



General and Legislative Annual Report & *Fiscal Year 2024 Grant Request*

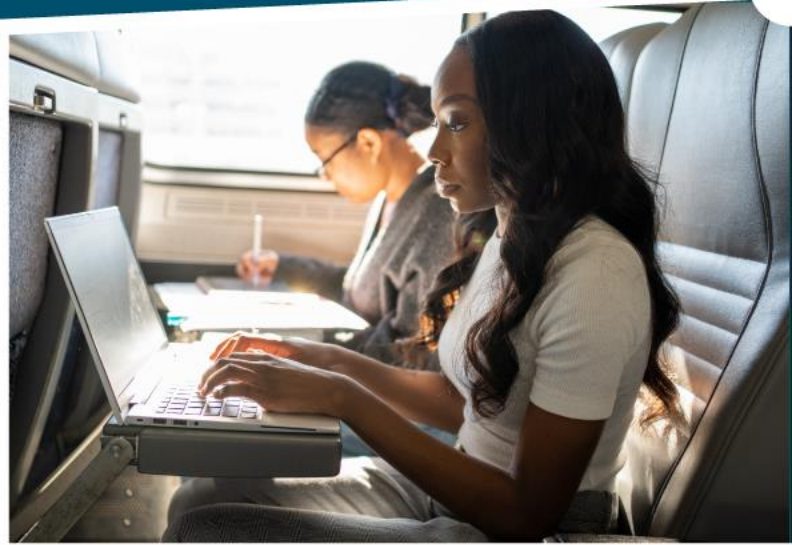


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Message from Amtrak's CEO



Amtrak CEO Stephen Gardner

I am pleased to share with you Amtrak's Fiscal Year (FY) 24 general and legislative annual report, which contains Amtrak's FY 24 annual grant request and accompanying legislative requests; annual operations information for FY 22, including a discussion of key results and accomplishments; and other related materials.

For over 50 years, Amtrak has been America's Railroad, serving more than 500 communities across our nation with comfort and safety. Our trains deliver travelers from city centers to small towns and everywhere between—often serving as the only regular alternative to traveling by private car in various intercity markets and in rural areas across the country. Our aim is to continue to create value for the American people by enhancing mobility, strengthening communities, and connecting people to opportunity using one of the most-fuel efficient and lowest-carbon-emitting transport modes available. Thanks to the support of Congress and the enactment of the Infrastructure Investment and Jobs Act (IIJA), Amtrak has now begun a new era of investment to improve our service to communities across the nation and to expand our network to serve more people with more trains in markets where intercity passenger rail can make a difference. Through modern infrastructure, new fleets of trains, upgraded technology, and a new generation of dedicated employees, Amtrak is committed to delivering reliable, high-quality, and modern services to the tens of millions of Americans who ride our trains and on behalf of the various federal and state partners that support in serving the traveling public.

FY 22 Results & Other Performance Updates

Amtrak's overall financial performance in FY 22 improved significantly, continuing our trend of recovery since the COVID-19 pandemic. Total ridership for the year reached returned 71% of FY 19 levels despite the impacts of the Omicron Coronavirus variant in early FY 22, and our adjusted operating earnings exceeded our estimates, led notably by a nearly 50% growth in revenue compared to FY 21 as our strategy of attracting new riders, aggressively managing sales and pricing, and broadening our customer base produced results. The strong return of ridership demand in the fourth quarter as we closed the fiscal year provided confidence both in the general vitality of intercity passenger rail service around the nation and

soundness of Amtrak’s strategic direction of product improvement, service expansion, and asset modernization. Faced with this demand, Amtrak hired roughly 3,700 new employees to rebuild our ranks and restore service across our network, allowing us to return all of our Long-Distance trains back to pre-pandemic levels and restart nearly all of our suspended State-Supported short-distance corridor routes, while also introducing a record number of new or expanded services, including in Vermont, Virginia, and Massachusetts.

Fig. 0.1: FY 22 Results in Historical Context

Metric	FY 19 Actual	FY 21 Actual	FY 22 Actual	FY 23 Plan	FY 24 Projected
Ridership	32.5	12.2	22.9	29.1	32.3
Gross Ticket Revenue	\$2,354.3	\$882.8	\$1,775.5	\$2,210.7	\$2,580.1
Total Operating Revenue	\$3,322.9	\$1,917.3	\$2,829.8	\$3,323.6	\$3,805.0
Adjusted Operating Earnings	(\$29.4)	(\$1,081.3)	(\$886.8)	(\$858.8)	(\$587.6)
Cost Recovery Ratio (Operations)	99%	65%	76%	79%	87%
Capital Expenditure	\$1,610.7	\$2,207.1	\$2,256.8	\$3,634.7	\$5,791.5

All non-percentage figures in millions. “Cost recovery ratio” describes the share of operating expense covered by operating revenue.

Despite Amtrak’s strong progress, many challenges remained in FY 22. While having grown substantially compared to last fiscal year, ridership and operating revenues continued to be below pre-pandemic levels and were outmatched by the strong headwinds of rising costs, which meant substantial operating losses remained. In particular, operating costs increased as we returned services across our network while high-value Northeast Corridor (NEC) business travel was slow to recover, which had an outsized effect on our revenues. Additionally, to support a historic increase in the number and size of capital projects now being advanced with IIJA funding, the company began a multiyear increase in investments associated with hiring and training, financial controls, and other company-wide needs, which is adversely impacting our adjusted operating earnings. This change comes on top of general inflationary pressures that adversely affected many aspects of Amtrak’s business in FY 22: the company’s costs per available seat-mile rose by more than fifteen percent from FY 19 levels.¹ Finally, while Amtrak grew its workforce at a record rate, continued shortages of certain skilled crafts and the long training times required to qualify new employees limited the amount of capacity and service Amtrak was able to offer across the network — particularly on the Northeast Corridor and Long-Distance routes.

So far in FY 23, Amtrak continues to make good progress towards our recovery and other goals. In the first quarter, total revenue was up 26%, ridership was up 30%, and adjusted operating earnings had improved by 10% year-over-year. During that same period, the company also grew its workforce by roughly 800 employees and increased total capital expenditures by 19% year-over-year; both figures reflect, in part, Amtrak’s ongoing scale-up efforts in response to opportunities afforded by the IIJA.

¹ “All-Inclusive Index Less Fuel,” Association of American Railroads, acc. Jan. 2023; bit.ly/3vVnCV5.

FY 24 Annual Grant Request

To continue this progress, Amtrak requires continued investments in our network. In accordance with the authorizations for funding set forth by the IIJA, annual appropriations for Amtrak are provided via two grants: a Northeast Corridor (NEC) grant and a National Network (NN) grant. **For FY 24, Amtrak requests that Congress provide the authorized level of combined-total funding, which is \$3.650 billion.**

Fig. 0.2: Amtrak's FY 24 Annual Grant Request		
Northeast Corridor	National Network	Total Request
\$1,700,404,332	\$1,949,595,669	\$3,650,000,000

It is important to note that Congress originally provided these specific authorization levels for the NEC and National Network grants in November 2021, at a moment when forecasting Amtrak's future needs was especially challenging. Since then, Amtrak has been able to forecast ridership, revenue, and our annual needs with a much greater degree of confidence, and while \$3.650 billion remains an appropriate top-line funding total, the specific needs of the NEC and the National Network have shifted as revenues and expenses have changed. Accordingly, our FY 24 grant request reflects the most accurate forecast needs for the NEC and National Network.

In addition, in order to give Congress the most transparent and helpful view of Amtrak's needs and of where federal investment can be applied, we have broken down our FY 24 annual grant request into two overarching categories:

- "base needs," which represents the minimum funding level needed to operate our trains, maintain the railroad for the year, carry out core functions necessary to avoid long-term deterioration to the company's assets and services, and make a limited number of high-priority, high-impact strategic investments for our future; and
- "modernization," which represents various initiatives that will enable Amtrak to improve the railroad and our customers' experience for the 21st century and ensure our long-term health.

Fig. 0.3: Amtrak’s FY 24 Annual Grant Request

Account	Northeast Corridor	National Network	Total Request
Base Needs (subtotal)	\$1,225,404,332	\$1,396,995,669	\$2,622,400,000
<i>Operating</i>	—	\$682,300,466	\$682,300,466
<i>Debt</i>	\$109,200,000	\$78,000	\$109,278,000
<i>Capital</i>	\$1,020,392,101	\$617,504,972	\$1,637,897,073
<i>Contingency</i>	\$83,962,231	\$83,962,231	\$167,924,462
<i>Takedowns</i>	\$11,850,000	\$13,150,000	\$25,000,000
Modernization (subtotal)	\$475,000,000	\$552,600,000	\$1,027,600,000
<i>Long-Distance Improvement Program</i>	—	\$202,600,000	\$202,600,000
<i>NEC Trip Time & Speed Improvement Program</i>	\$200,000,000	—	\$200,000,000
<i>Chicago Hub Improvement Program</i>	—	\$175,000,000	\$175,000,000
<i>Stations Development Program</i>	\$125,000,000	\$50,000,000	\$175,000,000
<i>Customer Enhancement Program</i>	\$50,000,000	\$50,000,000	\$100,000,000
<i>Public-Private Partnership (P3) Program</i>	\$50,000,000	\$50,000,000	\$100,000,000
<i>Additional Capital Investment Beyond Base Needs</i>	\$50,000,000	\$25,000,000	\$75,000,000
Total Request	\$1,700,404,332	\$1,949,595,669	\$3,650,000,000

An explanation of the specific subcategories within “Base Needs” can be found in “FY 24 Grant Request by Grant Category” and an explanation of the programs within “Modernization” can be found in “Modernization Initiatives,” both in tab I.

By providing funding at the “base needs” level of annual grant funding, Congress can ensure that Amtrak is able to continue to:

- operate existing train service to a high standard of quality, including all fifteen Long-Distance routes, State-Supported routes operated on behalf of our state partners, and our NEC service between Boston and Washington, D.C.;
- maintain the railroad on a day-to-day basis, including through normalized capital replacement activities, and respond to unpredictable needs, like weather-related emergencies and disruptions;
- comply with legal, regulatory, and safety requirements (e.g., by making mandatory environmental remediations and air quality improvements and by supporting enhancements to Amtrak’s Safety Management System (SMS));
- reliably provide customers with an easy, pleasant, high-quality travel experience, from the moment they book their tickets to whenever they arrive at their final destinations;
- implement certain high-priority initiatives that, if not advanced in the near-term, would result in missed opportunities to improve and grow service; and

- support repayment of a portion of the Railroad Rehabilitation & Improvement Financing (RRIF) loan that Amtrak received for next-generation *Acela* equipment in 2016 because of now-lower NEC revenues.

By providing additional funding for “modernization,” Congress can help Amtrak:

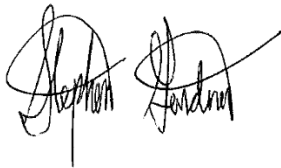
- improve the quality of Long-Distance service, including through additional fleet overhauls and refreshes and projects that will improve on-time performance;
- increase train speeds and reduce trip times on the NEC;
- revitalize stations across the country, including major stations in places like New York, Philadelphia, Washington, D.C., and Chicago, as well as smaller stations across the network;
- enhance customer amenities (such as Wi-Fi) and food and beverage options; and
- Advance partnerships on both the NEC and in key markets across our National Network that could help Amtrak improve or expand service.

Legislative & Additional Funding Requests

In addition to annual grant funding for the NEC and National Network, Amtrak supports robust FY 24 appropriations for several FRA and other relevant-to-rail accounts and programs; key priorities include FRA’s Federal-State Partnership for Intercity Passenger Rail (Fed.-State) grant program and the Federal Transit Administration (FTA) Fixed Guideway Capital Investment Grants (CIG) program.

Amtrak is also seeking policy updates that would help the company deliver the high-quality service our customers deserve. Requested changes include technical corrections to the IIJA; bill and report language that will enable us to put FY 24 appropriations to the best and highest use; and new authorities to address some of the most critical policy challenges facing intercity passenger rail. Importantly, many of these changes could be made at no cost to taxpayers, and some would very likely save money.

Coming out of these difficult past few years, I believe that the future has never been brighter for Amtrak and intercity passenger rail. In part, this report aims to show what we can do together if Congress continues to support Amtrak by providing sufficient resources in FY 24. I hope you find it informative, and we appreciate your strong support to date.



Stephen J. Gardner
Chief Executive Officer

I. Overview of Amtrak's FY 24 Grant Request

Introduction to Amtrak’s FY 24 Grant Request

In accordance with the authorizations for funding set forth by the IIJA, annual appropriations for Amtrak are provided via two grants: a Northeast Corridor (NEC) grant and a National Network (NN) grant.² **For FY 24, Amtrak requests that Congress provide the authorized level of combined-total funding, which is \$3.650 billion.**

Allocation of Request: NEC vs. National Network

Congress originally provided specific authorization levels for the NEC and National Network grants in November of 2021, at a moment when forecasting Amtrak’s future needs was especially challenging. Since then, Amtrak has been able to forecast ridership, revenue and our annual needs with a much greater degree of confidence, and while \$3.650 billion remains an appropriate top-line funding total, the specific needs of the NEC and the National Network have shifted as revenues and expenses have changed. Accordingly, we have structured our FY 24 grant request to reflect the most accurate forecast needs for the NEC and National Network:

Fig. 1.1: Amtrak’s FY 24 Annual Grant Request		
Northeast Corridor	National Network	Total Request
\$1,700,404,332	\$1,949,595,669	\$3,650,000,000

The appropriate balancing of these proposed funding levels, which will help ensure the success of both the NEC and the National Network, is necessary for several reasons:

- **Infrastructure Ownership and Vulnerability to Price Inflation** — Amtrak is the primary owner and maintainer of NEC infrastructure (the physical railroad assets over which trains operate), which requires \$78.7 billion in state-of-good-repair (SOGR) capital investment over the next fifteen years, including \$41.8 billion to address the major projects backlog (e.g., bridge and tunnel replacement);³ at present, funding has been identified for just a portion of these needs. Outside the NEC, by contrast, Amtrak owns much less infrastructure—fewer than 300 route-miles out of the more than 20,000 we travel over. On the National Network, most of our trains operate on “host” freight railroads’ tracks, and Amtrak is generally responsible only for incremental capital

² The separate NEC and National Network annual grants align with the two accounts into which Amtrak is divided for financial purposes. As agreed by Amtrak and the FRA in “Amtrak Account Structure Overview: Methodology and Definitions,” the NEC account records “financial sources and uses associated with the business activities on the Northeast Corridor main line (NEC) between Boston, Massachusetts, and the District of Columbia, and the proportional share of facilities and services used to operate and maintain that line”; the National Network account records “financial sources and uses associated with the business activities on the national rail passenger transportation system, and the proportional share of facilities and services used to operate and maintain that system, exclusive of the NEC.” A detailed discussion of Amtrak’s account structure can be found in “Explanation of Account Structure, Asset Lines, & Service Lines” in tab VII.

³ “NEC Capital Investment Plan: Fiscal Years 2023-2027,” NEC Commission, Oct. 2022; bit.ly/3zPp2JX.

costs attributable to its use of those tracks. In other words, as compared to the National Network, the NEC is more exposed to the inflationary pressures and supply chain challenges that are driving up capital costs industry- and economy-wide.

- Uneven Recovery in Demand** — Historically, a significant share of Amtrak’s NEC ticket revenue came from business travelers, who paid premium fares for high-end service; this was much less true on the National Network. After a multi-year decline due to the COVID-19 pandemic, overall travel demand is again rising; business travel, however, is growing less quickly than leisure travel. This uneven recovery has changed the pool of potential passengers for NEC routes, and particularly for Amtrak’s flagship *Acela* service, on which a much higher percentage of passengers are now price-sensitive leisure travelers who generally pay lower fares. While the NEC service line had an operating surplus of \$568.5 million in FY 19 (which Amtrak used for NEC capital projects, as required by law), the FY 22 NEC operating surplus was close to zero— leading to a greater need for federal assistance.
- Relative Reliance on Ticket Revenue** — The NEC differs from the National Network in that, under normal circumstances, a large share of its capital expenses are covered by passenger-related revenue (e.g., ticket sales) as opposed to other financial sources (e.g., federal grant funding). Amtrak’s companywide ridership has, of course, been significantly lower over the past three years; ticket revenue has been correspondingly affected. Because of its greater reliance on that revenue, the NEC has borne an outsized share of the resulting financial strain.

The below table illustrates the relative effects of reduced demand on the NEC and the National Network:

Fig. 1.2: Effects of Reduced Ticket Revenue on NEC vs. National Network				
Metric	FY 19	FY 20	FY 21	FY 22
Northeast Corridor (NEC)				
NEC Ridership	12.5	6.1	4.4	9.2
NEC Ticket Revenue (<i>Adjusted</i>)	\$1,303.3	\$650.5	\$339.5	\$904.6
NEC Operating Surplus/(Deficit)	\$541.8	(\$25.8)	(\$427.2)	(\$80.7)
NEC Ticket Revenue as Percentage of Total Money Available to Spend on NEC	47.9%	21.3%	8.5%	30.3%
National Network (NN)				
NN Ridership	20.0	10.7	7.8	13.7
NN Ticket Revenue (<i>Adjusted</i>)	\$985.2	\$588.4	\$533.2	\$868.9
NN Operating Surplus/(Deficit)	(\$571.6)	(\$763.3)	(\$654.1)	(\$806.1)
NN Ticket Revenue as Percentage of Total Money Available to Spend on NN	30.7%	18.1%	13.7%	25.4%

All non-percentage figures in millions. For both the NEC and the National Network, “Total Money Available” includes all financial sources for the relevant account, including both operating and capital sources.

The strain on the NEC has compounded over time, notwithstanding supplemental appropriations provided in FYs 20-21. At this point, if Congress provides less than the base funding need for the NEC account, Amtrak will need to take action by either reducing / delaying necessary maintenance and capital work along the NEC, or else transferring funds between the NEC and National Network accounts, as permitted under 49 U.S.C. § 24317.

“Base Needs” and “Modernization”

In order to give Congress the most transparent and helpful view of Amtrak’s needs and of where federal investment can be applied, we have broken down our FY 24 annual grant request into two overarching categories:

- “base needs,” which represents the minimum funding level needed to operate our trains, maintain the railroad for the year, carry out core functions necessary to avoid long-term deterioration to the company’s assets and services, and make a limited number of high-priority, high-impact strategic investments for our future; and
- “modernization,” which represents various initiatives that will enable Amtrak to improve the railroad and our customers’ experience for the 21st century and ensure our long-term health.

