FEIS and issuance of a ROD by the FRA and FTA was a major milestone for the project, permitting it to qualify for funding from FTA's Capital Investment Grants (CIG) Program, based on a new financial plan submitted by the Gateway Program project partners. The FEIS/ROD also allowed Amtrak to purchase a critical property in Manhattan (260 12th Avenue, the site of the construction shaft and permanent ventilation plant for the tunnel). Also in FY 2021, the Portal North Bridge Project secured a Full Funding Grant Agreement (FFGA) from the FTA and NJ Transit approved the award of the construction contract, positioning the project to commence construction in early 2022. (*Background information on the Gateway Program can be found at nec.amtrak.com/project/gateway/.*)

- **Other Infrastructure**: Amtrak unveiled new plans to enhance and advance the Baltimore & Potomac (B&P) Tunnel Replacement Program together with the Maryland Department of Transportation. The new tunnel will be named after Frederick Douglass, the world-renowned abolitionist leader, who was born in Maryland. Amtrak also broke ground early in FY 2022 on the Baltimore Penn. Station redevelopment and platform improvements. To allow for greater operability of train service, Amtrak is rebuilding a low-level platform into an Americans with Disabilities Act- (ADA-)compliant high-level platform. This work, along with a renewed overhead electrical system and an upgraded 30-mile stretch of track between Baltimore Penn. Station and Washington Union Station, will enable higher-speed operations. Once fully completed, these upgrades will improve on-time performance for high-speed trains by providing route flexibility and allowing unimpeded travel.

- **Product Upgrades**: Amtrak launched and expanded several popular programs to provide customers with improved amenities. This included the debut of a refreshed food and beverage menu along with top-quality dining experience for customers riding in First Class aboard *Acela* trains. Amtrak also restored and reimagined traditional dining service on the *California Zephyr*, *Coast Starlight*, *Empire Builder*, *Southwest Chief*, *Sunset Limited*, and *Texas Eagle* (San Antonio-Los Angeles segment) following pandemic-related suspension of the service. In addition, Amtrak initiated a multi-million-dollar and multi-year project aimed to improve the customer experience aboard Long-Distance trains by refreshing over 450 railcar interiors. With an expanded carry-on bike program for state-sponsored trains operating in Virginia, customers can now store their bike in the passenger coach in a designated space. Customers can also take advantage of a relaunched USA Rail Pass for a new and affordable way to take a multi-segment train journey. Additionally, Amtrak achieved record *Auto Train* ticket revenue following an expansion of private room capacity and development of new pricing and marketing measures to promote this unique service. Lastly, Amtrak debuted its BidUp℠ program, offering upgrades to Business Class, First Class, and private rooms, expanded the pet program, and introduced private rooms on select *Northeast Regional* trains.

- **Sustainability**: Amtrak announced a contract for up to 83 multi-powered trainsets and received the delivery of the first new ALC-42 diesel-electric locomotives, both of which will reduce greenhouse gas (GHG) and other emissions relative to currently-operating equipment. (*Also see bullet on "Equipment" above.*) Additionally, all passengers traveling between destinations on the Boston-to-Washington Northeast Corridor (NEC) are now provided with trip-specific information on the carbon emissions they have avoided by taking Amtrak rather than driving or flying. (On the electrified NEC, travel with Amtrak reduces emissions as much as 83% relative to driving and up to 73% relative to flying.) (*For additional information see "Sustainability Summary" later in this tab.*)

- **Climate Resilience**: Amtrak worked to develop and begin implementing a Climate Resilience Strategic Plan that will help integrate climate considerations into business practices and planning efforts, and will also help establish a path for achieving substantial long-term reductions in greenhouse gas emissions across the company's operations. In connection with this work, the company completed a climate vulnerability assessment for the NEC, which identifies assets and segments of the electrified rail network that heat, sea level rise, wind, and heavy precipitation events could notably affect by mid-century and by 2100. (*For additional information see "Sustainability Summary" later in this tab.*)

- **Safety**: Amtrak activated positive train control systems (PTC) on all required routes across the Amtrak system in compliance with new regulations, and increased the Amtrak Police Department's (APD's) presence in stations and onboard trains. In September, nearly 500 police and sheriff's departments across 43 states and the District of Columbia joined the

APD and Operation Lifesaver, Inc., to conduct "Operation Clear Track," the single largest railroad safety law enforcement detail in the U.S. Amtrak also trained 3,052 employees in "Safety Starts with Me," an internal safety program.

