AMTRAK

AMTRAK® SUSTAINABILITY REPORT FY2018

2032





Amtrak is America's leading passenger rail transportation provider, safely carrying more than 30 million customers to more than 500 destinations annually across the United States and Canada. We believe operating an environmentally efficient, safe, and fiscally responsible business is essential to our future growth and have committed to operating with superior environmental performance and incorporating sustainability into decisions and practices.

Increasingly, our stakeholders are recognizing what we already know, that traveling by rail is more energy efficient than any other mode. The **Intergovernmental Panel on Climate Change** also agrees: Rail travel is one of the best ways for the transportation sector to reduce emissions now and into the future.

Sustainability at Amtrak isn't new – we incorporate environmental, financial and social considerations into our decision making, being mindful of the needs of our organization and stakeholders now and in the future. We've been setting environmental goals since 2010 and we've publicly reported progress on our goals, including greenhouse gas (GHG) emissions, since 2013. You can read all our previous reports on our website at Amtrak.com/sustainability.

In Fiscal Year 2018, we made significant progress in sustainability. We achieved our GHG emissions reduction goal and 10% of our total electricity consumption was from low carbon sources including nuclear, hydropower, and wind. We awarded a contract to update our fleet with a substantial number of higher efficiency locomotives. We received a B score from **CDP** (formerly Carbon Disclosure Project) in the Transport Services sector, with high marks in the emissions, governance and risk management categories. Compared to other transport companies, Amtrak's response rated higher than both the sector average and the North American regional average. This has also been a year where sustainability has become more routinely incorporated into our daily business practices. Employees around the company helped achieve Amtrak's annual sustainability goals of increased recycling, reduced energy usage, and reduced greenhouse gas emissions. Amtrak has elevated the visibility of and focus on sustainability; such as the Acela and passenger car refresh projects, fleet procurement specifications, and core values in company governance documents. For example:

194 tons of material were diverted away from landfills from the train fleet refresh projects

Energy efficiency and recycled material content were included in the new passenger car fleet procurement specifications.

Environmental stewardship was specifically identified as a core value in Amtrak's new strategic plans.

We recognize that an important part of sustainability is maintaining strong business performance. Our stakeholders expect us to continually improve in safety, customer satisfaction and financial performance. We are making significant advances in all three core areas. In safety, we are implementing our Safety Management System and **Positive Train Control** (PTC) across our network. In customer satisfaction, we are giving our passengers a more comfortable and modern travel experience. And in financial performance, we are committed to reducing our net operating loss and have charted a path to break-even. We're excited about the year ahead, and we invite you to stay connected with us through our updates on our social channels, in press releases, and on **Amtrak.com/Sustainability**.



Q&A WITH STEPHEN GARDNER SENIOR EXECUTIVE VICE PRESIDENT CHIEF OPERATING & COMMERCIAL OFFICER

Amtrak's FY18 Sustainability report looks different. Why?

We have a lot of people who are interested in Amtrak's sustainability performance – and we recognize they want to consume this content in different ways. Some people want quick, short "highlight" stories that are refreshed and updated throughout the year, with lots of interactive graphics and photos. These people want to engage with us throughout the year. And other people just want to hear from us once – with a single, definitive report that captures everything we did in 2018. Our approach this year is to create a hybrid experience where you can find a combination of both – through multiple channels. We're excited about the changes, and we hope you are, too. Let us know what you think. You can email us at AmtrakSustains@Amtrak.com.

How have you incorporated sustainability into Amtrak's operations and planning this past year?

First, we incorporated several sustainability goals into the company-wide 5-year strategic plan and the Annual Operating Plan to make sure employees are focused on these goals at all levels. Then, President and CEO Richard Anderson signed the updated Environmental Policy and Sustainability Policy. These policies form the foundation of the Environmental and Sustainability Management System (ESMS), which helps us proactively identify, evaluate, and mitigate environmental and sustainability risks and impacts throughout the Amtrak system and set goals for continual improvement. Gaining this level of support and visibility helps drive innovation and creative solutions to meet our corporate goals.

Amtrak took on some large-scale, high-visibility projects this year. What drove these projects?