Fig. 1.3: Amtrak’s FY 24 Annual Grant Request

Account	Northeast Corridor	National Network	Total Request
Base Needs (subtotal)	\$1,225,404,332	\$1,396,995,669	\$2,622,400,000
<i>Operating</i>	—	\$682,300,466	\$682,300,466
<i>Debt</i>	\$109,200,000	\$78,000	\$109,278,000
<i>Capital</i>	\$1,020,392,101	\$617,504,972	\$1,637,897,073
<i>Contingency</i>	\$83,962,231	\$83,962,231	\$167,924,462
<i>Takedowns</i>	\$11,850,000	\$13,150,000	\$25,000,000
Modernization (subtotal)	\$475,000,000	\$552,600,000	\$1,027,600,000
<i>Long-Distance Improvement Program</i>	—	\$202,600,000	\$202,600,000
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<i>Stations Development Program</i>	\$125,000,000	\$50,000,000	\$175,000,000
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<i>Public-Private Partnership (P3) Program</i>	\$50,000,000	\$50,000,000	\$100,000,000
<i>Additional Capital Investment Beyond Base Needs</i>	\$50,000,000	\$25,000,000	\$75,000,000
Total Request	\$1,700,404,332	\$1,949,595,669	\$3,650,000,000

An explanation of the specific subcategories within “Base Needs” can be found in “FY 24 Grant Request by Grant Category” and an explanation of the programs within “Modernization” can be found in “Modernization Initiatives,” both elsewhere in this tab.

By providing funding at the “base” level of annual grant funding, Congress can ensure that Amtrak is able to continue to:

- operate existing train service to a high standard of quality, including all fifteen Long-Distance routes, State-Supported routes operated on behalf of our state partners, and our NEC service between Boston and Washington, D.C.;
- maintain the railroad on a day-to-day basis, including through normalized capital replacement activities, and respond to unpredictable needs, like weather-related emergencies and disruptions;
- comply with legal, regulatory, and safety requirements (e.g., by making mandatory environmental remediations and air quality improvements and by supporting enhancements to Amtrak’s Safety Management System (SMS));
- reliably provide customers with an easy, pleasant, high-quality travel experience, from the moment they book their tickets to whenever they arrive at their final destinations;
- implement certain high-priority initiatives that, if not advanced in the near-term, would result in missed opportunities to improve and grow service; and
- support repayment of a portion of the Railroad Rehabilitation & Improvement Financing (RRIF) loan that Amtrak received for next-generation *Acela* equipment in 2016 because of now-lower NEC revenues.

By providing additional funding for “modernization,” Congress can help Amtrak:

- improve the quality of Long-Distance service, including through additional fleet overhauls and refreshes and projects that will improve on-time performance;
- increase train speeds and reduce trip times on the NEC;
- revitalize stations across the country, including major stations in places like New York, Philadelphia, Washington, D.C., and Chicago, as well as smaller stations across the network;
- enhance customer amenities (such as Wi-Fi) and food and beverage options; and
- advance partnerships on both the NEC and in key markets across our National Network that could help Amtrak improve or expand service.

Elsewhere in this tab, “Modernization Initiatives” offers further detail on these examples of ways that Amtrak can further modernize intercity passenger rail if additional investment, beyond our base needs, is made by Congress.

Annual Grant Funding vs. IIJA Funding

In the Infrastructure Investment and Jobs Act (IIJA), Congress set authorized (recommended) annual funding levels—non-binding targets that inform, but do not control, the yearly appropriations process—for Amtrak’s NEC and National Network grants in FYs 22-26. Separately, the IIJA also provides a total of \$22.000 billion in guaranteed additional funding (a “supplemental appropriation”) for the same five-year period (FYs 22-26) to support specific, discrete capital needs on both the NEC and National Network. In FY 24, this IIJA supplemental funding totals \$4.400 billion, including \$1.200 billion for the NEC and \$3.200 billion for the National Network. By law, this IIJA funding must be used for specified purposes, and cannot be used to operate our trains or to backfill other near-term needs typically covered by annual appropriations. In other words, IIJA dollars were always intended to supplement, not replace, regular annual grant funding—and if sufficient annual appropriations are not provided in FY 24, Amtrak may be unable to sustain current service levels on the Northeast Corridor and National Network.

Accordingly, consistent with Congress’ intent, Amtrak’s is seeking the total authorized level of FY 24 annual grant funding—\$3.650 billion—in addition to the guaranteed capital funds provided by the IIJA.

The table below offers an illustrative look at what Amtrak’s annual grant funding will support; what Amtrak’s limited-use IIJA funding can support; and how both grants compare to FRA’s Federal-State Partnership (Fed.-State) discretionary capital grant program:

**Fig. 1.4: Illustrative Comparison of Potential Uses,
Amtrak Annual Grant vs. Amtrak IIJA vs. FRA Fed.-State Funding**

Use Category	Amtrak Annual Grants	Amtrak IIJA Funding	FRA Fed.-State Grants
Operating	✓		
Debt	✓		
Capital - Fleet			
<i>New ALC-42 diesel locomotives for Long-Distance and State-Supported service</i>		✓	
<i>New Airo intercity trainsets for NE Regionals, various State-Supported routes, & Palmetto Long-Distance service</i>		✓	
<i>New Long-Distance passenger equipment</i>		✓	
<i>Regular day-to-day maintenance and inspections required to operate current service</i>	✓		
Capital - Infrastructure:			
<i>Amtrak’s Sec. 212 NEC BCC obligations</i>	✓		
<i>NEC major backlog projects (e.g., bridges and tunnels)</i>			✓
<i>Capital renewal (NEC & National Network)</i>	✓	✓	✓
<i>NEC trip time improvements (beyond C35)</i>	✓		
<i>National Network on-time performance improvements and other improvement projects on host railroads</i>	✓		✓
<i>Coverage of non-federal cost share / local match requirements for Fed.-State-funded projects</i>	(requested)	✓ (NEC only)	

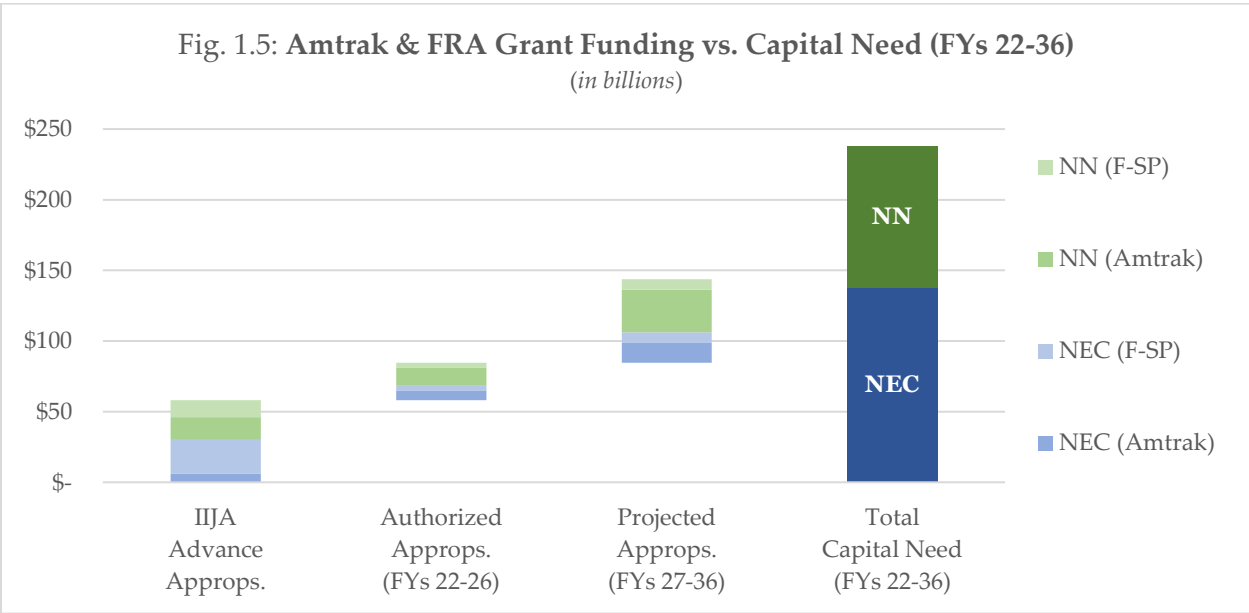
**Fig. 1.4: Illustrative Comparison of Potential Uses,
Amtrak Annual Grant vs. Amtrak IIJA vs. FRA Fed.-State Funding**

Use Category	Amtrak Annual Grants	Amtrak IIJA Funding	FRA Fed.-State Grants
Capital - Stations			
ADA compliance		✓	
Station improvements and customer enhancements	✓		✓
Capital - National Assets <i>(Reservation systems, IT, training centers, etc.)</i>			
Replace obsolete national assets		✓	
Annual maintenance and other improvements	✓		

Table is illustrative only, and does not necessarily reflect clear or firm limits on funding eligibility. Note also that table is forward-looking; programs or projects expected to be funded exclusively with IIJA funding may have received annual grant funding in the past.

Available and Anticipated Resources vs. Need

Importantly, even if Congress provides the authorized level of annual grant funding in FY 24, *and in each subsequent year until the current authorization period is exhausted*, the scale of current need will still far exceed the scale of public investment. The chart below shows the long-term funding picture for intercity passenger rail on the day after the IIJA was enacted. More specifically, it shows available and anticipated funding (both authorized annual appropriations and guaranteed IIJA funding) for 1) Amtrak’s NEC and National Network grants, and 2) FRA’s Fed.-State grant program, and compares those resource levels with total capital needs over a fifteen-year period:



Left-hand columns show available and expected Amtrak and FRA Fed.-State grant funding for FYs 22-36. “Projected Approps.” figure for FYs 27-36 assumes appropriations at the FY 26 authorized level for ten additional years. “Total Capital Need” reflects a rough cost estimate for implementation of the NEC Commission’s “C35” plan; additional NEC high-speed rail investments; service expansion comparable to the “Amtrak Connects US” vision; and other state-of-good-repair investments.

Over the full fifteen-year period, guaranteed IIJA funding covers less than twenty-five percent of total capital needs; even after adding in current and projected future authorizations, and even assuming that every authorized dollar is ultimately appropriated *and* made available for a relevant need, only sixty percent of total capital needs (to say nothing of additional operating needs) are on track to be met.⁴

Conclusion

For decades, the United States underinvested in intercity passenger rail service—even as other countries built state-of-the-art high-speed networks. The IIJA was a clear break from that pattern, and a historic down payment towards reversing those decades of underinvestment. Now, Congress can choose to build on that foundation, and ultimately usher in a new era for rail—but doing so will take sustained commitment. Policymakers already understood that need when the IIJA was enacted—which is why the law includes *both* supplemental funding for discrete capital needs *and* a reauthorization of annual appropriations at increased levels.

However, if Congress provides substantially *less* than the authorized level of funding for Amtrak’s annual grant—and in particular, if it provides less than the amount identified as being necessary for base needs in FY 24—Amtrak and its passengers will face significant adverse consequences. As explained above, these could include not just missed opportunities for improved, expanded, and modernized service, but also potential reductions in existing service and damaging deferrals or cancellations of maintenance work and other activities crucial to the railroad’s long-term health.

In light of those opportunities and risks, Amtrak requests that Congress provide the total authorized amount of \$3.650 billion in annual grant funding for FY 24.

⁴ While Amtrak grants and FRA programs are the primary federal tools for funding intercity passenger rail, Federal Transit Administration (FTA) programs and funding from Amtrak’s commuter railroad partners (not shown) will also play a critical additional role in addressing total capital needs on the NEC and other rail lines shared by Amtrak and commuter rail services.

Comparative Statement of New Budgetary Authority

Fig. 1.6: Amtrak Annual and Supplemental Grant Funding, FYs 21-24

	FY 21 Enacted	FY 22 Enacted	FY 23 Enacted	FY 24 Request
Annual Grant Funding	\$2,000,000,000	\$2,331,371,000	\$2,453,000,000	\$3,650,000,000
<i>Northeast Corridor</i>	\$700,000,000	\$874,501,000	\$1,260,000,000	\$1,700,404,332
Base Needs	—	—	—	\$1,225,404,332
Modernization	—	—	—	\$475,000,000
<i>National Network</i>	\$1,300,000,000	\$1,456,870,000	\$1,193,000,000	\$1,949,595,669
Base Needs	—	—	—	\$1,396,995,669
Modernization	—	—	—	\$552,600,000
Supplemental Grant Funding	\$2,700,000,000	\$4,400,000,000	\$4,400,000,000	\$4,400,000,000
<i>Northeast Corridor</i>	\$1,625,000,000	\$1,200,000,000	\$1,200,000,000	\$1,200,000,000
COVID-19 Relief	\$1,625,000,000	—	—	—
IJA Funding	—	\$1,200,000,000	\$1,200,000,000	\$1,200,000,000
<i>National Network</i>	\$1,075,000,000	\$3,200,000,000	\$3,200,000,000	\$3,200,000,000
COVID-19 Relief	\$1,075,000,000	—	—	—
IJA Funding	—	\$3,200,000,000	\$3,200,000,000	\$3,200,000,000
Total Amtrak Grant Funding	\$4,700,000,000	\$6,731,371,000	\$6,853,000,000	\$8,050,000,000
<i>Northeast Corridor</i>	\$2,325,000,000	\$2,074,501,000	\$2,460,000,000	\$2,400,000,000
<i>National Network</i>	\$2,375,000,000	\$4,656,870,000	\$4,393,000,000	\$5,650,000,000

An explanation of the specific subcategories within "Base Needs" can be found in "FY 24 Grant Request by Grant Category" and an explanation of the programs within "Modernization" can be found in "Modernization Initiatives," both elsewhere in this tab.

FY 24 Appropriations Legislative Language

Amtrak is requesting the below legislative language for its grants in FY 24.⁵ (Additional legislative and funding requests, including report language, can be found in tab IV.)

For the Northeast Corridor (NEC), Amtrak requests the following:

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), \$1,700,404,332, to remain available until expended: Provided, that not more than \$100,000,000 shall be available for the repayment or prepayment of debt incurred by the National Railroad Passenger Corporation under financing arrangements entered into prior to the date of enactment of this Act, and to pay required reserves, costs, and fees related to such debt, including for loans from the Department of Transportation and loans that would otherwise have been paid from National Railroad Passenger Corporation revenues: Provided further, That notwithstanding section 24911(f) of title 49, United States Code, amounts made available under this heading in this Act may be used as non-Federal share for projects located on the Northeast Corridor selected for award under section 24911 of title 49, United States Code.

This language would fund Amtrak's NEC annual grant at \$1.700 billion for FY 24; reserve \$100 million specifically to support repayment of a portion of the Railroad Rehabilitation & Improvement Financing (RRIF) loan that Amtrak received for next-generation *Acela* equipment in 2016, at a time when revenue projections were more robust; and enable the company to put FY 24 NEC annual grant funding towards the non-federal cost share required of NEC projects receiving FRA Federal-State Partnership grants.

For the National Network, Amtrak requests the following:

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), \$1,949,595,669 to remain available until expended: Provided, That notwithstanding section 24911(f) of title 49, United States Code, amounts made

⁵ Note that the IIJA provided funding 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 additional funding is needed in FY 24 via takedowns from Amtrak's annual grants. Additionally, the IIJA provided sufficient resources to bring Amtrak-responsible station components into Americans with Disabilities Act (ADA) compliance, so no takedown is needed under Sec. 22101(g) of Div. B. To the extent that Congress does not provide for unnecessary takedowns, Amtrak can put freed-up funding towards otherwise-unmet needs.

available under this heading in this Act may be used as non-Federal share for projects not located on the Northeast Corridor selected for award under section 24911 of title 49, United States Code.

This language would fund Amtrak's National Network annual grant at \$1.950 billion for FY 24 and enable the company to put FY 24 National Network annual grant funding towards the non-federal cost share required of non-NEC projects receiving FRA Federal-State Partnership grants.

FY 24 Grant Request by Grant Category

The table below shows how Amtrak proposes to allocate FY 24 annual grant funding at the requested level across the grant categories and subcategories established by 49 U.S.C. § 24319(c)(2).

Fig. 1.7: Amtrak's FY 24 Annual Grant Request by Grant Category			
Category	Northeast Corridor	National Network	Total
Operating Expenses <i>(Includes \$50 million shifted from state to federal responsibility & borne by Amtrak per SAIPRC's Sec. 209 cost methodology updates.)</i>	— Base: — Mod: —	\$682,300,466 Base: \$682,300,466 Mod: —	\$682,300,466 Base: \$682,300,466 Mod: —
Debt Service	\$109,200,000 Base: \$109,200,000 Mod: —	\$78,000 Base: \$78,000 Mod: —	\$109,278,000 Base: \$109,278,000 Mod: —
Capital (subtotal; rows below)	\$1,495,392,101 Base: \$1,020,392,101 Mod: \$475,000,000	\$1,170,104,972 Base: \$617,504,972 Mod: \$552,600,000	\$2,665,497,073 Base: \$1,637,897,073 Mod: \$1,027,600,000
<u>Normalized capital replacement programs</u> , inc. regularly recurring work programs implemented on a systematic basis on classes of physical railroad assets, such as track, structures, electric traction, & power systems; rolling stock; and communications & signal systems, to maintain & sustain the condition & performance of such assets to support continued railroad operations. (Includes Amtrak's required Sec. 212 BCC payments.)	\$410,973,256 Base: \$410,973,256 Mod: —	\$243,467,599 Base: \$243,467,599 Mod: —	\$654,440,855 Base: \$654,440,855 Mod: —
<u>Improvement projects</u> to support service and safety enhancements, inc. discrete projects implemented in accord w/ a fixed scope, schedule, & budget that result in enhanced or new infrastructure, equipment, or facilities.	\$421,921,395 Base: \$ 421,921,395 Mod: —	\$170,714,093 Base: \$170,714,093 Mod: —	\$592,635,488 Base: \$592,635,488 Mod: —
<u>Backlog capital replacement projects</u> , inc. discrete projects implemented in accord w/ a fixed scope, schedule, & budget that primarily replace or rehabilitate major infrastructure assets, including tunnels, bridges, stations, & similar assets, to reduce the SOGR backlog on Amtrak's network.	\$42,875,705 Base: \$42,875,705 Mod: —	\$45,953,842 Base: \$45,953,842 Mod: —	\$88,829,547 Base: \$88,829,547 Mod: —
<u>Strategic initiative projects</u> , inc. discrete projects implemented in accord w/ a fixed scope, schedule, & budget that primarily improve overall operational performance, lower costs, or otherwise improve corporate efficiency. (Includes corridor development activities allowed under IJA.)	\$604,846,444 Base: \$129,846,444 Mod: \$475,000,000	\$703,796,611 Base: \$151,196,611 Mod: \$552,600,000	\$1,308,643,054 Base: \$281,043,054 Mod: \$1,027,600,000
<u>Statutory, regulatory, or other legally-mandated projects</u> , inc. discrete projects implemented in accord w/ a fixed scope, schedule, & budget that enable Amtrak to fulfill specific legal or regulatory mandates.	\$14,775,301 Base: \$14,775,301 Mod: —	\$6,172,827 Base: \$6,172,827 Mod: —	\$20,948,129 Base: \$20,948,129 Mod: —
Contingency	\$83,962,231 Base: \$83,962,231 Mod: —	\$83,962,231 Base: \$83,962,231 Mod: —	\$167,924,462 Base: \$167,924,462 Mod: —
Takedowns (by DOT/FRA)	\$11,850,000 Base: \$11,850,000 Mod: —	\$13,150,000 Base: \$13,150,000 Mod: —	\$25,000,000 Base: \$25,000,000 Mod: —
Total Request (Base Needs + Modernization)	\$1,700,404,332 Base: \$1,225,404,332 Mod: \$475,000,000	\$1,949,595,669 Base: \$1,396,995,669 Mod: \$552,600,000	\$3,650,000,000 Base: \$2,622,400,000 Mod: \$1,027,600,000

(Note that this table offers a different way of breaking down the same request contained in figures 1.8 & 1.9 in the following section.)