- **COVID-19 Vaccine**: To encourage all employees to be fully vaccinated against COVID-19, Amtrak provided onsite vaccine clinics, was among the first companies to introduce a compensation allowance for employees who provided proof they had been vaccinated, and provided compensation for time off due to vaccine recovery. Amtrak also held town halls devoted to providing information about the vaccines, featuring explanations by Amtrak's medical director, and established the first business-to-business relationship with a national pharmacy to ensure vaccine access. This resulted in an employee vaccination rate well ahead of many other major businesses'.

- **Emergency Planning**: Despite COVID-19 challenges, Amtrak collaborated with more than 3,500 individuals across the country through emergency response planning, training, and exercises. Amtrak worked with multiple Federal agencies (including the FRA, FBI, FEMA, and NTSB) to ensure that trainings informed and improved the company's ability to respond to and recover from emergency incidents.

- **Accessibility**: Amtrak continued its aggressive approach to making stations accessible, with 155 stations now fully or partially ADA-compliant. The company expended over $93 million on ADA station projects to advance work at 95 stations; funded work included assessments, station designs, station construction projects, Passenger Information Display System (PIDS) designs, and PIDS deployments. Aiming to expand accessibility for passengers across all fleets, Amtrak continued efforts on the ADA Fleet Compliance project, which comprises 12 separate rail car modifications, such as installing onboard wheelchairs for quick evacuation; applying non-skid vestibule floor coating; and modifying the first floor of bi-level Long-Distance cars to create an accessible path of travel to ADA- compliant restrooms. Additionally, in FY 2021, more than 1,000 employees completed Amtrak's enhanced accessibility training program, which provides customer-facing employees with intensive 8-hour, in-person training.

- **Technology**: Amtrak began offering new digital payment options on the company's mobile application and Amtrak.com. The company also introduced app improvements, including the expansion of push notification capabilities for boarding (gate and track) information, new notification offerings featuring tips and information during service disruptions or cancellations, a text service enabling customers to speak directly to an agent (also available on Amtrak.com), and the ability to cancel (initiate a refund) or modify a trip. Amtrak has also introduced digital timetables that provide customers with real-time schedule information for travel between a given city pair.

- **State-Supported Services**: Amtrak launched expanded rail service from downtown Richmond, Virginia, to the Northeast Corridor and announced a nearly $1 billion Amtrak investment in the Commonwealth's $3.7 billion "Transforming Rail in Virginia" program to expand and improve passenger, commuter, and freight rail in Virginia and create a vital connection in America's national rail network between the Northeast and Southeast corridors. (*Also see bullet on "New Service" above.*)

- **Diversity & Inclusion**: Amtrak implemented initiatives to improve diversity, inclusion, and belonging for Amtrak employees. Amtrak increased targeted recruiting efforts, launched six new Employee Resource Groups (for a total of seven) to support our diverse workforce, and achieved a 9.2% increase in women hired. The company also designated Juneteenth as a holiday for all employees, and established new scholarships to support minority students attaining higher education or a college degree, or women pursuing a STEM degree.

- **Talent / People**: Amtrak extended 1,744 employment offers and scaled up recruitment, hiring, and retention efforts. In addition, Amtrak supported companywide COVID-19 response and remote working efforts and invested in talent with offerings to managers that are more simple, personal, relevant, and competitive. Amtrak also defended its new Drug & Alcohol-Free Workplace Policy successfully in arbitration and recalled well over a thousand employees after receiving COVID-19 relief funding.

- **Leadership**: Amtrak named Laura Mason as Executive Vice President of Major Program Delivery to lead a new organization responsible for delivering Amtrak's largest infrastructure, fleet, and station programs. Stephen Gardner (now CEO) was appointed President as part of a broader set of actions taken under then-CEO Bill Flynn's leadership, working with the Board of Directors, to ensure that Amtrak is well positioned for success.

- **Purpose**: Amtrak employees raised over $50,000 to support charitable organizations through the United Way Campaign.

Amtrak Host Railroad Report Card 2021

Our host railroad grades are based on delays to passengers – and we're grading on a curve.
Providing Amtrak passengers preference over freight trains was part of the deal that created Amtrak and relieved freight railroads of the obligation to provide passenger services – and it's the law. But too many freight railroads ignore the law. Imagine if air cargo carriers were responsible for air traffic control? Planeloads of travelers would be left circling above airports while cargo jets landed first unless there were effective regulatory mechanisms in place to protect passengers.