Better customer service! Our fleet is the foundation of Amtrak's service and the future of this company. Our vision is to double Amtrak ridership by 2040. To accomplish this, we need to give our customers a great travel experience. Our customers have options on how to travel. If we want them to choose Amtrak, we need to provide a service that is modern, comfortable. efficient and reliable. To deliver this, we need new locomotives. Our most significant capital investment in FY 2018 is the purchase of a **new locomotive fleet**. An important selection criterion for these 75 new locomotives was sustainability. They're designed to meet EPA's stringent Tier 4 standards, which means they'll have significantly lower emissions of particulate matter (soot) and nitrogen oxides than our current fleet. They are designed to be 10% more fuel efficient, which will help us reduce both our operating costs and greenhouse gas emissions. These units will go into passenger service the summer of 2021.

We are driving toward a superior customer experience across our system, which is why we invested \$20 million in our Northeast Corridor (NEC) trains to refresh 450+ Amfleet I and all Acela car interiors. Customers will increasingly see more cars refreshed with upgraded bathrooms, carpet, and new seats across more of our fleet through 2020.

Safety is one of Amtrak's top priorities; what changes have been made this year?

Our goal is to become America's safest passenger railroad. We are working hard on multiple fronts to achieve that goal. Positive Train Control (PTC) isn't visible to our customers but it's essential to Amtrak's operations. 85% of Amtrak-owned or controlled track had PTC in operation January 1, 2019; Amtrak put 134 miles of PTC (ITCS) in service on Michigan East on April 12, 2019; and we plan to apply for Revenue Service Demonstration (RSD) for Chicago Terminal in Q4 2019. Currently, more than 16,000 miles of host railroad-controlled track is operating with PTC.

Safety at Amtrak is more than PTC; we continue to remain focused on developing an industry-leading Safety Management System (SMS). An SMS is an organization-wide comprehensive and preventative approach to managing safety. It will establish safety as an integral element in all operational business functions. In November of 2018, in advance of any regulation, Amtrak was the first U.S. passenger railroad to submit a Safety System Program Plan to the Federal Railroad Administration (FRA).

What's your vision for sustainability at Amtrak?

My vision is that sustainability becomes a part of Amtrak's culture. This past year, I've seen it incorporated into future plans like our master development planning and fleet specifications, the ongoing work of Amtrak's Climate Change committee, and in the ways we manage our materials at the end of their useful life. We have teams across the company advancing new ideas and integrating sustainability into their design standards and daily business practices. There's a visible shift happening and it's exciting to see. Our job as leaders of Amtrak is to best position this company to exceed our environmental and safety commitments and to lead the industry by example with a highly skilled workforce and innovative solutions from partnerships across our operations. 4 / EXECUTIVE SUMMARY / AMTRAK ACROSS AMERICA / SUSTAINABILITY GOALS / PERFORMANCE SCORECARD / HIGHLIGHT STORIES /

AMTRAK ACROSS AMERICA

At the National Railroad Passenger Corporation (Amtrak), we work with our partners to help move people, the economy, and the nation forward. Our mission, as defined by the U.S. Congress through the Passenger Rail Investment and Improvement Act of 2008, 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 operates a network of intercity passenger rail services spanning 46 states, the District of Columbia, and three Canadian provinces.

Amtrak is a federally chartered corporation, operating as a for-profit company, with the federal government as majority stockholder. Members of the Amtrak Board of Directors are appointed by the President of the United States and confirmed by the U.S. Senate. The company was created by an act of Congress in 1970 to take control of the majority of the nation's intercity passenger rail services. We have been helping people get places since daily operations began in May 1971. Taking into account Amtrak's three business lines (at right), shared intermodal stations and support provided to 14 commuter services from coast to coast, we serve more than 280 million travelers a year.



Northeast Corridor (NEC)

Acela Express and **Northeast Regional** services connect Washington, D.C., Philadelphia, New York, and Boston over the 457-mile NEC. The NEC is the busiest railroad in North America with about 2,200 Amtrak, commuter, and freight trains operating over some portion of the Washington-Boston route daily.