Explanatory Notes Regarding Figure 1.7

- **Additional costs from Sec. 209 cost methodology policy changes** — Working through the State-Amtrak Intercity Passenger Rail Committee (SAIPRC), Amtrak and its state partners have revised the cost methodology policy that provides the framework for how states are charged for State-Supported service pursuant to Sec. 209 of PRIIA. Starting in FY 24, an estimated \$50 million⁶ in additional federal funding for Amtrak’s National Network will be required for items identified by the policy as a federal responsibility (specifically, for insurance and police/security). Under the policy, this responsibility will need to be borne by Amtrak and is included under the “operating expenses” grant category. Note that SAIPRC is continuing to refine the policy, including by finalizing calibration of state payments in other cost areas that might offset or reduce total federal funding needs.
- **Backlog capital replacement projects** — FY 24 annual grant funding is needed to help address the backlog of capital projects along the NEC and across Amtrak’s National Network because Infrastructure Investment & Jobs Act (IIJA) funding, while historic in nature, provides only a portion of the resources required to begin to eliminate that backlog. (See figure 1.5 in “Introduction to Amtrak’s FY 24 Grant Request” elsewhere in this tab for additional context.)
- **Amtrak’s required Sec. 212 BCC payments for the Northeast Corridor** — Annual grant funding is intended to fund Amtrak’s allocated share of “baseline capital charges” (BCC)—resources 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 (included under the “normalized capital replacement” subcategory), Amtrak plans to further reduce the capital renewal backlog by investing IIJA-provided funds in projects that are *not* covered by the BCC payments.
- **Contingency** — As enacted by the IIJA, 49 U.S.C. § 24319(c)(2) requires that Amtrak make use of specified grant categories, including a “contingency” category, in required financial reporting. In order to provide a holistic view of our financial needs, Amtrak has included appropriate contingency funds as part of its FY 24 grant request. The requested contingency funding would be available for both capital and operating needs.

Designation of contingency funding is an industry-standard practice that enables 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 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 unforeseen budget and timeline fluctuations, as some of these projects were originally conceived in 2019 or

⁶ (Note that this estimate reflects Amtrak’s latest forecasts, which will be refined over time.)

before.) 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. Such starts and stops can result in additional costs, schedule delays, and service and workforce disruptions.

- **Takedowns**— The annual grant’s “base needs” total includes takedowns, and assumes the authorized levels will be taken down for the NEC Commission and SAIPRC. For FRA oversight, we likewise assume the maximum authorized takedown (0.5%) from the base needs part of our grant; if Congress provides federal funds for modernization initiatives, additional funds for FRA oversight may be required. Amtrak recommends that Congress work directly with the NEC Commission, SAIPRC, and the FRA to determine their actual needs for FY 24.

FY 24 Asset & Service Line Allocations

The tables below show how Amtrak proposes to allocate FY 24 annual grant funding at the requested level across the asset lines (figure 1.8) and service lines (figure 1.9) laid out in 49 U.S.C. § 24320. (Note that these tables offer different views of the same request contained in figure 1.7 in the preceding section.)

Amtrak’s **asset lines** are “the business activities and resources required to manage Amtrak’s assets and deliver the needs of the Service Lines.”⁷

**Fig. 1.8: Amtrak’s FY 24 Annual Grant Request:
Asset Lines Summary Table (Base + Modernization)**

Asset Line	Northeast Corridor Account	National Network Account	Total
Transportation	\$117,050,751 <i>Base: \$97,050,751 Mod: \$20,000,000</i>	\$54,400,901 <i>Base: \$39,400,901 Mod: \$15,000,000</i>	\$171,451,652 <i>Base: \$136,451,652 Mod: \$35,000,000</i>
Equipment	\$280,182,749 <i>Base: \$260,182,749 Mod: \$20,000,000</i>	\$767,204,138 <i>Base: \$685,346,138 Mod: \$81,858,000</i>	\$1,047,386,886 <i>Base: \$945,528,886 Mod: \$101,858,000</i>
Infrastructure	\$843,537,969 <i>Base: \$611,037,969 Mod: \$232,500,000</i>	\$496,522,055 <i>Base: \$270,914,055 Mod: \$225,608,000</i>	\$1,340,060,025 <i>Base: \$881,952,025 Mod: \$458,108,000</i>
Stations	\$339,022,145 <i>Base: \$156,522,145 Mod: \$182,500,000</i>	\$513,368,042 <i>Base: \$298,234,042 Mod: \$215,134,000</i>	\$852,390,187 <i>Base: \$454,756,187 Mod: \$397,634,000</i>
National Assets & Corporate Services	\$108,760,718 <i>Base: \$88,760,718 Mod: \$20,000,000</i>	\$104,950,533 <i>Base: \$89,950,533 Mod: \$15,000,000</i>	\$213,711,250 <i>Base: \$178,711,250 Mod: \$35,000,000</i>
Subtotal, Asset Lines	\$1,688,554,332 <i>Base: \$1,213,554,332 Mod: \$475,000,000</i>	\$1,936,445,669 <i>Base: \$1,383,845,669 Mod: \$552,600,000</i>	\$3,625,000,000 <i>Base: \$2,597,400,000 Mod: \$1,027,600,000</i>
Takedowns	\$11,850,000 <i>Base: \$11,850,000 Mod: –</i>	\$13,150,000 <i>Base: \$13,150,000 Mod: –</i>	\$25,000,000 <i>Base: \$25,000,000 Mod: –</i>
Total Request (Base Needs + Modernization)	\$1,700,404,332 <i>Base: \$1,225,404,332 Mod: \$475,000,000</i>	\$1,949,595,669 <i>Base: \$1,396,995,669 Mod: \$552,600,000</i>	\$3,650,000,000 <i>Base: \$2,622,400,000 Mod: \$1,027,600,000</i>

Detailed descriptions of each asset line can be found in “Explanation of Account Structure, Asset Lines, & Service Lines” in tab VII.

⁷ “Amtrak Account Structure Overview: Methodology and Definitions,” Federal Railroad Administration, Oct. 2018; bit.ly/3SPDMz5.

Amtrak’s **service lines** are “set[s] of Amtrak business activities that typically share a common mission, core customers, and/or management structure.”⁸

**Fig. 1.9: Amtrak’s FY 24 Annual Grant Request:
Service Lines Summary Table (Base + Modernization)**

Service Line	Northeast Corridor Account	National Network Account	Total
Northeast Corridor (<i>train operations</i>)	\$1,057,871,257 <i>Base: \$820,371,257 Mod: \$237,500,000</i>	— <i>Base: — Mod: -</i>	\$1,057,871,257 <i>Base: \$820,371,257 Mod: \$237,500,000</i>
State-Supported (<i>train operations</i>)	— <i>Base: — Mod: -</i>	\$700,213,373 <i>Base: \$477,298,373 Mod: \$222,915,000</i>	\$700,213,373 <i>Base: \$477,298,373 Mod: \$222,915,000</i>
Long-Distance (<i>train operations</i>)	— <i>Base: — Mod: -</i>	\$1,004,609,055 <i>Base: \$781,694,055 Mod: \$222,915,000</i>	1,004,609,055 <i>Base: \$781,694,055 Mod: \$222,915,000</i>
Infrastructure Access	\$603,320,568 <i>Base: \$365,820,568 Mod: \$237,500,000</i>	\$219,304,515 <i>Base: \$112,534,515 Mod: \$106,770,000</i>	\$822,625,083 <i>Base: \$478,355,083 Mod: \$344,270,000</i>
Ancillary Services	\$27,362,505 <i>Base: \$27,362,505 Mod: —</i>	\$12,335,931 <i>Base: \$12,335,931 Mod: —</i>	\$39,698,437 <i>Base: \$39,698,437 Mod: —</i>
Subtotal, Service Lines	\$1,688,554,332 <i>Base: \$1,213,554,332 Mod: \$475,000,000</i>	\$1,936,445,669 <i>Base: \$1,383,845,669 Mod: \$552,600,000</i>	\$3,625,000,000 <i>Base: \$2,597,400,000 Mod: \$1,027,600,000</i>
Takedowns	\$11,850,000 <i>Base: \$11,850,000 Mod: —</i>	\$13,150,000 <i>Base: \$13,150,000 Mod: —</i>	\$25,000,000 <i>Base: \$25,000,000 Mod: —</i>
Total Request (Base Needs + Modernization)	\$1,700,404,332 <i>Base: \$1,225,404,332 Mod: \$475,000,000</i>	\$1,949,595,669 <i>Base: \$1,396,995,669 Mod: \$552,600,000</i>	\$3,650,000,000 <i>Base: \$2,622,400,000 Mod: \$1,027,600,000</i>

Detailed descriptions of each service line can be found in “Explanation of Account Structure, Asset Lines, & Service Lines” in tab VII.

⁸ “Amtrak Account Structure Overview: Methodology and Definitions,” Federal Railroad Administration, Oct. 2018; bit.ly/3SPDMz5.

Modernization Initiatives

Fig. 1.10: Amtrak’s FY 24 Annual Grant Request for Modernization Programs

Account	Northeast Corridor	National Network	Total Request
<i>Long-Distance Improvement Program</i>	—	\$202,600,000	\$202,600,000
<i>NEC Trip Time & Speed Improvement Program</i>	\$200,000,000	—	\$200,000,000
<i>Chicago Hub Improvement Program</i>	—	\$175,000,000	\$175,000,000
<i>Stations Development Program</i>	\$125,000,000	\$50,000,000	\$175,000,000
<i>Customer Enhancement Program</i>	\$50,000,000	\$50,000,000	\$100,000,000
<i>Public-Private Partnership (P3) Program</i>	\$50,000,000	\$50,000,000	\$100,000,000
<i>Additional Capital Investment Beyond Base Needs</i>	\$50,000,000	\$25,000,000	\$75,000,000
Total Modernization Request	\$475,000,000	\$552,600,000	\$1,027,600,000

Amtrak is seeking \$1.028 billion in FY 24 annual grant funding for various initiatives that would enable us to improve and modernize the railroad, ensure its long-term health, and enhance our customers’ experience. Below are examples of such initiatives:

- **Long-Distance Improvement Program** — This program would support investments designed to improve customer experience for Long-Distance passengers (and thereby increase ridership and revenue). Proposed projects include infrastructure investments to reduce trip times and improve on-time performance; more frequent and more thorough refreshes of existing equipment; procurement of equipment specifically intended to enhance customer experience; expansion of in-demand services (e.g., expansion of dining car access to all Long-Distance passengers); improvements to the quality of on-board amenities (e.g., soft goods in sleeper cars, food and beverage offerings in café cars, etc.); experimentation with new service models; and supporting investments in back shops and other facilities (e.g., to enable quicker returns to service for out-of-commission equipment).
- **NEC Trip Time & Speed Improvement Program (TTSIP)** — This program would support targeted investments to increase train speeds and reduce trip times along the NEC. Augmenting and expanding upon the benefits of the Federal Railroad Administration’s (FRA’s) existing Federal-State Partnership grant program, TTSIP would accelerate achievement of the intercity performance objectives prioritized in the NEC Commission’s Connect NEC 2035 (C35) plan. It would do so by focusing on additional, complementary investments, beyond the asset renewal objectives of C35, that will enable Amtrak’s *Acela* and *Northeast Regional* trains to more closely approximate the performance of the high-speed trains in Europe and Asia. Potential projects include signal upgrades, curve realignments, and installation of additional higher-speed track within or near the existing NEC right-of-way.
- **Chicago Hub Improvement Program (CHIP)** — Chicago is the keystone of Amtrak’s National Network; every day, dozens of Long-Distance and State-Supported trains start or end their routes

at Chicago Union Station (CUS). As a result, the shortcomings of existing Chicago-area infrastructure and facilities affect Amtrak's performance nationwide. Investment in CHIP would advance and accelerate Chicago-area infrastructure projects that increase capacity and reliability, reduce trip times, facilitate future service expansions, or improve safety. Specifically, the requested FY 24 funds could support 1) improvements to CUS that would (among other benefits) make the station easier for passengers to navigate, and 2) track modifications that would (among other benefits) enable Amtrak trains entering or exiting Chicago from or to the south, east, and west to do so via faster, more direct, and less-congested paths.

- **Stations Development Program** — This program would support investments in stations across the country, complementing Amtrak's separate Americans with Disabilities Act (ADA) compliance work, and major stations redevelopment efforts. Potential project types include investments to support station-centered community redevelopment; discretionary platform and shelter improvements; development of micromobility connections (e.g., bike-shares at stations); deployment of new or more dynamic signage (e.g., to clarify where boarding will take place at unstaffed stations); and refurbishment of certain commercial space. The program could also potentially support the addition of new station stops along existing routes.
- **Customer Enhancement Program** — This program would support a variety of investments in improved customer experience on trains and in stations, potentially including upgrades and expansions of WiFi service; modernization of Amtrak's website and mobile application; exploration of new food and beverage offerings; upgrades to station lounges and waiting areas; and pilot programs to explore customer demand for new service models and additional amenities.
- **Public-Private Partnership (P3) Program** — This program would leverage relatively small amounts of federal funding to attract significant private investment, enabling projects that improve Amtrak's bottom line (reducing overall costs for taxpayers) and provide the company's customers with various benefits. Potential opportunities include new, cost-saving project delivery models (e.g., for major station redevelopments) where the private sector invests private capital in assets on Amtrak's behalf; delivery partner engagements, in which the private sector assumes risk on Amtrak's behalf to ensure projects are delivered on schedule and on budget as promised; development or monetization of unused space and assets; and investments in energy efficiency or clean energy deployment (e.g., rooftop solar installations), among others.
- **Additional Capital Investment beyond Base Needs** — This program would support myriad infrastructure projects on both the NEC and National Network, beyond those currently identified in Amtrak's FY 24 plan.

Amtrak's Response to the President's FY 24 Budget Request

The Administration's budget proposal for FY 24 includes \$3,068,000,000 for grants to Amtrak, a level that is \$582,000,000 less than the authorized level of \$3,650,000,000 and Amtrak's request. Amtrak thanks President Biden, Secretary Buttigieg, and the entire administration for their continued prioritization of intercity passenger rail and Amtrak funding. However, we note that the additional funding that Amtrak is requesting and that Congress authorized would 1) ensure that we can build on the Infrastructure Investment and Jobs Act's (IIJA's) goals of replacing our obsolete assets and 2) allow Amtrak to begin modernizing the nation's passenger rail network, including by improving Long-Distance service; reducing trip times on the Northeast Corridor (NEC); and enhancing key elements of customer experience, consistent with our goal of providing high-quality service.

Below are a few key proposals in the president's budget request (PBR) on which Amtrak will share our views:

- **Reimbursements** – The Federal Railroad Administration (FRA) highlighted current and previous processes for disbursing grant funding to Amtrak, and raised the prospect of modifying the payment process if necessary. Amtrak strongly believes it is our responsibility to be good stewards of taxpayers' investment and has worked diligently with the FRA to build an effective structure to support grant disbursement. Amtrak is not in favor of changing the current processes and is concerned that any unilateral modifications to the Amtrak grant disbursement process could inhibit our ability to efficiently and effectively deliver our train service and our capital projects, partner with states and commuter agencies, and/or prudently manage our cash. In addition, creating additional red tape and bureaucracy could 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.
- **NEC / National Network Split** – The Administration's proposed funding split between the NEC and National Network accounts is insufficient to support important NEC modernization projects of the kind described in "Modernization Initiatives" elsewhere in this tab. Amtrak has identified opportunities to improve (rather than simply sustain) service along the NEC by, for instance, increasing speeds and reducing trip times; by investing in stations to improve customer experience and connectivity; and by exploring promising new project delivery models that could reduce costs and speed up timelines for delivery of important capital projects. Making these investments to the NEC will require additional resources, above and beyond the level proposed in the PBR.
- **Corridor Development** – The Administration proposes amending the just-passed IIJA to limit the amount of Amtrak's National Network grant that the company can use for corridor development

(which includes most forms of service expansion) to only \$100 million. Amtrak disagrees with this proposal and continues to support current law, which authorizes the company to use up to 10% of its National Network grant funding for this purpose, which would give us flexibility to support jump-starting multiple corridor development initiatives when suitable opportunities arise (consistent with FRA's selections via the IIJA-created Corridor Identification & Development Program).

- **Workforce Development** – The Administration proposes that the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program support workforce capacity by dedicating \$5 million of CRISI funding for a new National Railroad Institute and \$5 million for a Railroad Workforce Development Program. Amtrak agrees that workforce capacity 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 has also proposed that FRA be provided with federal funding to support similar workforce development initiatives via the FRA Research and Development (R&D) account (see “Additional Funding Requests” and “FY 24 Bill & Report Language Requests” in tab IV).