See which railroads made the grade >>

	Host Railroad	2021 Grade
1	Canadian Pacific	A
2	Canadian National	A
3	BNSF	B+
4	CSX	B
5	Union Pacific	C+
6	Norfolk Southern	D-

We want both freight and passenger rail to succeed!
America has the largest rail network in the world, and there is no reason why we cannot have both a world-class freight rail network and reliable intercity passenger rail service.

(Grades and data are for CY 2021 rather than FY 2021.)

Amtrak Host Railroad Report Card 2021

The largest cause of delay to Amtrak passengers is freight train interference.
Freight Train Interference is typically caused by a freight railroad making Amtrak passengers wait so that its freight trains can operate first. Federal law requires Amtrak to receive preference over freight but too often that law is ignored by some freight railroads.

Freight trains caused nearly 900,000 minutes of delay to Amtrak passengers in 2021.
That's equivalent to going to the moon and back 100 times!

The Federal Railroad Administration "Metrics and Standards" rule sets a new standard: 80% of customers must arrive on time.
Miss the standard, and the Surface Transportation Board can investigate to determine the causes, and if it's because Amtrak's right to preference was violated, the freight railroad may face penalties.

See how your Amtrak route fared >>

Long Distance: 14 of 15 routes fail to meet standard

Route	Class I Host Railroad	Percentage of On-Time Customers	Meet the 80% standard?
City of New Orleans	CN	83%	Met standard
Palmetto	CSX	62%	Failed to meet standard
Crescent	NS	57%	
Texas Eagle	BNSF, UP, CN	57%	
Lake Shore Limited	CSX, NS	56%	
Cardinal	NS, CSX	55%	
Coast Starlight	BNSF, UP	54%	
Empire Builder	BNSF, CP	54%	
Silver Meteor	CSX	49%	
Auto Train	CSX	44%	
Silver Star	CSX, NS	42%	
California Zephyr	BNSF, UP	37%	
Southwest Chief	BNSF	37%	
Capitol Limited	NS, CSX	28%	
Sunset Limited	BNSF, UP	28%	

State-Supported: More than half of routes fail to meet standard

Route	Class I Host Railroad	Percentage of On-Time Customers	Meet the 80% standard?
Hiawatha	CP	95%	Met standard
Keystone	*(other hosts)*	93%	
Ethan Allen Express	CP	91%	
New York – Albany	*(other hosts)*	91%	
Carl Sandburg/Illinois Zephyr	BNSF	89%	
New Haven – Greenfield	*(other hosts)*	89%	
Capitol Corridor	UP	88%	
Vermonter	*(other hosts)*	85%	
Maple Leaf	CSX	84%	
Pacific Surfliner	BNSF, UP	84%	
Roanoke	NS	81%	
San Joaquins	BNSF, UP	80%	
Lincoln Service	CN, UP	79%	Failed to meet standard
Downeaster	*(other hosts)*	78%	
New York - Niagara Falls	CSX	78%	
Richmond/Nwprt News/Norfolk	CSX, NS	77%	
Piedmont	NS	76%	
Pere Marquette	CSX, NS	74%	
Illini/Saluki	CN	72%	
Missouri River Runner	UP	71%	
Heartland Flyer	BNSF	69%	
Pennsylvanian	NS	68%	
Carolinian	CSX, NS	67%	
Blue Water	NS, CN	66%	
Wolverine	NS, CN	59%	
Cascades	BNSF, UP	57%	

Note: the Adirondack is excluded as it did not operate in 2021.

(Grades and data are for CY 2021 rather than FY 2021.)

Charter Train and Private Car Policies Report

As a part of our Commercial Services business line, Amtrak operates Charter Trains and moves privately-owned passenger rail cars (referred to as "Private Cars") for customers who pay for those services. Charter Trains may use Amtrak cars and locomotives, customer-supplied cars and locomotives, or any combination of the two, as a non-regularly-scheduled Amtrak train. Private Cars are privately owned railcars moved on regularly scheduled Amtrak trains. Customers pay Amtrak to operate Private Cars and Charter Trains, which are the subject of this report. "Special Trains" refers to trains operated by Amtrak on its own behalf for non-revenue/non-commercial purposes. Examples include emergency response equipment training, test trains, damaged equipment repositioning trains, Amtrak equipment displays, and empty equipment repositioning moves.