FY2018 Highlights

- Ridership: 12.1 million (up .08% year-over-year)
- 38% of total ridership (56% of total revenue)
 - Nine commuter rail services operate on the NEC, and approximately 820,000 Amtrak and commuter trips are taken on the rail line every weekday, removing those drivers from highways and relieving urban congestion

National Network

State Supported

Amtrak receives funding from 18 states through 21 agencies to operate 29 short-distance intercity routes (less than 750 miles). These routes serve the Northeast, Midwest, South, Northwest, and West.

FY2018 Highlights

- 15.1 million riders (up .4% year-over-year)
- 48% of total ridership (23% of total revenue)
- Five routes with more than one million riders: Pacific Surfliner (CA), Capitol Corridor (CA), Empire Service (IL to OR), Keystone Service (NY, NJ, PA), and San Joaquins (CA)

Long Distance

Our 15 Long Distance routes (over 750 miles) provide the only rail service at nearly half of Amtrak's 500+ stations and are the only Amtrak trains in 23 of the 46 states in the network.

FY2018 Highlights

- 4.5 million riders (up 3.9% year-over-year)
- 14% of total ridership (21% of total revenue)
- 18% of customers travelling to/from a rural station—Amtrak offers the only intercity passenger transportation service in an increasing number of communities that lack intercity bus and airline service

Contract Commuter Services

Amtrak is one of the largest operators of contract commuter services in North America—providing services and/or track access for 14 commuter agencies. Connecting urban centers alleviates highway congestion, which decreases emissions caused by motor vehicles. It also helps support state initiatives to expand rail service.





FY18 SUSTAINABILITY GOALS









PERFORMANCE SCORECARD

The performance scorecard is a way for Amtrak to communicate how we're doing year-over-year across several efforts in the company. We believe it's important for you to see the numbers behind each commitment.

ENVIRONMENTAL

RESOURCE USE AND EMISSIONS	Year-over-Year (+/-)	FY2018	FY2017	Comment
Revenue Locomotive Diesel Fuel	Goal: -1% Actual:-3.60%	50,362,529 gallons	52,260,142 gallons	Locomotive diesel fuel is our second largest operating expense after our personnel. In FY18, we focused on reducing revenue locomotive diesel fuel by 1% over FY17 (excludes state supported routes with Charger locomotives). We acheived this by consistently providing idling reports to facilities and increasing the use of electric plug in power instead of idling.
Electricity (non-propulsion)	Goal: -1% Actual: -1.36%	215,667,542 kWh	218,639,423 kWh	We aimed to reduce energy consumption by 1% in our 40 largest facilities nationwide. The FY18 decrease was driven by operational changes and energy efficiency projects at our maintenance facilities in Boston, Chicago, Los Angeles, Bear (Delaware) and New York.
Greenhouse Gas Emissions	Goal: -1% Actual: -1.75%	972,276 tons CO2e	989,593 tons CO2e	Our greenhouse gas emissions come from all locomotive diesel fuel, traction power, electricity used in Amtrak facilities, fuel for maintenance equipment, refrigerants, and highway fleet fuel. The decrease in FY18 is primarily due to the reduction of train fuel use and of electricity consumption in traction power and at Amtrak facilities.
RECYCLING	FY2018	FY2017	Comment	
Industrial	9,921 tons	9,600 tons	Amtrak recycles industrial materials from our maintenance activities, including steel parts, other scrap metals, and polycarbonate windows, and we recover material value wherever possible.	
Municipal	3948 tons	2518 tons	Municipal materials include all trash and recyclables generated on board Amtrak trains and at Amtrak facilities, including stations and offices. In FY18, Amtrak focused on improving data accuracy and increasing recycling rates at our facilities. Recyclables include: office paper, plastic, cardboard, aluminum, and glass.	
Municipal Recycling Rate	11.60%	8.30%	Our goal is to recycle 20% of our municipal waste by 2020; and 10% in FY18. Ongoing inventory of containers and compactors per site, consistent data input, and increased focus from site environmental staff contributed to the increase in recycling rate. Our FY19 focus will be improving recycling at our largest waste producing facilities and identifying additional materials to recycle that would normally be disposed of as trash.	