Grant Request FAQ

Nationwide intercity passenger rail service requires public investment; Amtrak is committed to helping taxpayers understand what their dollars buy. Below are answers to questions that we commonly receive from members of Congress, their staffs, and the general public. Additional, general information about Amtrak can be found in “About Amtrak” and “How Amtrak Benefits America” in tab VII.

* * *

What is Amtrak requesting?

Amtrak is requesting that Congress provide \$3.650 billion in annual grant funding for the company in FY 24. This amount matches the total level that Congress recommended in the most recent reauthorization of Amtrak’s grants, and would take the form of a \$1.700 billion Northeast Corridor grant (for activities associated with the Boston-to-Washington Northeast Corridor) and a separate \$1.950 billion National Network grant (for activities associated with the rest of Amtrak’s route network).

Why does Amtrak need this money?

Amtrak would use the requested FY 24 annual grant funding primarily to meet needs for which projected revenues are insufficient, and for which separate Infrastructure Investment and Jobs Act (IIJA) funding is not eligible to be used, including train operations, important routine maintenance and inspection work, and “baseline capital charge (BCC)” investments along the Northeast Corridor, among other priorities. Importantly, if Congress declines to provide a robust annual appropriation, we might not be able to sustain current service levels on the Northeast Corridor and National Network—and our progress towards other important goals (such as bringing key assets into a state of good repair) could be severely undermined.

Didn’t the IIJA (bipartisan infrastructure law) take care of Amtrak’s funding needs for years to come?

Unfortunately, no. While the IIJA provides historic levels of capital funding for Amtrak, Congress set clear ground rules for how those capital dollars can be used. By law, IIJA funding is reserved for specific categories of capital project (mostly repair or replacement of obsolete assets) and other clearly-identified purposes; in general, those IIJA dollars cannot be substituted for the annual grant funding necessary to operate trains and maintain the railroad each year. If Congress declines to provide Amtrak with a robust annual appropriation, the company might not be able to sustain current service levels on the Northeast Corridor and National Network—compromising the very foundation on which the IIJA seeks to build.

How does Amtrak’s FY 24 grant request compare to past years’ request?

By law, Amtrak’s annual grant requests must be based upon congressionally-authorized funding levels. Amtrak requested either the authorized level or, where applicable, an amount directly tied to the most recent authorized level, for each of FYs 18-23, and has done the same for FY 24.

Why is investment in Amtrak an effective use of public funds?

Every year, tens of millions of Americans rely on Amtrak to get them where they're going—and then carry them safely home. These trips are just as important as trips by highway, by airplane, by ferry, or by any of the other travel modes the federal government helps to support.

More generally, passenger rail plays a key role in the nation's intercity transportation system, offering a safe, reliable, and convenient alternative to travel by car or airplane. Amtrak's trains take vehicles off of congested highways; give options to those who cannot drive or fly; and offer a vital link to small and rural communities where there may not be another intercity travel mode. Short-distance trips are often trip time-competitive with air travel, and tend to deliver passengers directly to the urban centers where many of them are headed. Amtrak is sustainable (34% more energy-efficient than domestic air travel),⁹ accessible (we plan to spend more than \$1.4 billion on ADA-related projects in the coming years), and exceptionally safe (as a mode, passenger rail is almost seventeen times safer than car travel).¹⁰

Amtrak is also a powerful economic engine for the nation. The company produces direct user, safety, and emissions benefits worth \$2.0 billion per year, and its operations support another \$7.2 billion in annual economic activity. Importantly, these benefits are concentrated in local communities throughout the United States; for instance, in FY 22, 98% of Amtrak's purchase order procurement spending was domestic. Amtrak's operations also support well-paying, middle class jobs: that same year, the company paid out more than \$2.3 billion in salaries, wages, and benefits to its roughly 20,000 employees—and its operations support roughly 36,000 jobs in total.

For information on how Amtrak benefits a specific state, see "Selected Amtrak Impacts by State" in tab VII.

Doesn't Amtrak mostly benefit a handful of big cities? Why should anyone outside those places care?

Amtrak is America's Railroad: the company exists to serve the nation. In part, that means linking major urban centers—but our trains stop in every kind of community. One of Amtrak's statutory goals is "serving customers throughout the United States"; by law, this means "connecting urban and rural communities."¹¹ We are committed to providing all of our customers—urban and rural—with an easy, pleasant, high-quality experience.

In FY 22, Amtrak carried roughly twenty-three million passengers, from every walk of life; a substantial majority traveled on State-Supported or Long-Distance routes, which together pass through forty-five of the forty-eight contiguous states (and Washington, D.C.). All told, Amtrak's trains serve approximately 528 stations; most are in rural communities, towns, and smaller cities. In many of these places, Amtrak is residents' only non-car travel option; its trains offer these Americans an irreplaceable link to their families and friends; to jobs and economic opportunities; and to crucial services and resources.

⁹ Table 2.15, *Transportation Energy Data Book (Edition 39)*, Oak Ridge National Laboratory: bit.ly/41UxV1k.

¹⁰ (For passengers in the U.S., per passenger-mile; "Deaths by Transportation Mode," National Safety Council: bit.ly/3TgK5Oc.)

¹¹ [49 U.S.C. § 24101\(c\)\(13\)](https://www.uscourts.gov/49-U.S.C.-24101-c-13).

For information on how Amtrak benefits a specific state, see “Selected Amtrak Impacts by State” in tab VII.

Why doesn’t Amtrak earn a profit? Shouldn’t we just have whatever level of rail service private companies can feasibly deliver?

Around the world, almost every large-scale passenger railroad depends upon public funding.¹² This is because much of the value of passenger rail service accrues to the communities served in the form of less congestion, enhanced economic development, and environmental and quality-of-life benefits that can’t be captured through the fares charged to riders.

In the U.S., intercity passenger rail service was by the late 1960s consistently unprofitable; this change was due largely to the development (enabled by major federal investments) of commercial air transportation and interstate highways.¹³ At the time, many private railroads were required to provide passenger service, and were incurring huge losses as a result; this dynamic threatened the industry’s survival. In response, Congress established Amtrak to ensure the continued availability of intercity passenger service. As the Congressional Research Service has explained,

Amtrak was created because private-sector railroad companies in the United States lost money for decades operating intercity passenger rail service and wished to be relieved of the obligation to do so.¹⁴

Congress never seriously expected Amtrak to be profitable,¹⁵ in part because of the same realities that required its creation, and profitability is not one of Amtrak’s statutory goals; rather, Congress has directed the company to “provide modern, cost-efficient, and energy-efficient intercity rail passenger transportation throughout the United States,” and to use “its best business judgment in acting to maximize the benefits of Federal investments.”¹⁶

At one point, Amtrak was almost breaking even—right? Will the company ever get back to that point?

In FY 19, just prior to the COVID-19 pandemic, Amtrak recovered roughly 99% of its total operating costs from passenger revenues. Since then, much has changed. Enactment of the IIJA means the “capital delivery” part of Amtrak’s business is rapidly growing: as Congress intended, the company is using IIJA funding to undertake major capital investments. That growth is creating new costs that have to be considered “operating” costs rather than “capital” expenses under generally-accepted accounting principles (GAAP). While Amtrak’s ridership is approaching pre-pandemic levels, the company has lost years of ridership and revenue growth, and (like the rest of

¹² Many nominally-profitable passenger rail companies are not financially responsible for any of the infrastructure over which they operate—and maintaining railroad infrastructure is extremely capital-intensive. (By way of analogy: no intercity bus company could turn a profit if it had to fully fund highway maintenance.)

¹³ (Even when funding provided by the IIJA is taken into account, other modes of transportation, particularly highways, receive much higher levels of federal support than Amtrak.)

¹⁴ “Amtrak: Overview,” David Randall Peterman, Congressional Research Service, Sept. 28, 2017: [bit.ly/3We3DDU](https://www.crs.gov/congressional-research-service/reports-and-publications/product-details?id=45236).

¹⁵ “Amtrak Profitability: An Analysis of Congressional Expectations at Amtrak’s Creation,” David Randall Peterman, Congressional Research Service, June 26, 2002: [bit.ly/3Tha15H](https://www.crs.gov/congressional-research-service/reports-and-publications/product-details?id=45236).

¹⁶ [49 U.S.C. 24101\(c\)\(1\)](https://www.uscourts.gov/49-u-s-c-24101-c-1).

the travel industry) is experiencing a continuing reduction in high-revenue business travelers; at the same time, expenses have grown significantly due to inflation. As a result, operating costs are expected to continue to exceed revenues for the next several years on a consolidated basis — although our total adjusted operating loss is expected to lessen as we rebuild our business. In the long term, Amtrak seeks to regain the record-level financial performance exhibited just before the pandemic as the capital investments that Amtrak is making now will help the company to deliver a more valuable service; grow its market share; and generate much higher revenues while carrying many more passengers.

What safeguards are in place to ensure that public funding for Amtrak is used responsibly?

While operated and managed as a for-profit corporation, Amtrak is majority-owned by (and accountable to) the United States federal government; nearly all company directors are presidentially-appointed and Senate-confirmed, and the board engages with the general public at an annual meeting.

Precisely because the company relies on taxpayer support, it has put in place stringent internal controls to ensure that funding is put to its best and highest use, and to prevent both actual and apparent conflicts or improprieties; for instance, official company policy requires that the work of the Government Affairs and Corporate Communications Department be funded exclusively by non-federal sources like ticket revenue, to avoid the appearance of taxpayer dollars being used in a way that affects policy outcomes.

Moreover, Congress has prescribed a clear mission and goals for Amtrak, codified in law at 49 U.S.C. § 24101, and annual appropriations are made available only subject to detailed grant agreements containing extensive transparency and accountability requirements. The company is also subject to robust additional oversight by elements of both the executive and legislative branches of the federal government, including the Federal Railroad Administration (FRA), multiple congressional committees, and an embedded Office of Inspector General (OIG), which is tasked with promoting efficiency and preventing fraud or abuse.

Finally, by law, independently-audited, GAAP-compliant information on Amtrak’s financial performance is published annually, and reports containing substantial additional information on the company’s performance are available at www.amtrak.com/reports.

Is there some other way Congress could help Amtrak instead of providing funds?

There is no substitute for robust annual grant funding, and there is no way of avoiding major adverse effects if adequate funding is not provided. However, there are many policy changes that Congress could make in addition to providing robust funding, and some of these changes could reduce (but not eliminate) Amtrak’s funding needs over time. Information on constructive, cost-saving policy changes can be found in “FY 24 Bill & Report Language Requests” and “General Rail Policy Requests” in tab IV.

Where can I learn more about how Amtrak benefits America?

Information about Amtrak and how the company benefits America can be found in “About Amtrak,” “How Amtrak Benefits America,” and “Selected Amtrak Impacts by State,” all in tab VII.

Additional high-level information is available in Amtrak's most recent "company profile," available at: bit.ly/3TR2sIP; detailed state-by-state overviews of Amtrak's operations and impacts are available in the company's annual state fact sheets, available at: bit.ly/3gWa7qB.

II. Northeast Corridor - Detailed Request

Introduction to the Northeast Corridor Grant Request

Amtrak’s NEC account records “financial sources and uses associated with the business activities on the Northeast Corridor main line (NEC) between Boston, Massachusetts, and the District of Columbia, and the proportional share of facilities and services used to operate and maintain that line”;¹⁷ effectively, the NEC grant is for “activities associated with” that account.¹⁸ This tab shows how Amtrak’s FY 24 NEC annual grant request would be allocated across the asset lines prescribed by 49 U.S.C. § 24320. (Asset lines are “the business activities and resources required to manage Amtrak’s assets and deliver the needs of the Service Lines”;¹⁹ a more detailed explanation of that concept, and of each individual line, of can be found in “Explanation of Account Structure, Asset Lines, & Service Lines” in tab VII.)

* * *

Overview of the Northeast Corridor

Fig. 2.1: Northeast Corridor: Recent & Projected Results						
Service Line	Metric	FY 19 <i>Actual</i>	FY 21 <i>Actual</i>	FY 22 <i>Actual</i>	FY 23 <i>Plan</i>	FY 24 <i>Projected</i>
NEC Service Line (NECSL)	Ridership	12.5	4.4	9.2	11.6	12.6
	Gross Ticket Revenue	\$1,321.6	\$342.9	\$906.2	\$1,197.7	\$1,432.5
	Total Operating Revenue	\$1,376.6	\$367.6	\$945.5	\$1,240.3	\$1,485.6
	Adjusted Operating Earnings	\$568.5	(\$345.1)	\$0.0	\$117.4	\$215.3
	Cost Recovery Ratio (Operations)	170%	52%	100%	110%	117%
	Capital Expenditure	\$435.5	\$717.0	\$795.7	\$1,351.5	\$2,118.2

All non-percentage figures in millions. Table shows results for NEC service line only, and does not include results from other service lines recorded within Amtrak’s NEC account. “Cost recovery ratio” is share of operating expense covered by operating revenue.

In different contexts, the term “Northeast Corridor” means different things:²⁰

- The NEC (also “NEC main line” or “NEC spine”) is a 457-mile electrified rail corridor connecting major metropolitan areas in the Northeastern U.S., including Boston, New York, Philadelphia, Baltimore, and Washington, D.C. This corridor is mostly owned and maintained by Amtrak, and Amtrak controls train dispatching along most of its length. For the purposes of NEC Commission activities related to Sec. 212 of the Passenger Rail Investment and Improvement Act (PRIIA), the

¹⁷ “Amtrak Account Structure Overview: Methodology and Definitions,” Federal Railroad Administration, Oct. 2018; bit.ly/3SPDMz5.

¹⁸ Sec. 22101(a) of Div. B of IJIA (P.L. 117-58).

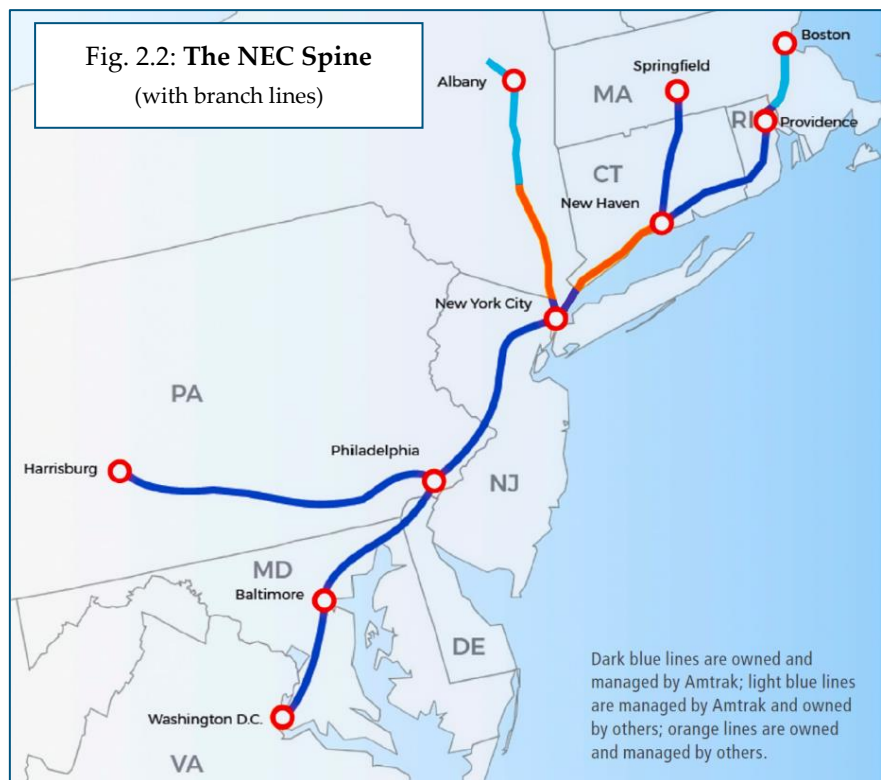
¹⁹ “Amtrak Account Structure Overview: Methodology and Definitions,” Federal Railroad Administration, Oct. 2018; bit.ly/3SPDMz5.

²⁰ (For additional information, see “Explanation of Account Structure, Asset Lines, & Service Lines” in tab VII.)

NEC can also be understood to include three branch lines connecting the main line to Harrisburg, PA; Springfield, MA; and Spuyten Duyvil, NY.

- Amtrak’s **NEC service line** (or “NECSL”) is the part of the company that “provides intercity rail passenger transportation along the NEC [main line].”²¹ The NECSL is focused on Amtrak train operations along the Corridor, and bears operating and capital costs that support those operations; a separate “Infrastructure Access” service line is responsible for NEC capital projects and asset management relating to other (e.g., commuter) railroads’ use of the physical NEC.
- Amtrak’s **NEC account** records “financial sources and uses associated with the business activities on the Northeast Corridor main line (NEC) [...] and the proportional share of facilities and services used to operate and maintain that line.”²² Amtrak’s NEC account includes the financial activities of both 1) Amtrak’s NEC service line, and 2) activities by Amtrak’s Infrastructure Access and Ancillary service lines that relate to the physical NEC or the provision of NECSL service.