This report is a continuation of the report submitted in last year's Legislative and Grant request to Congress and similarly reflects Congress' acknowledgement that certain information is commercially sensitive and cannot be made public. Amtrak continues to hold regular scheduled consultations with Private Car and Charter Train clients, which have facilitated communication and resulted in meaningful improvements to the services we offer.

Private Cars

During FY 2021, Amtrak's private car business line began a slow recovery from the COVID-19 pandemic. Amtrak's operations team worked with the leadership of both major Private Car organizations, the American Association of Private Railroad Car Owners, Inc. (AAPRCO) and the Railroad Passenger Car Alliance (RPCA) to issue an updated set of "Guidelines for Private Cars on Amtrak" on June 1, 2021, and the "Conditions for Movement of Privately Owned Railroad Cars on Amtrak" on January 1, 2021. These updated documents were posted to our Amtrak Private Car homepage (www.amtrak.com/privately-owned-rail-cars).

Amtrak developed and implemented a profit and loss (P&L) statement to address the recommendations of the FY 2019 Office of Inspector General Report. This statement is reviewed monthly by Amtrak senior management and business decisions are made in conjunction with outreach to our customer base. As a result, Amtrak notified the private car community 60 days in advance of the most recent price adjustment, effective October 15, 2021. This adjustment was coordinated with both AAPRCO and RPCA at a modest 2.89% and is directly tied to the Association of American Railroads (AAR) Index "Materials price, wage rates, and supplements combined (excluding fuel)". Amtrak has made a commitment to both organizations that we will use this index for annual price adjustments in October 2022 and 2023. In addition, Amtrak holds monthly meetings with both AAPRCO and RPCA to hear and respond to membership concerns. Amtrak also provides 24-hour availability to all customers for any operational issues that may arise.

In FY 2021, Amtrak earned $2.03M in revenue from private car operations. This was a 55% increase in revenue from the previous fiscal year (during which revenue was $1.31 million). There was a 90.2% increase in total Private Car mileage during this period. Amtrak attributes the increase to the beginning of what we hope is the recovery from the COVID-19 pandemic. Amtrak will monitor private car-related delays (which increased by 60.4% from FY 2020 to FY 2021) but expects that most of this increase was based on the improved amount of total Private Car mileage.

Charter Trains

Amtrak continues to pursue carefully chosen markets which will meet our Guideline requirements for Charter business. All Amtrak Charter trains are privately funded by a Charterer (an individual or organization seeking a separate train outside of our regularly scheduled trains) and are commercially priced. The Charterer signs an agreement with Amtrak with terms and conditions, including insurance are provided by the Charterer. Under the Guidelines, charters must operate on existing Amtrak routes, must not be one-time trips, and must generate sufficient profit to justify the diversion of Amtrak resources and assets to execute them. During FY 2021, charter operations showed a decline due to the COVID-19 pandemic, restrictions on large group gatherings, the restructuring of professional sports' team schedules, and specific league/team protocols that prohibited movement via trains.

Amtrak produced $1.48M in Charter Train revenue for FY 2021. The $1.48 million is comprised of Charters that operated with Amtrak Locomotives and Amtrak Cars (totaling roughly $1.44 million) and Charters that operated with Amtrak Locomotives and Privately Owned Cars (totaling roughly $0.4 million). This was a 51.5% reduction in revenue from the previous fiscal year (during which revenue was $3.05 million, including roughly $2.55 million from Charters that operated with Amtrak Locomotives and Amtrak Cars and roughly $0.5 million from Charters that operated with Amtrak Locomotives and Privately Owned Cars) – a decline attributable largely to the COVID-19 pandemic. During FY 2021, Amtrak increased its bottom-line contribution on these movements by 26%. This reflects Amtrak's decision to avoid low-margin, single-trip Charter Trains and focus on higher revenue, multiple-trip charters on Amtrak's network in accordance with the Guidelines.

Summary

Amtrak continues to review and monitor the Private Car and Charter Train businesses to ensure they generate contribution, while ensuring they do not distract our team from the primary objective of operating its core train service as safely, punctually, and efficiently as possible. Amtrak worked hard to communicate and review our Private Car and Charter Train business with its key stakeholders prior to making any significant changes, and this dialogue has generated positive results for the company and our customers. The COVID-19 pandemic continues to be a challenging time for the business lines, but we believe that a recovery, although slow, will continue to show a significant value to Amtrak from the Private Car and Charter Train businesses.