SOCIAL

RAILROAD SAFETY	EV2018	FV2017	Comment	
Customer Injury Rate	20.8	21.82	Amtrak's customer injury rate is the number of customer injuries per 100 million passenger miles, including incidents on trains, on platforms and in stations. In 2018 Amtrak began further analyzing customer injury data to better identify trends to include location, activity and source of injuries sustained by customers. We're focused on educating customers through Amtrak's "Get A Grip" campaign. These are safety tips while on board moving trains, staircases, and escalators.	
Employee Injury Rate	3.65	4.31	The injury rate is the number of railroad worker on duty injuries and illnesses per 200,000 employee-hours annually (equivalent of 100 full time employees). SIF Potential Incidents are incidents that aren't necessarily serious, but have the potential to be serious. Primary drivers of SIF Potential incidents in FY2018 included assaults on our employees and motor vehicle accidents.	
Serious Injury or Fatality (SIF) Potential Incidents	70 incidents	103 incidents		
Trespasser and Grade Crossings Incidents	152 incidents	149 incidents	Amtrak is initiating a Risk Reduction program to increase the safety of operations at grade crossings. This program includes public outreach and the conduct of risk assessments throughout the system. These assessments will begin in late spring 2019 at Amtrak-owned grade crossings and will expand throughout the operation in Host Railroad territory.	
Positive Train Control (PTC)	All Amtrak-owned or controlled track had PTC in operation by January 1, 2019, except roughly 130 miles.	Amtrak committed to meeting the statutory PTC deadline of Dec. 31, 2018.	As of December 2018, 100 percent of wayside and onboard PTC hardware was installed and all employees who require training to support PTC operations completed training. We completed the assessment of operational risk mitigations and we are currently in negotiations with host railroads to implement these mitigations across the remaining approximately 5,000 host railroad miles that do not have PTC in operation. As of May 25, 2019, Amtrak has 85% of route miles operating with PTC throughout Amtrak's network.	
SUPPLIER DIVERSITY	FY2018	FY2017	Comment	
Suppliers	12%	16.4%	The overall FY18 corporate goal was 10% of annual spend with diverse suppliers. The Supplier Diversity team continuously engages the various communities of diverse firms with which Amtrak operates and serves to fully communicate the opportunities available for their participation. Generally, year over year for the past 3 years, we have seen a positive trend of direct awards to diverse firms.	
SERVICE TO COMMUNITIES	FY2018	FY2017	Comment	
New or Relocated Stations for Existing Intercity Rail Service	8 stations	14 stations	A new station in Marks, MS brought intercity rail service to this community along the City of New Orleans route. Other notable projects include the new \$15 million North Charleston station and the \$280 million renovation underway at the Cincinnati Union Terminal	
New Stations for New Intercity Rail Service	1 station	3 stations		
Accessibility projects	31 completed projects \$52M	38 completed projects \$43.8M	This work shows that Amtrak is committed to improving its facilities for an enhanced customer experience and more importantly, that Amtrak has a broader vision for greater mobility and independence for all people. Projects include ADA station upgrades, passenger information displays, and accessible boarding technology.	

N. Williams Coach Cleaner Years of service: 4





ECONOMIC

FLEET	FY2018	FY2017	Comment
Existing Fleet Refresh	Amfleet I: 450 cars; \$15 million investment Acela: 100 cars; \$4 million investment	Amfleet refresh began	The Amfleet and Acela passenger car refreshes were one of Amtrak's first projects to incorporate sustainability into end-of- life considerations for large volumes of material. Many of the items installed as part of the Refresh were designed with longer lives, thereby reducing the frequency of changeout and waste generation. Several significant waste streams were removed from landfill destinations and recycled. e.g. foam, seat covers, carpet, and light bulbs. The Amfleet refresh was completed in FY18 and the Acela fleet will be complete in FY19.
New Fleet Investment	Purchased 75 locomotives with the option to purchase an additional 100	Initiated formal information gathering and design specifications.	In FY18, a Fleet Steering Committee developed specifications and released a Request for Proposal for new Tier 4 (EPA emissions control level) locomotives. Amtrak awarded the contract to Siemens in early FY19. The first of 75 locomotives will go into service in 2021, with a 3 year roll out. The new locomotives are 10% more fuel efficient and have lower pollutant emissions compared to older technology, leading to significant reductions in our fleet's environmental footprint.
REVENUE	FY2018	FY2017	Comment
Total GAAP Revenue (millions)	\$3.387B	\$3.306B	For more on Amtrak's financial performance go to amtrak.com/about-amtrak
Total Operating Cost Recovery	94.9%	94.2%	

H. Scott Machinist Years of service: 30



HIGHLIGHT STORIES

Click on the headline to **read** more about each specific project.