The physical NEC hosts Amtrak’s *Northeast Regional* service and its flagship *Acela* trains, which reach speeds of 150 miles per hour and can be as much as 73% less carbon-intensive than flying; many State-Supported and Long-Distance trains also traverse parts of the Corridor. More broadly, the NEC is—by far—the busiest rail corridor in the Western Hemisphere, hosting more than 2,000 passenger trains on a typical pre-pandemic weekday (including both Amtrak’s intercity trains and shorter-distance services operated by commuter railroads). In normal times, these trains carry more than 800,000 passengers per weekday (roughly 260 million per year),²³ and pre-pandemic NEC commuters contributed more than \$50 billion annually to the United States’ gross domestic product.²⁴



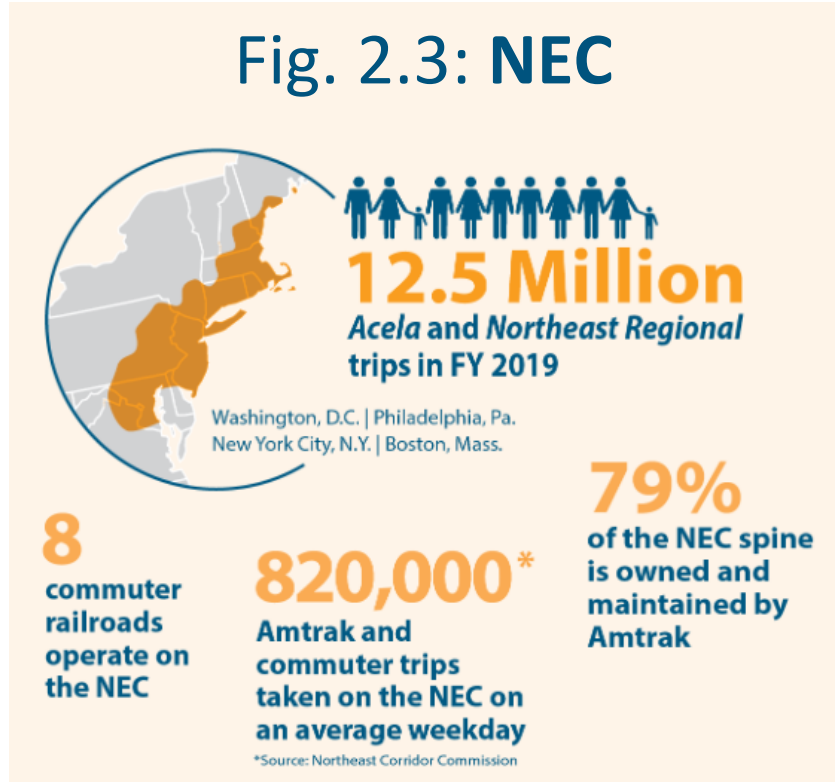
²¹ “Amtrak Account Structure Overview: Methodology and Definitions,” Federal Railroad Administration, Oct. 2018; [bit.ly/3SPDMz5](https://www.fra.dot.gov/AMTRAK/3SPDMz5).

²² *Ibid.*

²³ “The Northeast Corridor Commission,” NEC Commission, acc. Mar. 2023; [bit.ly/3yOKFsF](https://www.neccommission.gov/3yOKFsF).

²⁴ “The Northeast Corridor and the American Economy,” NEC Commission, Apr. 2014; [bit.ly/2WtjCY](https://www.neccommission.gov/2WtjCY).

The NEC is also a hugely complex, capital-intensive system that spans many jurisdictions; via a coordinating body called the Northeast Corridor Commission, Amtrak works closely with states, commuter railroads, and the Federal Railroad Administration to ensure that the NEC operates smoothly and is adequately maintained. While the NEC has many users, Amtrak is the corridor’s majority owner and maintainer; this means the company has substantial financial responsibility for ensuring that the NEC remains a safe and efficient artery for both passenger and freight



transportation. Achieving that goal requires major investments: much NEC infrastructure was originally built in the nineteenth century and has outlasted its intended service life by many decades. The NEC Commission estimates that the corridor requires \$78.7 billion in state-of-good-repair (SOGR) capital investment over the next fifteen years, including \$41.8 billion to address the major projects backlog (e.g., bridge and tunnel replacement);²⁵ at present, funding has been identified for just a portion of these needs.

Amtrak’s FY 24 NEC annual grant funding is authorized to be used “for activities associated with the Northeast Corridor.”²⁶

Fig. 2.4: Amtrak’s FY 24 NEC Annual Grant Request

Grant Category	Base Needs	Modernization	Total
Operating	—	—	—
Debt	\$109,200,000	—	\$109,200,000
Capital	\$1,020,392,101	\$475,000,000	\$1,495,392,101
Contingency	\$83,962,231	—	\$83,962,231
Takedowns (by DOT/FRA)	\$11,850,000	—	\$11,850,000
Total	\$1,225,404,332	\$475,000,000	\$1,700,404,332

²⁵ “NEC Capital Investment Plan: Fiscal Years 2023-2027,” NEC Commission, Oct. 2022; bit.ly/3zPp2jX.

²⁶ Sec. 22101(a) of Div. B of IIJA (P.L. 117-58).

Transportation (NEC)

**Fig. 2.5: Summary of All Planned FY 24 Expenditures,
Transportation (NEC) Asset Line**

FY 24 Annual Grant (subtotal)	\$117,050,751
<i>for Base Needs</i>	\$97,050,751
<i>for Modernization</i>	\$20,000,000
IIJA Funding	—
Revenue & Other Sources	\$476,286,282
Total	\$593,337,032

The summary table above shows Amtrak’s total planned FY 24 NEC expenditures associated with the Transportation asset line, including how much would be supported by the annual grant, by IIJA funding, and by Amtrak revenue and other sources. The table below gives project- and program-level details.

**Fig. 2.6: All Planned FY 24 Expenditures,
Transportation (NEC) Asset Line**

Use	Annual Grant	IIJA Funding	Revenue & Other	Total
TOTAL, Base Needs (rows below)	\$97,050,751	—	\$476,286,282	\$573,337,032
Subtotal, Capital Expenditures (rows below)	\$13,088,520	—	\$8,871,964	\$21,960,484
<i>Customer Experience Improvements - WiFi</i>	\$459,086	—	—	\$459,086
<i>Misc. Facility Investments</i>	—	—	\$179,398	\$179,398
<i>Misc. Railroad Infrastructure Investments</i>	\$7,249,174	—	—	\$7,249,174
<i>NEC Trip Time Reduction Project</i>	—	—	\$2,234,513	\$2,234,513
<i>Next-Gen Acela Investments (Includes Facilities)</i>	—	—	\$3,464,722	\$3,464,722
<i>Technology Investments to Support Customers, Train Operations, Safety, Security, & Corporate Functions</i>	\$2,710,881	—	\$993,041	\$3,703,922
<i>Other Capital Expenses</i>	\$2,669,378	—	\$2,000,290	\$4,669,668
Operating Expenditures	—	—	\$467,414,317	\$467,414,317
Debt Expenditures	—	—	—	—
Contingency	\$83,962,231	—	—	\$83,962,231
TOTAL, Modernization	\$20,000,000	—	—	\$20,000,000
GRAND TOTAL, EXPENDITURES	\$117,050,751	—	\$476,286,282	\$593,337,032

Projects / programs may not align with similarly-named projects / programs in past grant requests.

Equipment (NEC)

**Fig. 2.7: Summary of All Planned FY 24 Expenditures,
Equipment (NEC) Asset Line**

FY 24 Annual Grant (subtotal)	\$280,182,749
<i>for Base Needs</i>	\$260,182,749
<i>for Modernization</i>	\$20,000,000
IIJA Funding	\$70,211,846
Revenue & Other Sources	\$730,884,709
Total	\$1,081,279,303

The summary table above shows Amtrak’s total planned FY 24 NEC expenditures associated with the Equipment asset line, including how much would be supported by the annual grant, by IIJA funding, and by Amtrak revenue and other sources. The table below gives project- and program-level details.

**Fig. 2.8: All Planned FY 24 Expenditures,
Equipment (NEC) Asset Line**

Use	Annual Grant	IIJA Funding	Revenue & Other	Total
TOTAL, Base Needs (rows below)	\$260,182,749	\$70,211,846	\$730,884,709	\$1,061,279,303
Subtotal, Capital Expenditures (rows below)	\$150,982,749	\$70,211,846	\$267,440,807	\$488,635,402
<i>ADA Equipment Investments</i>	—	\$639,041	—	\$639,041
<i>Airo (ICT / Amfleet Replace't) Investments (Includes Facilities)</i>	—	\$69,572,804	—	\$69,572,804
<i>Amfleet I Overhaul & Improvement</i>	\$14,834,339	—	\$10,692,578	\$25,526,918
<i>Amfleet II Overhaul & Improvement</i>	\$992,213	—	\$388,760	\$1,380,973
<i>Bear, Beech Grove, & Wilmington Facility Improvements</i>	—	—	\$1,274,151	\$1,274,151
<i>District-Specific Normalized Replacement / Infrastructure Renewal & Speed Improvement</i>	\$14,268,086	—	\$179,929	\$14,448,015
<i>Engineering Equipment Investments</i>	\$79,128,434	—	—	\$79,128,434
<i>Equipment Innovation to Achieve Net-Zero GHG Emissions</i>	\$3,080,989	—	—	\$3,080,989
<i>Locomotive Life Cycle Preventive Maintenance</i>	\$7,300,453	—	\$1,087,074	\$8,387,527
<i>Locomotives & Rolling Stock Investments (Misc.)</i>	\$609,278	—	\$25,682,602	\$26,291,881
<i>Misc. Facility Investments</i>	\$5,224,936	—	\$31,192	\$5,256,128
<i>Next-Gen Acela Investments (Includes Facilities)</i>	—	—	\$225,235,501	\$225,235,501
<i>Reuse / Rehabilitate Mothballed or Wrecked Equipment</i>	\$1,941,000	—	—	\$1,941,000
<i>Safety Enhancements - Training</i>	\$202,143	—	—	\$202,143
<i>Sunnyside Yard Improvements (NY)</i>	\$1,851,005	—	—	\$1,851,005
<i>System Train Wash Upgrades</i>	\$3,913,799	—	—	\$3,913,799
<i>Technology Investments to Support Customers, Train Operations, Safety, Security, & Corporate Functions</i>	\$7,687,521	—	—	\$7,687,521
<i>Viewliner Overhaul & Improvement</i>	—	—	\$27,382	\$27,382
<i>Other Capital Expenditures</i>	\$9,948,552	—	\$2,841,637	\$12,790,190
Operating Expenditures	—	—	\$365,228,901	\$365,228,901
Debt Expenditures	\$109,200,000	—	\$98,215,000	\$207,415,000
Contingency	—	—	—	—
TOTAL, Modernization	\$20,000,000	—	—	\$20,000,000
GRAND TOTAL, EXPENDITURES	\$280,182,749	\$70,211,846	\$730,884,709	\$1,081,279,303

Projects / programs may not align with similarly-named projects / programs in past grant requests.

Infrastructure (NEC)

**Fig. 2.9: Summary of All Planned FY 24 Expenditures,
Infrastructure (NEC) Asset Line**

FY 24 Annual Grant (subtotal)	\$843,537,969
<i>for Base Needs</i>	\$611,037,969
<i>for Modernization</i>	\$232,500,000
IIJA Funding	\$202,854,378
Revenue & Other Sources	\$2,470,300,363
Total	\$3,516,692,710

The summary table above shows Amtrak’s total planned FY 24 NEC expenditures associated with the Infrastructure asset line, including how much would be supported by the annual grant, by IIJA funding, and by Amtrak revenue and other sources. The table below gives project- and program-level details.

**Fig. 2.10: All Planned FY 24 Expenditures,
Infrastructure (NEC) Asset Line**

Use	Annual Grant	IIJA Funding	Revenue & Other	Total
TOTAL, Base Needs (rows below)	\$611,037,969	\$202,854,378	\$2,470,300,363	\$3,284,192,711
Subtotal, Capital Expenditures (rows below)	\$611,037,969	\$202,854,378	\$2,022,540,661	\$2,836,433,008
<i>Amtrak System Capital Renewal Program</i>	\$65,423,524	—	\$29,137,414	\$94,560,939
<i>Amtrak Police Dept. (APD) Security Enhancements</i>	\$5,085,523	—	\$721,707	\$5,807,229
<i>B&P Tunnel Replacement Program (Douglass Tunnel) (MD)</i>	\$6,343,868	\$73,170,322	\$658,532,900	\$738,047,090
<i>Corridor Investments: Long Island (NY)</i>	\$2,300,000	—	—	\$2,300,000
<i>District-Specific Normalized Replacement / Infrastructure Renewal & Speed Improvement</i>	\$110,132,012	\$1,020,000	\$65,894,838	\$177,046,850
<i>Environmental Protections & Remediations</i>	\$6,357,843	—	\$766,004	\$7,123,848
<i>Equipment Innovation to Achieve Net-Zero GHG Emissions</i>	\$140,111	—	—	\$140,111
<i>Gateway Program - Hudson Tunnel (NY)</i>	\$36,163,566	\$362,740	\$188,628,055	\$225,154,361
<i>Gateway Program - Portal North Bridge Construction (NJ)</i>	\$97,833,919	—	\$44,698,014	\$142,531,933
<i>Gateway Program - Misc. Other (NY/NJ)</i>	\$8,378,598	\$28,019,237	\$280,691,353	\$317,089,188
<i>Interlocking (Switch & Signal) Investments</i>	\$8,948,563	\$1,500,000	\$66,994,131	\$77,442,694
<i>Misc. Facility Investments</i>	\$1,709,020	\$810,000	\$8,370,309	\$10,889,329
<i>Misc. Railroad Infrastructure Investments</i>	\$95,490,195	\$4,831,775	\$97,290,313	\$197,612,284
<i>New Haven-to-Providence HSR Investments (CT/RI)</i>	\$400,000	\$230,000	\$2,070,000	\$2,700,000
<i>New York Tunnels Rehabilitation</i>	\$1,019,065	\$29,808,592	\$275,298,855	\$306,126,512
<i>NYC Penn. Station Improvements</i>	\$2,630,535	\$16,834,195	\$126,006,730	\$145,471,460
<i>Replacement / Rehab of Maryland Bridges</i>	\$13,077,588	\$2,826,719	\$43,133,679	\$59,037,987
<i>Technology Investments to Support Customers, Train Operations, Safety, Security, & Corporate Functions</i>	\$89,581,496	—	—	\$89,581,496
<i>Transforming Rail in Virginia</i>	\$4,936,487	—	—	\$4,936,487
<i>Washington Union Station Improvements (DC)</i>	\$2,818,840	\$590,000	\$5,310,000	\$8,718,840
<i>Other Capital Expenditures</i>	\$52,267,213	\$42,850,798	\$128,996,359	\$224,114,369
Operating Expenditures	—	—	\$447,759,702	\$447,759,702
Debt Expenditures	—	—	—	—
Contingency	—	—	—	—
TOTAL, Modernization	\$232,500,000	—	—	\$232,500,000
GRAND TOTAL, EXPENDITURES	\$843,537,969	\$202,854,378	\$2,470,300,363	\$3,516,692,710

Projects / programs may not align with similarly-named projects / programs in past grant requests.

Stations (NEC)

**Fig. 2.11: Summary of All Planned FY 24 Expenditures,
Stations (NEC) Asset Line**

FY 24 Annual Grant <i>(subtotal)</i>	\$339,022,145
<i>for Base Needs</i>	\$156,522,145
<i>for Modernization</i>	\$182,500,000
IIJA Funding	\$13,756,886
Revenue & Other Sources	\$383,195,350
Total	\$735,974,381

The summary table above shows Amtrak’s total planned FY 24 NEC expenditures associated with the Stations asset line, including how much would be supported by the annual grant, by IIJA funding, and by Amtrak revenue and other sources. The table below gives project- and program-level details.

**Fig. 2.12: All Planned FY 24 Expenditures,
Stations (NEC) Asset Line**

Use	Annual Grant	IIJA Funding	Revenue & Other	Total
TOTAL, Base Needs <i>(rows below)</i>	\$156,522,145	\$13,756,886	\$383,195,350	\$553,474,381
Subtotal, Capital Expenditures <i>(rows below)</i>	\$156,522,145	\$13,756,886	\$256,710,269	\$426,989,300
<i>ADA Stations & Technology Investments</i>	—	\$8,854,136	—	\$8,854,136
<i>Antrak Police Dept. (APD) Security Enhancements</i>	\$71,292	—	\$654,312	\$725,604
<i>Baltimore Penn. Station Improvements (MD)</i>	—	\$847,156	\$57,526,879	\$58,374,034
<i>Customer Experience Improvements - WiFi</i>	\$520,844	—	—	\$520,844
<i>Misc. Facility Investments</i>	\$727,083	—	—	\$727,083
<i>Misc. Railroad Infrastructure Investments</i>	\$13,586	—	\$122,271	\$135,857
<i>Misc. Station Improvements</i>	\$4,408,014	—	\$693,347	\$5,101,361
<i>Newark Penn. Station Improvements (NJ)</i>	\$544,638	—	—	\$544,638
<i>Next-Gen Acela Investments (Includes Facilities)</i>	\$18,851,957	—	\$19,954,562	\$38,806,519
<i>NYC Penn. Station Improvements</i>	\$25,453,562	—	\$61,117,244	\$86,570,806
<i>Philadelphia W. H. Gray 30th St. Station Improvements (PA)</i>	\$23,674,746	—	\$74,632,286	\$98,307,032
<i>Technology Investments to Support Customers, Train Operations, Safety, Security, & Corporate Functions</i>	\$43,401,034	—	—	\$43,401,034
<i>Washington Union Station Improvements (DC)</i>	\$38,605,884	\$4,055,594	\$42,009,367	\$84,670,845
<i>Other Capital Expenditures</i>	\$249,507	—	—	\$249,507
Operating Expenditures	—	—	\$126,485,081	\$126,485,081
Debt Expenditures	—	—	—	—
Contingency	—	—	—	—
TOTAL, Modernization	\$182,500,000	—	—	\$182,500,000
GRAND TOTAL, EXPENDITURES	\$339,022,145	\$13,756,886	\$383,195,350	\$735,974,381

Projects / programs may not align with similarly-named projects / programs in past grant requests.

National Assets & Corporate Services (NEC)

**Fig. 2.13: Summary of All Planned FY 24 Expenditures,
National Assets & Corp. Services (NEC) Asset Line**

FY 24 Annual Grant <i>(subtotal)</i>	\$108,760,718
<i>for Base Needs</i>	\$88,760,718
<i>for Modernization</i>	\$20,000,000
IIJA Funding	\$34,894,271
Revenue & Other Sources	\$542,912,036
Total	\$686,567,024

The summary table above shows Amtrak’s total planned FY 24 NEC expenditures associated with the National Assets & Corporate Services asset line, including how much would be supported by the annual grant, by IIJA funding, and by Amtrak revenue and other sources. The table below gives project- and program-level details.