Discussion of NEC Costs and Revenues

Pursuant to Sec. 22206(c)(1)(A) of Div. B of the IIJA, Amtrak's general and legislative annual report must include "a discussion and accounting of Amtrak's success in meeting the goal described in section 24902(a)" of title 49, United States Code. 49 U.S.C. §24902(a) reads as follows:

> *(a) **Managing Costs and Revenues**.— Amtrak shall manage its operating costs, pricing policies, and other factors with the goal of having revenues derived each fiscal year from providing intercity rail passenger transportation over the Northeast Corridor route between the District of Columbia and Boston, Massachusetts, equal at least the operating costs of providing that transportation in that fiscal year.*

Amtrak measures the relationship between Northeast Corridor (NEC) revenues and operating costs as the "NEC cost recovery ratio." Recent performance and future goals are shown below:

Metric	**FY 19** Actual	**FY 20** Actual	**FY 21** Actual	**FY 22** Plan	**FY 27** Projected
NEC Cost Recovery Ratio	170%	99%	53%	90%	123%

The COVID-19 pandemic is the primary explanation for recent changes in the NEC cost recovery ratio, and the variation in our yearly results illustrates the scale of its effects upon revenue and ridership: FY 2019 was entirely pre-pandemic; FY 2020 was partly pre- and partly post-pandemic; and FY 2021 was entirely post-pandemic.

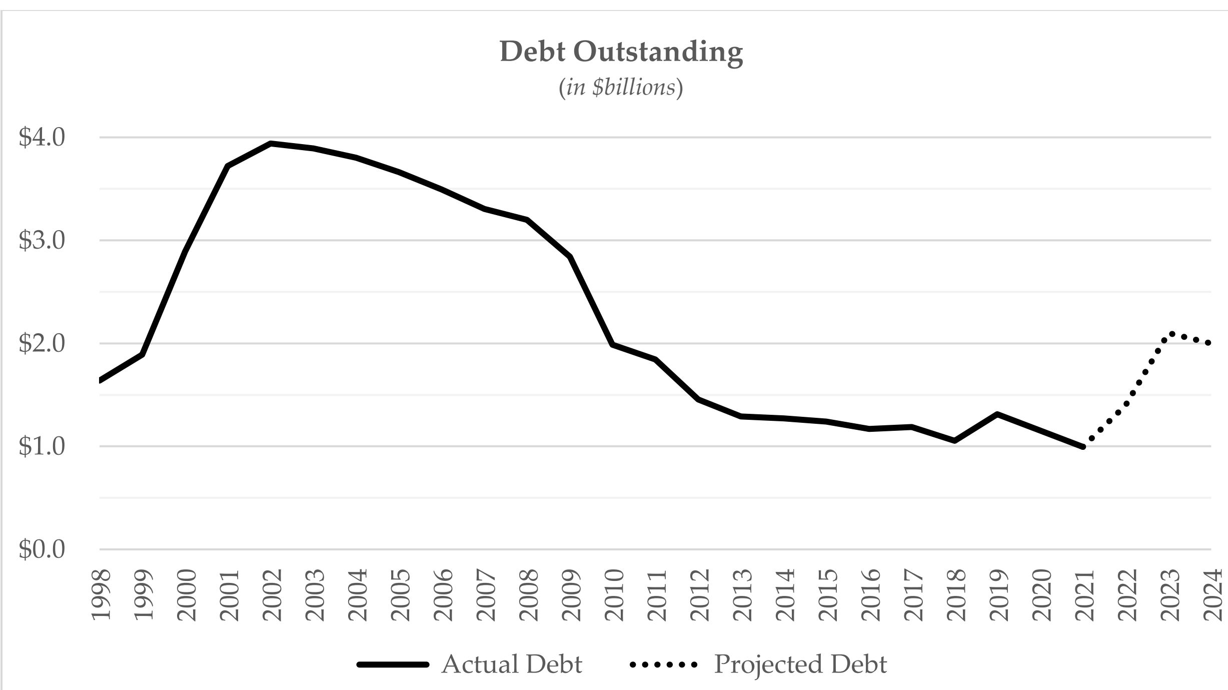
Moving forward, Amtrak expects the NEC cost recovery ratio to improve over time as part of the company's broader recovery from the effects of the pandemic. However, as noted elsewhere in this document, COVID-19 continues to affect Amtrak, and may evolve in ways we cannot predict. Our forward-looking plans and goals remain subject to the pandemic's effects upon factors such as customer demand, the labor market, and supply chains.