FLEET PROCUREMENT

Amtrak is pleased to be operating and maintaining more than 60 new Siemens Chargers, the first diesel-electric, high speed locomotive to meet the Environmental Protection Agency's Tier 4 compliance standard. Capable of reaching speeds up to 125 mph, Chargers are 10% more fuel efficient and produce 90% lower emissions than the current Tier 0 locomotives. Transportation is second only to power generation as a leading source of carbon dioxide emissions, which is why state legislators, scientists, and citizens are focused on funding solutions to reduce CO2 and other pollutants.

The new Chargers, owned by states in the Midwest and on the West Coast, were purchased thanks mainly to a grant from the Federal Railroad Administration (FRA). Several routes in the Midwest, including the popular Chicago-Milwaukee Hiawatha corridor and the soon-to-be higher speed Chicago-St. Louis service, already are using Chargers as their exclusive source of power. Later this year, Chargers will also start pulling Chicago-Port Huron and Chicago-Detroit-Pontiac trains, with the latter soon to operate at 110 mph on more of the route. Other routes in Illinois, Michigan, and Missouri already feature Chargers.

Out west, the state of California provided additional funding to supplement the FRA grant. These joint investments paid for almost two dozen Chargers that supply power to three state-supported corridors. The Pacific Surfliner, which carries 2.9 million passengers each year, is now using Chargers to run between San Luis Obispo and San Diego. The Capitol Corridor between San Jose and Sacramento also features Chargers, as do the San Joaquins service that serve the San Francisco-Southern California market. Farther north, Amtrak's Cascades are now pulled by seven Chargers as they traverse the Vancouver-Eugene corridor.

And that's just the beginning. Last November, Amtrak finalized a contract with Siemens for 75 more Chargers that will provide the same environmental benefits as those now in service.

Learn more about clean engine technology.





CLIMATE CHANGE AND RESPONSE TO SEVERE WEATHER EVENTS

In 2018, there were 14 weather and climate disaster events with losses exceeding \$1 billion each across the United States, down from 16 in 2017, according to NOAA^{*}. The estimated economic costs of 2017 events were \$306 billion; 2018 costs are the 4th highest in U.S. history at \$91 billion. Amtrak's infrastructure – like all transportation types along the Northeast Corridor – is susceptible to impacts from severe weather events. Beyond Amtrak-owned rail are thousands of miles of track owned and operated by host railroads on which Amtrak operates. High temperatures in the southwest warp rail and force us to slow our speeds; severe cold, snow, ice, wind, heavy precipitation, and flooding affect service throughout the Midwest and all along the eastern seaboard, while wildfires and mudslides impact service in the west.

As a variety of weather events become more frequent and more severe, we're changing how we do business. In January 2018, devastating mudslides in southern California washed away a section of Highway 101, leaving millions of commuters scrambling for an alternative way to travel. In response to this natural disaster, Amtrak added 15 railcars to provide nearly 2,000 extra seats per day to help an increased number of customers get to their destinations during the recovery. As conditions change and affect our business in different ways, we can use this example of responsiveness as a reminder of the deep value of strong partnerships and preparedness. Amtrak is changing how it operates by keeping a close eye on weather events and anticipating when it is better to cancel or reduce service in advance of a storm. In March 2018, the Northeast had an unusual confluence of four severe winter storms that caused significant damage and disruption to business and travel – beyond just Amtrak. In some cases, it was safer not to operate than to risk equipment damage, longer delays, and poor customer experience. We learned valuable lessons from this string of severe weather events: we need to give our customers more real-time information related to service alerts.