**Fig. 2.14: All Planned FY 24 Expenditures,
National Assets & Corp. Services (NEC) Asset Line**

Use	Annual Grant	IIJA Funding	Revenue & Other	Total
TOTAL, Base Needs <i>(rows below)</i>	\$88,760,718	\$34,894,271	\$542,912,036	\$666,567,024
Subtotal, Capital Expenditures <i>(rows below)</i>	\$88,760,718	\$34,894,271	—	\$123,654,988
<i>ADA Stations & Technology Investments</i>	\$308,758	—	—	\$308,758
<i>Amtrak Police Dept. (APD) Security Enhancements</i>	\$6,139,443	—	—	\$6,139,443
<i>Customer Experience Improvements - Food & Beverage</i>	\$1,125,452	—	—	\$1,125,452
<i>Customer Experience Improvements - Stations Hardware</i>	\$306,520	—	—	\$306,520
<i>Customer Experience Improvements - WiFi</i>	\$2,116,463	—	—	\$2,116,463
<i>Misc. Facility Investments</i>	\$3,683,265	—	—	\$3,683,265
<i>Safety Enhancements - Training</i>	\$18,000,151	—	—	\$18,000,151
<i>Other Capital Expenditures</i>	\$57,080,665	\$34,894,271	—	\$91,974,936
Operating Expenditures	—	—	\$542,912,036	\$542,912,036
Debt Expenditures	—	—	—	—
Contingency	—	—	—	—
TOTAL, Modernization	\$20,000,000	—	—	\$20,000,000
GRAND TOTAL, EXPENDITURES	\$108,760,718	\$34,894,271	\$542,912,036	\$686,567,024

Projects / programs may not align with similarly-named projects / programs in past grant requests.

III. National Network - Detailed Request

Introduction to the National Network Grant Request

Amtrak’s National Network account records “financial sources and uses associated with the business activities on the national rail passenger transportation system, and the proportional share of facilities and services used to operate and maintain that system, exclusive of the NEC”;²⁷ effectively, the National Network grant is for “activities associated with” that account.²⁸ This tab shows how Amtrak’s FY 24 National Network annual grant request would be allocated across the asset lines prescribed by 49 U.S.C. § 24320. (Asset lines are “the business activities and resources required to manage Amtrak’s assets and deliver the needs of the Service Lines”;²⁹ a more detailed explanation of that concept, and of each individual line, can be found in “Explanation of Account Structure, Asset Lines, & Service Lines” in tab VII.)

* * *

Overview of the National Network

Fig. 3.1: National Network: Recent & Projected Results						
Service Line	Metric	FY 19 <i>Actual</i>	FY 21 <i>Actual</i>	FY 22 <i>Actual</i>	FY 23 <i>Plan</i>	FY 24 <i>Projected</i>
State-Supported (SSSL)	Ridership	15.4	5.5	10.2	13.5	15.4
	Gross Ticket Revenue	\$533.3	\$209.3	\$360.0	\$433.7	\$495.3
	Total Operating Revenue	\$806.4	\$582.9	\$718.9	\$783.2	\$872.6
	Adjusted Operating Earnings	(\$57.9)	(\$105.6)	(\$185.0)	(\$223.6)	(\$128.1)
	Cost Recovery Ratio (Operations)	93%	85%	80%	78%	87%
	Capital Expenditure	\$237.6	\$334.8	\$423.3	\$828.2	\$1,009.3
Long-Distance (LDSL)	Ridership	4.6	2.2	3.5	4.1	4.3
	Gross Ticket Revenue	\$499.4	\$330.7	\$509.3	\$579.3	\$652.3
	Total Operating Revenue	\$537.6	\$350.7	\$534.6	\$608.5	\$689.8
	Adjusted Operating Earnings	(\$474.7)	(\$501.1)	(\$562.9)	(\$604.7)	(\$504.5)
	Cost Recovery Ratio (Operations)	53%	41%	49%	50%	58%
	Capital Expenditure	\$474.7	\$455.1	\$473.5	\$525.9	\$699.9

All non-percentage figures in millions. Table shows results for State-Supported and Long-Distance service lines only, and does not include results from other service lines recorded within Amtrak’s National Network account. “Cost recovery ratio” is share of operating expense covered by operating revenue.

²⁷ “Amtrak Account Structure Overview: Methodology and Definitions,” Federal Railroad Administration, Oct. 2018; bit.ly/3SPDMz5.

²⁸ Sec. 22101(b) of Div. B of IJA (P.L. 117-58).

²⁹ “Amtrak Account Structure Overview: Methodology and Definitions,” Federal Railroad Administration, Oct. 2018; bit.ly/3SPDMz5.

Prior to enactment of the Fixing America’s Surface Transportation (FAST) Act in 2015, “National Network” was sometimes used as an unofficial descriptor of what are now Amtrak’s Long-Distance routes. Today, the term “National Network” can mean different things in different contexts:³⁰

- In reference to Amtrak operations, “**National Network**” typically means the company’s two non-NEC operating service lines—State-Supported (SSSL) and Long-Distance (LDSL)—in combination. The SSSL is the part of the company that “provides intercity rail passenger service and supporting services under contract to States on corridor routes of not more than 750 miles”³¹; the LDSL is the part of the company that “provides intercity rail passenger service on routes of more than 750 miles.”³² (Routes comprising the National Network are shown in figure 3.2, below.)
- In accounting contexts, “National Network” often refers to Amtrak’s **National Network account**, which records “financial sources and uses associated with the business activities on the national rail passenger transportation system [...] and the proportional share of facilities and services used to operate and maintain that system, exclusive of the NEC.”³³ Amtrak’s National Network account includes, for accounting purposes, the financial activities of both 1) Amtrak’s SSSL and LDSL service lines, and 2) activities by Amtrak’s Infrastructure Access and Ancillary service lines, if (in general) those activities do not relate to the physical NEC or the provision of NECSL service.

National Network service comprises more than forty Long-Distance and State-Supported routes, which together pass through forty-five of the fifty states:

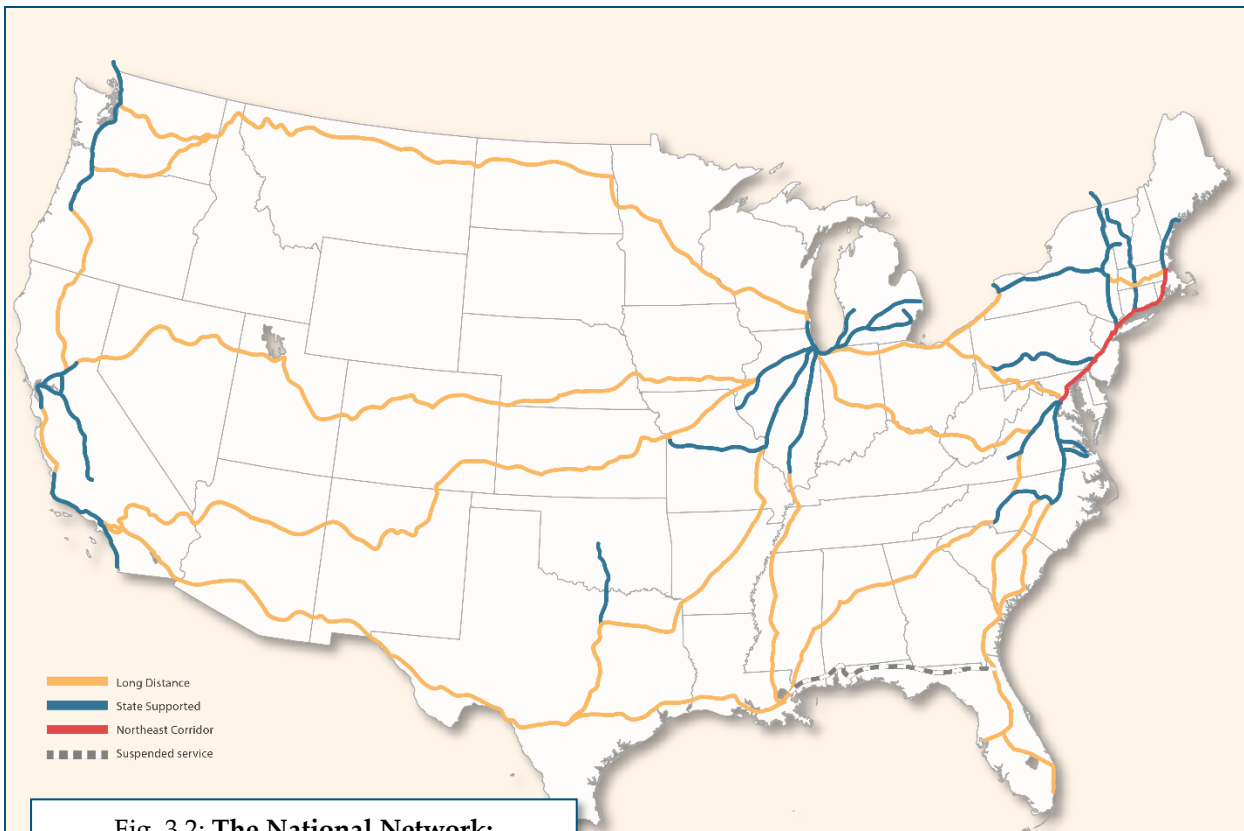
- **Long-Distance** — Amtrak’s fifteen Long-Distance routes are those of at least 750 miles in length, generally operated over unelectrified “host railroad” tracks, for which the federal government provides operating support. These routes typically span multiple regions, connecting both major urban centers and rural communities in between; for instance, the *Empire Builder* stops in both Chicago (population: 2,746,388) and Rugby, North Dakota (population: 2,509).
- **State-Supported** — The company’s roughly twenty-eight State-Supported routes are corridor routes less than 750 miles in length, also generally operated over unelectrified “host railroad” tracks, for which a sponsoring state or states work with Amtrak to determine the exact route, station stops, and service frequency, and for which those states provide operating support. (Some states also own their own rolling stock.) These routes generally connect clusters of cities within a single region.

³⁰ (For additional information, see “Explanation of Account Structure, Asset Lines, & Service Lines” in tab VII.)

³¹ “Amtrak Account Structure Overview: Methodology and Definitions,” Federal Railroad Administration, Oct. 2018; bit.ly/3SPDMz5.

³² *Ibid.*

³³ *Ibid.*



**Fig. 3.2: The National Network:
Map & Key Stats**

 National Network shown in yellow (Long-Distance) and blue (State-Supported). If a State-Supported route and Long-Distance route serve the same segment, that segment is shown only in blue. If the NEC and either a State-Supported or a Long-Distance route serve the same segment, that segment is shown only in red.

State-Supported



15.4 Million
trips in FY 2019

20
agencies

Long-Distance



4.6 Million
trips in FY 2019

14%
total Amtrak
ridership

5 State Supported routes with



1 Million+
trips in FY 2019

15
Long Distance
train routes



21%
of total Amtrak
ticket revenue

28
routes

lengths up to

704
miles

Because Amtrak does not own or maintain most of the infrastructure over which Long-Distance and State-Supported trains travel, the National Network account typically requires less capital support than the NEC account in each year’s annual grant; conversely, the National Network generally requires more operating support.

Together, National Network routes account for roughly sixty percent of Amtrak’s total intercity ridership—and State-Supported routes, in particular, provide the template for future service expansion: new routes established using Infrastructure Investment and Jobs Act (IIJA) competitive grant funding will be partnerships between Amtrak and states, entities implementing interstate compacts, and/or other eligible entities.

Amtrak’s FY 24 National Network annual grant funding is authorized to be used “for activities associated with the National Network.”³⁴

Fig. 3.3: Amtrak’s FY 24 NN Annual Grant Request by Grant Category

Grant Category	Base Needs	Modernization	Total
Operating Expenses	\$682,300,466	—	\$682,300,466
Debt Service	\$78,000	—	\$78,000
Capital	\$617,504,972	\$552,600,000	\$1,170,104,972
Contingency	\$83,962,231	—	\$83,962,231
Takedowns (by DOT/FRA)	\$13,150,000	—	\$13,150,000
Total	\$1,396,995,669	\$552,600,000	\$1,949,595,669

³⁴ Sec. 22101(a) of Div. B of IIJA (P.L. 117-58).

Transportation (NN)

**Fig. 3.4: Summary of All Planned FY 24 Expenditures,
Transportation (NN) Asset Line**

Fig. 3.4: Summary of All Planned FY 24 Expenditures, Transportation (NN) Asset Line	
FY 24 Annual Grant (subtotal)	\$54,400,901
<i>for Base Needs</i>	<i>\$39,400,901</i>
<i>for Modernization</i>	<i>\$15,000,000</i>
IIJA Funding	—
Revenue & Other Sources	\$1,153,852,851
Total	\$1,208,253,752

The summary table above shows Amtrak’s total planned FY 24 National Network expenditures associated with the Transportation asset line, including how much would be supported by the annual grant, by IIJA funding, and by Amtrak revenue and other sources. The table below gives project- and program-level details.

**Fig. 3.5: All Planned FY 24 Expenditures,
Transportation (NN) Asset Line**

Fig. 3.5: All Planned FY 24 Expenditures, Transportation (NN) Asset Line				
Use	Annual Grant	IIJA Funding	Revenue & Other	Total
TOTAL, Base Needs (rows below)	\$39,400,901	—	\$1,153,852,851	\$1,193,253,752
Subtotal, Capital Expenditures (rows below)	\$18,410,343	—	\$5,505,679	\$23,916,022
<i>Customer Experience Improvements - WiFi</i>	<i>\$7,353,163</i>	—	—	<i>\$7,353,163</i>
<i>Misc. Facility Investments</i>	—	—	<i>\$698,024</i>	<i>\$698,024</i>
<i>Misc. Railroad Infrastructure Investments</i>	<i>\$1,656,440</i>	—	—	<i>\$1,656,440</i>
<i>Technology Investments to Support Customers, Train Operations, Safety, Security, & Corporate Functions</i>	<i>\$6,414,119</i>	—	<i>\$114,709</i>	<i>\$6,528,828</i>
<i>Other Capital Expenses</i>	<i>\$2,986,622</i>	—	<i>\$4,692,946</i>	<i>\$7,679,568</i>
Operating Expenditures	—	—	\$1,148,347,172	\$1,148,347,172
Debt Expenditures	—	—	—	—
Contingency	\$20,990,558	—	—	\$20,990,558
TOTAL, Modernization	\$15,000,000	—	—	\$15,000,000
GRAND TOTAL, EXPENDITURES	\$54,400,901	—	\$1,153,852,851	\$1,208,253,752

Projects / programs may not align with similarly-named projects / programs in past grant requests.

Equipment (NN)

**Fig. 3.6: Summary of All Planned FY 24 Expenditures,
Equipment (NN) Asset Line**

FY 24 Annual Grant (subtotal)	\$767,204,138
<i>for Base Needs</i>	\$685,346,138
<i>for Modernization</i>	\$81,858,000
IJJA Funding	\$159,204,835
Revenue & Other Sources	\$182,579,963
Total	\$1,108,988,936

The summary table above shows Amtrak’s total planned FY 24 National Network expenditures associated with the Equipment asset line, including how much would be supported by the annual grant, by IJJA funding, and by Amtrak revenue and other sources. The table below gives project- and program-level details.

**Fig. 3.7: All Planned FY 24 Expenditures,
Equipment (NN) Asset Line**

Use	Annual Grant	IJJA Funding	Revenue & Other	Total
TOTAL, Base Needs (rows below)	\$685,346,138	\$159,204,835	\$182,579,963	\$1,027,130,936
Subtotal, Capital Expenditures (rows below)	\$151,863,782	\$159,204,835	\$153,997,174	\$465,065,791
<i>ADA Equipment Investments</i>	—	\$4,935,840	—	\$4,935,840
<i>Airo (ICT / Amfleet Replace't) Investments (Includes Facilities)</i>	—	\$102,713,626	—	\$102,713,626
<i>Amfleet I Overhaul & Improvement</i>	\$21,105,834	—	\$15,580,846	\$36,686,680
<i>Amfleet II Overhaul & Improvement</i>	\$9,985,337	—	\$7,511,919	\$17,497,256
<i>Bear, Beech Grove, & Wilmington Facility Improvements</i>	—	—	\$2,375,996	\$2,375,996
<i>District-Specific Normalized Replacement / Infrastructure Renewal & Speed Improvement</i>	\$23,724,493	—	\$10,811	\$23,735,304
<i>Engineering Equipment Investments</i>	\$32,312,594	—	—	\$32,312,594
<i>Equipment Innovation to Achieve Net-Zero GHG Emissions</i>	\$748,534	—	—	\$748,534
<i>Locomotive Life Cycle Preventive Maintenance</i>	\$20,134,719	—	\$17,301,070	\$37,435,789
<i>Locomotives & Rolling Stock Investments (Misc.)</i>	\$977,424	—	\$31,563,395	\$32,540,819
<i>Misc. Facility Investments</i>	\$14,985,160	—	\$1,052,116	\$16,037,277
<i>Reuse / Rehabilitate Mothballed or Wrecked Equipment</i>	\$3,059,000	—	—	\$3,059,000
<i>Safety Enhancements - Training</i>	\$786,523	—	—	\$786,523
<i>Sunnyside Yard Improvements (NY)</i>	\$1,148,995	—	—	\$1,148,995
<i>Superliner I Overhaul & Improvement</i>	—	—	\$30,879,644	\$30,879,644
<i>Superliner II Overhaul & Improvement</i>	—	—	\$19,063,533	\$19,063,533
<i>System Train Wash Upgrades</i>	\$10,617,466	—	—	\$10,617,466
<i>Technology Investments to Support Customers, Train Operations, Safety, Security, & Corporate Functions</i>	\$1,912,479	—	—	\$1,912,479
<i>Viewliner Overhaul & Improvement</i>	—	—	\$1,189,938	\$1,189,938
<i>Other Capital Expenditures</i>	\$10,365,222	\$51,555,370	\$27,467,906	\$89,388,498
Operating Expenditures	\$512,413,798	—	\$28,582,789	\$540,996,587
Debt Expenditures	\$78,000	—	—	\$78,000
Contingency	\$20,990,558	—	—	\$20,990,558
TOTAL, Modernization	\$81,858,000	—	—	\$81,858,000
GRAND TOTAL, EXPENDITURES	\$767,204,138	\$159,204,835	\$182,579,963	\$1,108,988,936

Projects / programs may not align with similarly-named projects / programs in past grant requests.

Infrastructure (NN)

**Fig. 3.8: Summary of All Planned FY 24 Expenditures,
Infrastructure (NN) Asset Line**

FY 24 Annual Grant (subtotal)	\$496,522,055
<i>for Base Needs</i>	\$270,914,055
<i>for Modernization</i>	\$225,608,000
IIJA Funding	\$55,206,059
Revenue & Other Sources	\$712,911,480
Total	\$1,264,639,595

The summary table above shows Amtrak’s total planned FY 24 National Network expenditures associated with the Infrastructure asset line, including how much would be supported by the annual grant, by IIJA funding, and by Amtrak revenue and other sources. The table below gives project- and program-level details.