Additional discussion and context are provided in the FY 22-27 NEC service line plan. That plan can be accessed within the larger FY 22-27 "Five-Year Plans" document hosted on Amtrak's website at www.amtrak.com/reports-documents.

Debt Summary

At the end of FY 2021, Amtrak had total debt and capital lease obligations of $995.3 million. Amtrak's plan is to pay $130.4 million in FY 2022 and $44.2 million in FY 2023 in scheduled debt service for existing drawn loans from a combination of federal sources and passenger revenues. In addition to scheduled debt service for existing drawn loans, Amtrak plans to use $108.0 million in FY 2022 and $150.2 million in FY 2023 to fund Credit Risk Premiums, for required debt service reserves, and to pay debt service on the RRIF loan previously received to fund the acquisition of the new *Acela* trainsets and related investments.

Amtrak Debt Outstanding (*figures in millions*)		
	Outstanding Balance, YE 2020	**Outstanding Balance, YE 2021**
Mortgages	$105.4	$84.6
$130MM PNC Term Loan A	$15.2	—
$70MM RBS Term Loan B	$29.0	—
RRIF Loan III	$583.0	$553.1
Private Placement Notes	$368.6	$357.6
Total Mortgages and Debt	**$1,101.2**	**$993.6**
Capital Lease Obligations	$54.0	$1.7
Total	**$1,155.2**	**$995.3**



Sustainability Summary

Amtrak continues to offer significant (and growing) climate and environmental benefits relative to other modes of travel. On average, Amtrak service is about 46% more energy efficient than travel by car, or 34% more efficient than domestic air travel. On the electrified Northeast Corridor, Amtrak travel emits up to 83% less greenhouse gas than car travel, and up to 72% less than flying. We remain committed to achieving a 40% cumulative reduction in our annual greenhouse gas emissions from 2010 levels by 2030.

In FY 21, Amtrak continued to strengthen its position as a key part of the nation's post-pandemic recovery and low-carbon transportation future. Over the last year, Amtrak's Sustainability and Climate Resilience program concentrated on both continuing to reduce our greenhouse gas (GHG) emissions and continuing to make preparations to enable our infrastructure to withstand impacts from a changing climate. We drafted the framework for a Carbon Transition Plan, revised an existing Green Power Purchasing Policy, and initiated our most focused and comprehensive climate resilience efforts to date, including the completion of a climate change vulnerability assessment for Amtrak assets along the Northeast Corridor (NEC).

To drive customer awareness of the climate benefits of riding with Amtrak, we also launched a new feature on NEC tickets. Now, customers riding between Boston and Washington, D.C. (and all intermediate stops) can see how the emissions from their trips compare to the emissions from a similar drive or flight. The next phase is to expand this feature beyond the NEC to all city pairs.

Compared to FY 20 levels, FY 21 electricity use at forty of Amtrak's largest facilities was down -2.5%, outperforming our year-over-year goal (-1.5%). Additionally, a greater focus on excessive idling and improved train handling techniques helped contribute to fuel savings; compared to FY 19 levels, FY purchases of diesel fuel for revenue use were down -32%, well ahead of our year-over-two-year

AMTRAK SUSTAINS
THE FUTURE RIDES WITH US

*Amtrak is constantly working to become a greener, more sustainable travel option, and we've made a lot of progress. As of FY 21, here are the cumulative changes we've achieved since 2010 in terms of three key yearly metrics:**

GHG emissions:

-42%

Purchases of diesel fuel:

-40%

Electricity use:

-40%

**GHG figure based on the GHG Protocol location-based assessment. We estimate a 54% reduction when accounting for green power. Values subject to change pending final FY 21 verification.*

goal (-5%). And for the second year, Amtrak's reduced train service and remote work for office employees resulted in significant reductions in greenhouse gas emissions from major sources compared to FY 19 levels, totaling -25%. This performance helped Amtrak continue its progress toward its long-term GHG emissions reduction goal of 40% from 2010 levels by 2030, and we are making a concerted investment to drive down our reliance on fossil fuels by exploring more on-site renewable energy generation, alternative locomotive propulsion technologies, and opportunities for greater efficiencies in major station projects.

In the coming year, Amtrak's Climate Resilience Strategic Plan will guide the company to implement priority actions into our current business practices. We will expand our climate vulnerability research to include the National Network, and our focus on emissions reduction will continue as we evaluate more ambitious targets to align with the Biden Administration's net zero goals.

Additional information on Amtrak's Sustainability and Climate Resilience program can be found at: https://www.amtrak.com/sustainability

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