One outcome of last winter was the creation of Amtrak's Social Care team to post current train status on Amtrak's social channels. By being available around-the-clock, this new group gave our customers a longer lead-time to adjust travel arrangements by posting alerts across multiple communications outlets.



* NOAA National Centers for Environmental Information (NCEI) U.S. Billion-Dollar Weather and Climate Disasters (2019). https://www.ncdc.noaa.gov/billions/





SPUYTEN DUYVIL BRIDGE REHAB AND STATE OF GOOD REPAIR

Superstorm Sandy caused massive damage to the Northeast region of the United States. Floodwaters and storm surge from the Hudson River made its way up and over the Spuyten Duyvil (pronounced Spy-ten Die-vil) Bridge, which spans the Spuyten Duyvil Creek near the Bronx. This train line connects upstate New York with New York Penn Station. Stormwaters that inundated the bridge caused corrosion of mechanical and electrical components, which had to be replaced. Between Memorial Day and Labor Day 2018, several teams worked around the clock to remove the central portion of the bridge and replace all affected parts before the bridge was reset back in place by the world's largest floating crane. This \$20 million project required track outages and service interruptions throughout the entire summer. But the result was a great success – the teams completed the project on time and on budget and ensured the long-term sustainability of our service. The restored bridge is more resilient and better able to withstand future severe storm impacts.

In parallel to this project along the 10-mile-long Empire Connection between Spuyten Duyvil and New York Penn Station, the Engineering track team – responsible for Amtrak's state of good repair (SOGR) projects – replaced 7 miles of welded rail and 15,000 rail ties, surfaced 10 miles of track, and replaced 2,500 track fasteners in the Empire Tunnel at Penn Station. They used this opportunity to clear culverts for better drainage and install fencing to increase safety along Amtrak's right of way. Heavy precipitation events and flooding are known weather-related risks to our infrastructure. This project is an example of how we're taking proactive climate resilient measures by maintaining our right of way to shed water away from the tracks. This \$30 million project to reinforce our infrastructure was also completed on time.

Much of Amtrak's infrastructure is in relatively close proximity to water, the flood plain, or within regions that are prone to hurricanes and heavy precipitation. Resilient design standards, funding, and standard procedures like culvert clearing and slope stabilization will be essential aspects of an enterprise-wide approach to operating in changing conditions.

Photo Credit: Amtrak & Marc Glucksman

PUP X AMTRAK

Amtrak partnered with **People for Urban Progress (PUP)**, a non-profit organization based in Indianapolis, IN to release a limited-edition line of goods using upcycled Amtrak Acela leather seats. Starting in the spring of 2018, Amtrak and PUP started working through the details to make this project possible. Teams leading the actual refresh project, employees in the Logistics, Marketing and Law departments, the foam recycling company in Indianapolis, and vendors completing the seat upgrade were all part of this process. Without the vision of PUP's then Executive Director and Founder saying, "Yes, we'll figure this out" and the endless creativity behind the PUP team, the seat material would have wound up in a landfill.

Since the launch of this product line, PUP has processed 1.3 tons of Amtrak leather and the first four batches of over 500 products sold out in an average of 6 days. This collaboration has gone so well that we've used it as a learning experience to improve our design specifications, material management processes, and supplier engagement to help us drive toward a 20% recycling rate by 2020. Amtrak's Sr. Sustainability Manager, Kara Angotti led this initiative across various departments – which was a first for Amtrak. "It's been inspiring to work with PUP, who's dedication is contagious. This project changed our perspective from treating weird waste as trash to considering what's possible at the end of the useful life of a material. What excites me the most about this effort is the domino effect already happening in other projects and material specifications."

See the PUP X AMTRAK collection.

Photo credit: Meagan Lawler for People for Urban Progress

POWERING THE NORTHEAST CORRIDOR

Amtrak uses tens of millions of dollars (\$75.5M in FY18) worth of electric energy every year to power our fleet of locomotives on the Northeast Corridor. We aggressively manage our traction power load in order to save money. To power our trains, Amtrak owns and operates the equivalent of our own electric grid system from Boston to Washington, DC. Because we control this system, we can control energy demand during certain peak demand days and divert the demand from high priced areas to low priced areas. For example, through aggressive power management of four substations in Pennsylvania and New Jersey, Amtrak can significantly shift our load from the "expensive" substation to less expensive alternatives. In CY18 the expensive load demand was reduced by 48% and so far in CY19, we have been able to reduce the loads by an additional 76%. The value of this load shifting has resulted in savings of approximately \$2 million. At Amtrak, we take seriously our commitment to use our funds responsibly and through smart energy demand, thereby avoiding unnecessary costs.