**Fig. 3.9: All Planned FY 24 Expenditures,
Infrastructure (NN) Asset Line**

Use	Annual Grant	IIJA Funding	Revenue & Other	Total
TOTAL, Base Needs (rows below)	\$270,914,055	\$55,206,059	\$712,911,480	\$1,039,031,595
Subtotal, Capital Expenditures (rows below)	\$249,923,498	\$55,206,059	\$558,354,596	\$863,484,153
<i>Antrak System Capital Renewal Program</i>	\$41,541,019	—	\$22,414,393	\$63,955,412
<i>Antrak Police Dept. (APD) Security Enhancements</i>	\$5,692,771	—	—	\$5,692,771
<i>B&P Tunnel Replacement Program (Douglass Tunnel) (MD)</i>	\$739,764	\$8,532,456	\$76,792,105	\$86,064,325
<i>CHIP / Chicago Area Railroad Infrastructure Investments (IL)</i>	\$2,368,479	—	\$45,000,000	\$47,368,479
<i>District-Specific Normalized Replacement / Infrastructure Renewal & Speed Improvement</i>	\$31,666,659	—	\$67,618,387	\$99,285,047
<i>Environmental Protections & Remediations</i>	\$2,290,285	—	\$539,892	\$2,830,177
<i>Equipment Innovation to Achieve Net-Zero GHG Emissions</i>	\$559,889	—	—	\$559,889
<i>Gateway Program - Hudson Tunnel (NY)</i>	\$1,778,767	\$17,842	\$9,277,996	\$11,074,605
<i>Gateway Program - Portal North Bridge Construction (NJ)</i>	\$4,812,130	—	\$2,198,549	\$7,010,679
<i>Gateway Program - Misc. Other (NY/NJ)</i>	\$356,918	\$556,219	\$6,374,748	\$7,287,886
<i>Gulf Coast Service Restoration (LA/MS)</i>	\$2,700,000	—	—	\$2,700,000
<i>Interlocking (Switch & Signal) Investments</i>	\$717,705	—	\$9,881,548	\$10,599,254
<i>Michigan Line Infrastructure Investments (MI)</i>	\$500,000	—	—	\$500,000
<i>Misc. Railroad Infrastructure Investments</i>	\$62,102,530	\$1,803,390	\$45,396,242	\$109,302,162
<i>New York Tunnels Rehabilitation</i>	\$416,142	\$12,172,526	\$112,420,021	\$125,008,689
<i>Replacement / Rehab of Maryland Bridges</i>	\$1,847,408	\$399,317	\$6,093,288	\$8,340,013
<i>Sunnyside Yard Improvements (NY)</i>	\$1,750,061	—	\$2,237,918	\$3,987,979
<i>Technology Investments to Support Customers, Train Operations, Safety, Security, & Corporate Functions</i>	\$15,780,004	—	—	\$15,780,004
<i>Transforming Rail in Virginia</i>	\$52,313,513	—	—	\$52,313,513
<i>Other Capital Expenditures</i>	\$19,989,452	\$31,724,309	\$152,109,508	\$203,823,268
Operating Expenditures	—	—	\$154,556,884	\$154,556,884
Debt Expenditures	—	—	—	—
Contingency	\$20,990,558	—	—	\$20,990,558
TOTAL, Modernization	\$225,608,000	—	—	\$225,608,000
GRAND TOTAL, EXPENDITURES	\$496,522,055	\$55,206,059	\$712,911,480	\$1,264,639,595

Projects / programs may not align with similarly-named projects / programs in past grant requests.

Stations (NN)

**Fig. 3.10: Summary of All Planned FY 24 Expenditures,
Stations (NN) Asset Line**

FY 24 Annual Grant (subtotal)	\$513,368,042
<i>for Base Needs</i>	\$298,234,042
<i>for Modernization</i>	\$215,134,000
IIJA Funding	\$211,434,504
Revenue & Other Sources	\$86,697,033
Total	\$811,499,579

The summary table above shows Amtrak’s total planned FY 24 National Network expenditures associated with the Stations asset line, including how much would be supported by the annual grant, by IIJA funding, and by Amtrak revenue and other sources. The table below gives project- and program-level details.

**Fig. 3.11: All Planned FY 24 Expenditures,
Stations (NN) Asset Line**

Use	Annual Grant	IIJA Funding	Revenue & Other	Total
TOTAL, Base Needs (rows below)	\$298,234,042	\$211,434,504	\$86,697,033	\$596,365,579
Subtotal, Capital Expenditures (rows below)	\$107,356,817	\$211,434,504	\$74,727,109	\$393,518,430
<i>ADA Stations & Technology Investments</i>	—	\$210,612,479	—	\$210,612,479
<i>Amtrak Police Dept. (APD) Security Enhancements</i>	\$884,552	—	\$2,345,688	\$3,230,240
<i>Baltimore Penn. Station Improvements (MD)</i>	—	\$112,154	\$7,615,945	\$7,728,100
<i>Chicago Union Station Improvements (IL)</i>	\$176,225	—	\$5,723,775	\$5,900,000
<i>CHIP / Chicago Area Railroad Infrastructure Investments (IL)</i>	\$30,250,000	—	—	\$30,250,000
<i>Customer Experience Improvements - WiFi</i>	\$479,156	—	—	\$479,156
<i>Misc. Facility Investments</i>	\$9,272,917	—	\$600,000	\$9,872,917
<i>Misc. Railroad Infrastructure Investments</i>	\$1,414	—	\$12,729	\$14,143
<i>Misc. Station Improvements</i>	\$4,372,486	—	\$17,197,163	\$21,569,650
<i>Newark Penn. Station Improvements (NJ)</i>	\$105,362	—	—	\$105,362
<i>NYC Penn. Station Improvements</i>	\$6,340,990	—	\$477,042	\$6,818,032
<i>Philadelphia W. H. Gray 30th St. Station Improvements (PA)</i>	\$8,057,818	—	\$25,051,655	\$33,109,473
<i>Technology Investments to Support Customers, Train Operations, Safety, Security, & Corporate Functions</i>	\$43,401,034	—	—	\$43,401,034
<i>Washington Union Station Improvements (DC)</i>	\$3,644,287	\$709,871	\$7,353,113	\$11,707,271
<i>Other Capital Expenditures</i>	\$370,574	—	\$8,350,000	\$8,720,574
Operating Expenditures	\$169,886,668	—	\$11,969,924	\$181,856,592
Debt Expenditures	—	—	—	—
Contingency	\$20,990,558	—	—	\$20,990,558
TOTAL, Modernization	\$215,134,000	—	—	\$215,134,000
GRAND TOTAL, EXPENDITURES	\$513,368,042	\$211,434,504	\$86,697,033	\$811,499,579

Projects / programs may not align with similarly-named projects / programs in past grant requests.

National Assets & Corporate Services (NN)

**Fig. 3.12: Summary of All Planned FY 24 Expenditures,
National Assets & Corp. Services (NN) Asset Line**

FY 24 Annual Grant <i>(subtotal)</i>	\$104,950,533
<i>for Base Needs</i>	\$89,950,533
<i>for Modernization</i>	\$15,000,000
IIJA Funding	\$35,130,729
Revenue & Other Sources	\$439,832,823
Total	\$579,914,085

The summary table above shows Amtrak’s total planned FY 24 National Network expenditures associated with the National Assets & Corporate Services asset line, including how much would be supported by the annual grant, by IIJA funding, and by Amtrak revenue and other sources. The table below gives project- and program-level details.

**Fig. 3.13: All Planned FY 24 Expenditures,
National Assets & Corp. Services (NN) Asset Line**

Use	Annual Grant	IIJA Funding	Revenue & Other	Total
TOTAL, Base Needs <i>(rows below)</i>	\$89,950,533	\$35,130,729	\$439,832,823	\$564,914,085
Subtotal, Capital Expenditures <i>(rows below)</i>	\$89,950,533	\$35,130,729	\$22,766,988	\$147,848,250
<i>ADA Stations & Technology Investments</i>	\$383,842	—	—	\$383,842
<i>Amtrak Police Dept. (APD) Security Enhancements</i>	\$5,620,968	—	—	\$5,620,968
<i>Customer Experience Improvements - Food & Beverage</i>	\$1,611,321	—	—	\$1,611,321
<i>Customer Experience Improvements - Stations Hardware</i>	\$49,480	—	—	\$49,480
<i>Customer Experience Improvements - WiFi</i>	\$119,137	—	—	\$119,137
<i>Misc. Facility Investments</i>	\$3,013,633	—	\$2,466,988	\$5,480,621
<i>Safety Enhancements - Training</i>	\$19,519,971	—	—	\$19,519,971
<i>Other Capital Expenditures</i>	\$59,632,180	\$35,130,729	\$20,300,000	\$115,062,909
Operating Expenditures	—	—	\$417,065,836	\$417,065,836
Debt Expenditures	—	—	—	—
Contingency	—	—	—	—
TOTAL, Modernization	\$15,000,000	—	—	\$15,000,000
GRAND TOTAL, EXPENDITURES	\$104,950,533	\$35,130,729	\$439,832,823	\$579,914,085

Projects / programs may not perfectly align with similarly-named projects / programs in past Amtrak grant requests.

IV. Legislative & Additional Funding Requests

Introduction to Legislative & Additional Funding Requests

As in years past, and consistent with relevant law, Amtrak is proposing legislative changes to complement its grant request, all of which could technically be incorporated into the FY 24 annual appropriations bills (or associated reports). This tab lays out the company's recommended changes, and explains why they would be constructive.

This tab also contains Amtrak's requested FY 24 annual funding levels for rail-relevant programs and accounts other than the company's own Northeast Corridor (NEC) and National Network grants.

Some of Amtrak's legislative requests are updated versions of requests that Amtrak has made repeatedly in recent years; others are newer, and largely respond to changes made by the Infrastructure Investment and Jobs Act (IIJA), including both requests for technical corrections and requests for refinements to newly-created policies and programs.

Specifically, in addition to this introduction, tab IV contains:

- **Additional Funding Requests** — Requests for FY 24 annual appropriations for rail-relevant programs and accounts other than Amtrak's own NEC and National Network grants.
- **Technical Corrections to IIJA** — Requests for technical corrections to the IIJA that conform the law with Congress' clear intent.
- **FY 24 Bill & Report Language Requests** — Requests for legislative and report language specific to FY 24, which generally would not have an effect beyond the end of that year.
- **General Rail Policy Requests** — Requests for permanent substantive changes to federal rail policy.

Importantly, the 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 future legislation that may impact the company and/or intercity passenger rail.

Additional Funding Requests

In addition to the \$3.650 billion that Amtrak is requesting for its own Northeast Corridor (NEC) and National Network grants, there are a number of other programs for which the company is seeking robust annual funding in FY 24:

Fig. 4.1: FY 24 Annual Funding Request for Non-Amtrak Programs & Accounts <i>(\$millions)</i>			
Program / Account	FY 23 Enacted	FY 24 Authorized	Amtrak's FY 24 Request
FRA Federal-State Partnership (Fed.-State)	\$100	\$1,500	\$1,500
FRA Restoration & Enhancement (R&E)	—	\$50	\$50
FRA Interstate Rail Compacts (IRC)	—	≤ \$3	\$3
FRA Consolidated Rail (CRISI)	\$560	\$1,000	\$1,000
FRA Railroad Crossing Elimination (RCE)	—	\$500	\$500
Total, FRA Discretionary Grants	\$660	\$3,053	\$3,053
FRA Research & Development (R&D)	\$44	\$45	\$65
FTA Capital Investment Grants (CIG)	\$2,210	\$3,000	\$3,000
FTA Fixed Guideway State of Good Repair (SOGR)	IIJA contract authority & advance appropriation	IIJA contract authority & advance appropriation	IIJA contract authority & advance appropriation
OST Mega	—	\$2,000	\$2,000
OST RAISE (<i>previously BUILD / TIGER</i>)	\$800	\$1,500	\$1,500
OST RRIF Credit Assistance (§22406(a)(1))	—	\$50	\$50
DHS FEMA “Amtrak Security” Set-Aside	\$10	N/A	\$25

In addition, Amtrak requests robust funding for the Surface Transportation Board (STB), and in particular its newly-established Office of Passenger Rail, which Amtrak understands STB is in the process of staffing. Amtrak recommends that Congress consult with STB in order to best understand its funding needs in order to support this critical effort.

Amtrak also supports robust funding for the Federal Railroad Administration’s (FRA’s) Safety and Operations account, and likewise recommends that Congress consult with FRA in order to best understand its funding needs.

Importantly, as with Amtrak’s request for its own NEC and National Network grants, all of the amounts requested in this section are being sought *in addition to* the advance appropriations already provided by the Infrastructure Investment and Job Act (IIJA).

Technical Corrections to IIJA

Amtrak is requesting four key technical corrections to the Infrastructure Investment and Jobs Act (IIJA):

1. Correct Drafting Error in Amtrak’s Corridor Development Authorization (Permanent Fix)
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
4. Conform R&E Grant Award Priorities with IIJA-Established 6-Year Grant Period

Two of these four technical corrections (#1 and #2) were previously included in a negotiated Senate floor amendment to the IIJA (S. Amdt. [#2620](#)) that had bipartisan support, but was ultimately not adopted due to time limitations.

* * *

1. Correct Drafting Error in Amtrak’s Corridor Development Authorization (Permanent Fix) — The language below corrects a drafting error in the IIJA that referenced an incorrect bill section to govern the use of funds appropriated to Amtrak for corridor development activities. The proposed correction would swap in the proper section reference (to Sec. 22308 of Div. B of IIJA), replacing the current drafting error (a reference to Sec. 22306), thereby accomplishing Congress’ original intent: 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 via the Federal Railroad Administrations’ Corridor Identification & Development Program (as created by Sec. 22308 of Div. B):

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”.³⁵

* * *

2. Clarify Amtrak’s Role in Developing Its “Detailed Spend Plans” — The IIJA contained an apparent drafting error requiring that only the Secretary of Transportation submit to the House and Senate Appropriations Committees a “detailed [expenditure] plan” for both Northeast Corridor (NEC) and National Network IIJA funding, “including a list of project locations [...] to be funded” for FY 22. The law further requires that for each subsequent fiscal year through FY 26, the Secretary submit a “detailed [expenditure] plan” for both the NEC and the National Network as part of the president’s annual budget

³⁵ While this language represents Amtrak’s recommended approach to fixing the relevant drafting error, and provides a permanent solution, Congress could also enact a temporary, one-year fix of the kind described in “FY 24 Bill & Report Language Requests” elsewhere in this tab.

request to Congress. 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; accordingly, the below language 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, 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 the IIJA by clarifying that certain requirements of applicants seeking Railroad Rehabilitation & Improvement Financing (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”.

* * *

4. Conform R&E Grant Award Priorities with IIJA-Established 6-Year Grant Period — The IIJA changed FRA’s Restoration & Enhancement (R&E) grant program, which provides temporary operating support for new, restored, or enhanced State-Supported Amtrak routes, such that it can now provide that support for up to six years (increased from a previous maximum of three). This language conforms a paragraph in the relevant Code section to the new six-year maximum.

Sec. ____ [General Provision]

Section 22908(d)(5) of title 49, United States Code, is amended by striking “beyond the 3-year grant period” and inserting “beyond the 6-year grant period”.

FY 24 Bill & Report Language Requests

In addition to the Infrastructure Investment and Jobs Act (IIJA) technical corrections and permanent changes to federal rail policy discussed elsewhere in this tab, Amtrak is also requesting a number of temporary policies and authorities that would apply only until the company's FY 24 annual grant funding is fully expended, or that would provide federal agencies with a one-off clarification of Congress' general intent. These proposals include both bill text and report language, and are grouped according to the specific appropriations bill with which they are associated.

* * *

Transportation, Housing and Urban Development, & Related Agencies (THUD)

- Allow Amtrak's FY 24 Annual Grant Dollars to Count towards the Non-Federal Cost Share Required of Projects Receiving Federal-State Partnership Funding³⁶ — The Federal Railroad Administration's (FRA's) new Federal-State Partnership for Intercity Passenger Rail (Fed.-State) discretionary capital grant program requires applicants to match federal investment in an eligible project with non-federal funds at no less than a one-to-four ratio (i.e., an 80% federal, 20% non-federal split). Unfortunately, this requirement has the potential to significantly limit Amtrak's ability to compete for Fed.-State grants—and thus delay or even prevent critically important investments. By law, the company is unable to use its Northeast Corridor (NEC) and National Network annual grant funding to satisfy Fed.-State match requirements; at the same time, restrictions in the Amtrak-FRA agreements that govern those annual grant dollars—along with day-to-day business realities and other constraints—can also make it very difficult for the company to marshal adequate matching funds from non-grant sources (e.g., ticket revenue). The sample bill text below would fix this problem by allowing Amtrak to put its FY 24 annual grant dollars towards Fed.-State-supported projects' non-federal cost share.³⁷

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Northeast Corridor Grants to the National Railroad Passenger Corporation

[...] Provided, That notwithstanding section 24911(f) of title 49, United States Code, amounts made available under this heading in this Act may be used as non-Federal share for projects located on the Northeast Corridor selected for award under section 24911 of title 49, United States Code: [...]

³⁶ This proposal re-states legislative language previously set forth in "FY 24 Appropriations Legislative Language" in tab I.

³⁷ Amtrak is already authorized to use supplemental IIJA funding for its NEC grant in this way; the proposed language simply extends that authority to the company's FY 24 annual grant funding.

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

National Network Grants to the National Railroad Passenger Corporation

[...] Provided, That notwithstanding section 24911(f) of title 49, United States Code, amounts made available under this heading in this Act may be used as non-Federal share for projects not located on the Northeast Corridor selected for award under section 24911 of title 49, United States Code: [...]

- Correct Drafting Error in Amtrak’s Corridor Development Authorization (Temporary Fix) — Sec. 22101(h) of Div. B of the IJA referenced an incorrect bill section to govern the use of funds appropriated to Amtrak for corridor development activities. Amtrak’s preferred fix to this problem is the permanent solution (#1) outlined in “Technical Corrections to IJA” elsewhere in this tab, which is structured as a general provision for inclusion in the eventual FY 24 transportation (THUD) appropriations law. However, Congress could also provide a temporary, one-year solution by inserting a proviso into the “National Network Grants to the National Railroad Passenger Corporation” appropriations heading allowing Amtrak to use up to ten percent of its total FY 24 National Network annual grant funding to 1) support planning and capital costs of corridors selected via FRA’s newly-established Corridor Identification and Development Program, and 2) subject to certain limitations, provide operating assistance for such corridors. Sample bill text is provided below:

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

National Network Grants to the National Railroad Passenger Corporation

[...] Provided, That the National Railroad Passenger Corporation may use up to 10 percent of the amounts made available under this heading in this Act to support planning and capital costs, and operating assistance consistent with the Federal funding limitations under section 22908 of title 49, United States Code, of corridors selected under section 25101 of title 49, United States Code, that are or will be operated by the National Railroad Passenger Corporation: [...]