SMARTER FACILITY MANAGEMENT

Amtrak maintenance facilities operate 18-24 hours a day, 5-6 days per week. Unlike office environments, maintenance buildings include equipment and functions that require substantial electricity to power the trains, lighting, and tools while work is being done. Since 2014, as part of our corporate energy reduction goals, facility managers have been required to submit annual Energy Plans to the Utilities Management team. These plans include operational changes and projects to improve energy efficiency and reduce operating expenses at our facilities. Lighting upgrades have been a core approach to reduce electricity costs across our facilities, and over the years, this program – led by Amtrak's Utilities Management Team – has resulted in millions of dollars saved and thousands of pounds of carbon emissions avoided.

One foreman at the Rensselaer, NY maintenance facility, set a goal to convert 99% of the facility's fluorescent lamps to LED by Earth Day 2018. He contacted suppliers to collect quotes and worked with the Utilities Management team to implement the program. By early 2018, all lighting – including the locomotive shop pits – were upgraded to LEDs. This project alone saves Amtrak nearly \$100,000 a year, provides a safer working environment for employees, and reduces our carbon footprint. The same employee implemented a re-roofing project in 2018. He worked with the Utilities Management team to secure from the local utility a \$70,000 rebate for Amtrak by increasing the level of insulation from R-5 to R-13 which yields an annual estimated savings of \$26,246.

R. Lear Mechanical Technician Years of service: 21 Having a skilled and knowledgeable workforce is a critical way for Amtrak to continue to achieve our environmental goals. Our employees are an essential part of our daily operations: without their commitment, we couldn't have reduced our GHG emissions by 17% since 2010 or recycled an estimated 9,921 tons of industrial material, while recovering significant economic value. We also recognize that bringing resources and examples of best practices to our various teams can help us get better. This year, the Environment and Sustainability team will expand where and how we support these teams through training, resource identification and consistent communications. We're also beginning to work with our Talent Acquisition team to identify preferred skills in new employees and interns related to sustainability experience and awareness.

ABOUT THE ARTIST

Vibrant murals along Amtrak's Northeast Corridor caught the eye of Amtrak's sustainability team, resulting in a collaboration with the creative group No Kings

Collective (NKC) for a large-scale customized piece. The Washington, D.C.-based NKC specializes in creating multi-dimensional artwork – from painting murals to launching marketing campaigns in unique and experiential ways. "We wanted artwork for

our internal and external sustainability communications that reflects the exciting and dynamic work happening in our company. What NKC delivered was a brilliantly colorful interpretation of the landscapes and patterns found across the national network and our railroad operations," says Amtrak's Vice President Government Affairs & Corporate Communications, Bruno Maestri.

This collaboration with NKC furthers one of Amtrak's social sustainability objectives, which includes commissioning the expertise and skills from minority owned businesses. Not only was this collaboration a successful effort to use local talent, but NKC's minority-owned status directly contributes to meeting our corporate goal of committing 10% of our total spend to diverse suppliers who meet Federal regulations. The NKC and Amtrak partnership has become a new way to engage employees and tell them about sustainability work at Amtrak, including our social goals. We're hopeful our customers will be as excited as we were to engage such a talented group of people to help us tell our story in a fresh way.

Photo Credit: Pierre Edwards

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> Left to Right: T. Caldwell-Bruce, Secretary,Years of service: 14; K. Angotti, Sr. Sustainability Manager, Years of service: 2; E. Pittas, Carman Journeyman,Years of service: 8; N. Santiago, Passenger Conductor, Years of service: 8; M. Panhuise, Sr. Project Manager Environmental Compliance,Years of service: 2

> > Photo Credit: Pierre Edwards