- Prohibition on Offshoring of Amtrak Services Contracts — FY 23 enacted appropriations law requires that Amtrak “take the necessary affirmative steps to ensure that contracts for customer service, professional, and IT services, including subsidiary services, shall be performed within the United States.” Amtrak can and does meet this requirement in the overwhelming majority of cases, but certain very specific needs (e.g., development work to modernize or adapt Amtrak-licensed proprietary software) may be extremely difficult to fulfill in a way consistent with the FY 23 requirement as written.

In FY 24, Amtrak requests that Congress restore the flexibility previously included in FY 21 appropriations law; the joint explanatory statement for that year’s bill directed Amtrak to “take

the necessary affirmative steps to ensure that contracts for customer service, professional and IT services, including subsidiary services, shall be performed within the U.S. *to the extent practicable.*³⁸ This modest change would give Amtrak the flexibility needed to deal with a small number of anomalies, while continuing to clearly signal both Congress’ and the company’s strong commitment to ensuring that taxpayer-provided funds support well-paying jobs here in the U.S.

Sample report language is provided below:

DEPARTMENT OF TRANSPORTATION
Federal Railroad Administration
The National Railroad Passenger Corporation

U.S. services.—*Amtrak should take the necessary affirmative steps to ensure that contracts for customer service, professional, and IT services, including subsidiary services, shall be performed within the U.S. to the extent practicable.*

- **FRA Research & Development (R&D) Account Plus-Ups** — Amtrak is seeking an FY 24 annual appropriation of \$65 million for the Federal Railroad Administration’s (FRA’s) “Research & Development” (R&D) account, an increase of \$20 million above the authorized level:

FY 24 Authorized Level	\$45
Workforce Development	\$10
Infrastructure Safety Technology	\$5
Safety Innovation: Grade Crossings & Trespasser Prevention	\$5
Total FY 24 Request	\$65

Making timely, effective use of the resources provided by the IIJA will require Amtrak and its partners to continue navigating the same workforce challenges and training and technical development needs that are currently affecting the broader rail industry (and the transportation industry as a whole). To help address these industrywide challenges, Amtrak is seeking increased appropriations for FRA’s R&D account to support new workforce development and apprenticeship programs.³⁹

Increased funding for the R&D account could also help to develop, deploy, and enhance infrastructure safety technologies that identify or prevent potential hazards to railroad employees

³⁸ See “U.S. services” under the “National Railroad Passenger Corporation (Amtrak)” heading under the “Federal Railroad Administration” heading under Title I (Department of Transportation) in the joint explanatory statement for Division L of P.L. 117-103: bit.ly/3JqpK5s.

³⁹ (A discussion of Amtrak’s current efforts to utilize such programs can be found in “IIJA Workforce Needs Report” in tab VII.)

and passengers, including remote condition monitoring for physical infrastructure and improved roadway worker protection.

Finally, increased funding could also facilitate the development and deployment of additional innovative strategies and technologies specifically geared towards grade crossing safety and trespasser prevention.

Sample report language 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 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 IJIA 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 yield operational benefits for railroads, such as more efficient and cost-effective maintenance of rail assets, increased reliability, and improvements in customer satisfaction.*

Innovative Solutions for Grade Crossing Safety and Trespasser Prevention.—*The Committee has included \$5,000,000 in additional funds so that FRA can best support the railroad industry’s efforts at improving grade crossing safety and reducing trespasser incidents through innovative technology solutions, including through the collection, exchange, or analysis of data;*

through research, development, testing, and evaluation of relevant hardware or software, including via pilot programs; and through other strategies identified by the Secretary. While making no specific prescriptions, Committee notes with interest the potential promise of enhanced technology to inspect grade crossings and collect data for risk assessment and prevention; of artificial intelligence-aided trespasser detection and data analysis systems for railroad rights-of-way; and of machine learning and artificial intelligence-enabled crossing assessment and traffic sharing systems to predict and detect highway-rail blockages at grade crossings.

- **Efficient Delivery of Joint Benefit Projects** — Particularly along the NEC, many capital projects are jointly funded by Amtrak (using grants from FRA or other sources) and commuter authorities (using grants from the Federal Transit Administration (FTA)). At times, FRA and FTA may condition approval of key steps on which a broader project depends (e.g., an important property acquisition) upon different, potentially-conflicting processes or standards; resolving these conflicts can consume scarce resources, and may adversely affect timelines for overall project delivery. Congress could mitigate such challenges by clarifying that when collaborating on a joint-benefit project, the U.S. Department of Transportation’s modal agencies should aim for reciprocity and alignment, seeking (to the extent permissible by law) to approve or accept steps taken under the auspices of other modal agencies.⁴⁰

Sample report language is provided below:

DEPARTMENT OF TRANSPORTATION
Federal Railroad Administration
The National Railroad Passenger Corporation

Joint Benefit Projects. — *The Committee notes that there are rail infrastructure and station projects that jointly benefit both intercity passenger rail and commuter rail, and for which federal funding comes or would come primarily, but not exclusively, from either the Federal Railroad Administration (FRA) or the Federal Transit Administration (FTA). While each federal agency imposes its own grant requirements and rules (including “flowdowns”) upon grant awardees, the Committee notes that to the extent permissible by law, all U.S. Department of Transportation (USDOT) funding should be countable towards the federal contribution identified in a joint benefit project’s financial plan, regardless of which specific DOT modal agency administers such funding. Furthermore, in the interests of streamlining and expediting project delivery, to the extent possible under current law, the Committee directs USDOT to ensure that project-related approvals by one DOT modal administration (e.g., FTA) are accepted by other DOT modal administrations (e.g., FRA).*

Department of Homeland Security (DHS)

⁴⁰ A separate but complementary proposal (“Harmonize DOT Modal Agencies’ Grant Conditions”) is included under “General Rail Policy Requests” elsewhere in this tab.

- DHS - FEMA Amtrak Security Set-Aside Plus-Up — In recent 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 (DHS) / Federal Emergency Management Agency (FEMA)-administered Public Transportation Security Assistance, Railroad Security Assistance, and Over-the-Road Bus Security Assistance grants. Amtrak is seeking an FY 24 annual appropriation of \$25 million for this Amtrak Security set-aside—an increase of \$15 million above the enacted level for FY 23:

Fig. 4.3: DHS “Amtrak Security” Set-Aside (\$millions)

FY 23 Enacted Level	\$10
Additional APD Initiatives	\$7.5
Additional Cybersecurity Initiatives	\$7.5
Total FY 24 Request	\$25

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; in parallel, Amtrak’s cybersecurity team works to ensure the continued functionality and security of essential information systems and sensitive data. As Amtrak works to advance large capital projects and carry out other major changes enabled by the IIJA, there is a corresponding need to scale up the capabilities that support that work; additional funding for miscellaneous APD and cybersecurity initiatives would help ensure that Amtrak’s security capabilities are sufficiently scalable and flexible in the face of growing, rapidly-evolving needs.

An increase in funding would also help to offset the effects of inflation, which has significantly eroded the real value of the Amtrak Security set-aside over time: the amount Congress provided in FY 23 (\$10 million) was the same as in FY 13.

General Rail Policy Requests

In addition to the FY 24-specific proposals and Infrastructure Investment and Jobs Act (IIJA) technical corrections discussed elsewhere in this tab, Amtrak is also requesting a number of permanent changes to federal rail policy, primarily affecting various Federal Railroad Administration- (FRA-) and U.S. Department of Transportation- (USDOT-) administered grant programs. These proposals are arranged by category and summarized below.

Amtrak would be happy to share additional information or otherwise discuss any of its requests with policymakers and can provide sample legislative language upon request.

* * *

Amtrak Funding & Policy

- **Provide Amtrak with a Stable, Predictable Long-Term Funding Stream** — Intercity passenger rail is the only major mode of surface transportation that does not receive dedicated federal funding via trust fund—meaning that Amtrak must generally depend upon the annual appropriations process to meet both capital and operating needs. The resulting uncertainty inhibits long-term planning and creates costly inefficiencies. While IIJA-provided advance appropriations offer temporary and partial relief through FY 26, Amtrak still needs a stable, predictable funding stream for the longer term.
- **Enable Amtrak to Uphold Its Right to Preference in Train Dispatching** — Some host freight railroads do not always respect Amtrak’s statutory preference rights (i.e., the legal requirement that the company’s passenger trains be given priority over freight trains in dispatching decisions). Enabling Amtrak to directly enforce those already-existing rights in federal court would cause many more passengers to arrive on time, increasing ridership and improving the company’s bottom line.
- **Allow Use of Amtrak’s Grant Funds for Projects’ Required Non-Federal Cost Shares** — With certain exceptions, Amtrak’s Northeast Corridor (NEC) and National Network (NN) directed grant dollars generally cannot be used to satisfy discretionary grant programs’ non-federal match (or “non-federal cost share”) requirements; at the same time, a variety of constraints can also make it difficult for the company to marshal matching funds from other sources (e.g., ticket revenue). As a result, Amtrak’s ability to compete for needed discretionary grant funding is sometimes compromised. Allowing Amtrak to put any Northeast Corridor or National Network grant funds provided by any appropriations bill (inclusive of IIJA-provided advance appropriations) towards the required non-federal share of costs for any project supported by any USDOT or FRA discretionary grant program would remove this difficulty, accelerating the

delivery of important projects and helping ensure that taxpayer dollars are put to their best and highest use.⁴¹

USDOT / FRA Discretionary Grant Programs

- **Clarify Pre-Service Mobilization Costs' Eligibility for FRA Restoration & Enhancement (R&E) Funding** — Generally, FRA R&E discretionary grants support the expansion of intercity passenger rail service by temporarily covering operating costs associated with new or newly-enhanced Amtrak State-Supported service. However, new trains cannot operate 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. By specifically and explicitly stating that R&E grants can help cover such costs, Congress could help Amtrak and its partners carry out targeted service expansions to benefit currently un- and underserved communities across the country.
- **Enable Amtrak to Apply for FRA Railroad Crossing Elimination (RCE) Grants** — The IIJA established the new FRA RCE discretionary grant program to fund highway-rail and pathway-rail grade crossing elimination projects, and provided it with \$3 billion in guaranteed funding across FYs 22-26. Amtrak is not currently eligible to compete for this funding; by allowing the company to apply, Congress could help promote safer, more reliable train travel over Amtrak-used rail lines.

Additional Needs

- **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, ensuring accountability for those who commit on-board assaults can be difficult: in a single trip, intercity passenger trains can pass through many jurisdictions, each with its own law enforcement force, prosecutors, and courts. Congress should work with Amtrak and relevant labor unions to consider legislative solutions that increase the safety of passenger rail employees, including through the utilization of civil and/or criminal penalties.
- **Harmonize DOT Modal Agencies' Grant Conditions (Including "Flowdowns")** — Particularly along the NEC, many capital projects are jointly funded by Amtrak (using grants from FRA or other sources) and commuter authorities (using grants from the Federal Transit Administration (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

⁴¹ Note that this proposal is a broader, permanent version of the FY 24-only, Federal-State Partnership-specific proposal contained in "FY 24 Bill & Report Language Requests" elsewhere in this tab and in "FY 24 Appropriations Legislative Language" in tab I.

inconsistent or conflicting, conditions with respect to grant funding they administer. (Some of these conditions are referred to as “flowdowns,” because grant recipients must in turn impose them upon contractors, and monitor those contractors’ 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. While FRA and FTA are making efforts to address these problems administratively, such an approach may not be able to resolve all relevant issues; updating the law could definitively ensure that crucial projects are able to proceed unimpeded.⁴²

- **Facilitate Emergency Reemployment of Railroad Retirees** — The entire railroad industry faces serious workforce challenges, including shortages of workers with many key skills. In theory, railroads could address some of the most urgent shortages by rehiring retirees who already have needed skills or qualifications. However, under current law, rehired retirees are required to give up earned Railroad Retirement benefits during their period of reemployment, which strongly disincentivizes returning to work. By enabling the Secretary of Transportation to temporarily waive this disincentive under appropriate circumstances, Congress could help mitigate workforce shortages that threaten Amtrak’s and other railroads’ ability to sustain service and negatively affect U.S. supply chains. (In making this change, Congress could also ensure robust protections for current workers; for instance, in cases where a railroad rehires a former employee, the law could 1) require that such re-hiring be consistent with applicable collective bargaining agreements, and 2) direct the railroad to ensure that no furloughed employee is already qualified or certified for, and capable of performing, the relevant work.)
- **Address Issues Relating to Amtrak’s Relationship with Freight / Host Railroads** — At the time of transmittal of this document, it appears that Congress may consider legislation aimed at more effectively ensuring the safe transportation of hazardous materials by rail, and potentially addressing other freight rail-focused safety issues. As such legislation is further developed and potentially acted upon in either chamber, Amtrak will provide Congress with feedback on related issues and policy proposals that affect intercity passenger rail service. Improving the safety of our customers and employees alike is Amtrak’s top priority and we are interested in proposals that could improve the safety, preparedness, and emergency response as Amtrak trains travel across the nation’s freight-railroad owned network and as freight train operate over Amtrak’s own infrastructure, particularly in the densely-populated Northeast.

⁴² A separate but complementary proposal (“Efficient Delivery of Joint Benefit Projects”) is included under “FY 24 Bill & Report Language Requests” elsewhere in this tab.

V. Infrastructure Investment & Jobs Act

IIJA Overview

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 components that may affect Amtrak or intercity passenger rail:

- **Funding** — The IIJA provides a one-time advance appropriation of \$66.0 billion for intercity passenger and freight rail, including \$22.0 billion specifically for Amtrak and \$44.0 billion for other FRA grant programs. This supplemental funding, which is primarily aimed at capital investment, is guaranteed, and will become available over a five-year period (FYs 22-26) without any further action by Congress.
- **Authorizations and Policy** — The IIJA contains non-binding authorizations of an *additional* \$34.5 billion for Amtrak and rail-relevant grant programs, which Congress would need to provide via the annual (regular) appropriations process. These recommended funding levels will inform, but not control, the annual appropriations process. (The law also created or updated various federal policies that govern Amtrak and intercity passenger rail (e.g., language creating or altering programs; conveying or revoking authorities; adjusting directives and requirements; etc.).)

These two components—guaranteed capital funding and reauthorization of the annual appropriations process—are not duplicative; rather, Congress intended that they should work in tandem. Historically, annual appropriations have been too meagre and too unpredictable to unlock passenger rail’s full potential, and finally realizing that promise was one of the IIJA’s key aims. Yet if annual appropriations were to be reduced, critical near-term needs, including continued operation of some existing service, could go unmet—compromising the very foundation on which the IIJA seeks to build.

IIJA Funding

The IIJA provides \$66.0 billion in advance supplemental appropriations (guaranteed one-time funding) for Federal Railroad Administration (FRA) grants, including grants to Amtrak, over FYs 22-26. This funding is distributed across a few basic categories:

- \$22.0 billion for grants to Amtrak, including:
 - \$6.0 billion for Northeast Corridor (NEC) grants; and
 - \$16.0 billion for the National Network grants; and
- \$44.0 billion for FRA discretionary grants, including:
 - \$36.0 billion for FRA’s Federal-State Partnership for Intercity Passenger Rail (Fed.-State) capital grants, including:
 - not more than \$24.0 billion for NEC capital projects, which will be the primary funding source for modernizing the NEC; and

- at least \$12.0 billion for non-NEC capital projects, which will be the primary funding source for expanding and enhancing corridor service; and
- \$8.0 billion for other FRA grant programs, which are not specific to intercity passenger rail, including:
 - \$5.0 billion for multipurpose Consolidated Rail Infrastructure and Safety Improvements (CRISI) grants; and
 - \$3.0 billion for Railroad Crossing Elimination (RCE) grants.

The IIJA also sets aside funding for two other FRA discretionary grant programs, providing:

- at least \$250 million for Restoration & Enhancement (R&E) operating grants; and
- up to \$15 million for a new Interstate Rail Compacts (IRC) grant program.

Unlike Fed.-State, CRISI, and RCE, these grant programs did not receive their own separate appropriations, and are technically funded using dollars from Amtrak’s National Network grant. (In effect, FRA will withhold, or “take down,” the necessary funds instead of passing them on to Amtrak.)

Figure 5.1 gives year-by-year breakdowns of IIJA funding for each grant program discussed above:

Fig. 5.1: IIJA Supplemental Funding for Amtrak & FRA Grants						
<i>(Guaranteed funding, in \$millions)</i>						
Grant	FY 22	FY 23	FY 24	FY 25	FY 26	Five-Year Total
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	\$7,200	\$7,200	\$7,200	\$7,200	\$7,200	\$36,000
<i>for NEC projects</i>	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>	<i>≤ \$24,000</i>
<i>for non-NEC projects</i>	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>	<i>≥ \$12,000</i>
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 (supplemental) 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.”

Since enactment of the IIJA, Amtrak has worked hard to prepare for, and begin making use of, IIJA funding, inclusive of FRA discretionary grant funding that the company intends to seek. These efforts have included, among many other steps:

- a sustained companywide effort to grow Amtrak’s workforce, including the hiring of more than 3,700 new employees during FY 22 (with the goal of hiring almost 4,800 more during FY 23);
- reorganization of the company to strengthen project management and delivery capabilities, including the creation or building-out of new Capital Delivery, Network Development, and Community Engagement teams;
- the institution of new internal systems, controls, and metrics to further improve transparency and ensure that taxpayer-provided funds are used effectively; and
- improved or expanded coordination and cooperation with FRA, state partners, and a wide variety of other stakeholders.

Figure 5.2 contains a progress report on efforts to put IIJA funding to the uses that Congress prescribed:

Fig. 5.2: Status Update on IIJA Funding for Major Rail Grant Programs			
Grant Program	Funding (Millions)	Primary Use	Progress to Date (As of March 1, 2023)
Amtrak Northeast Corridor (NEC) Grant	\$6,000	Specified kinds of capital investments to improve / replace existing assets	Grant agreement reached; first disbursement of funding to Amtrak has taken place
Amtrak National Network (NN) Grant	\$16,000	Specified kinds of capital investments to improve / replace existing assets	Grant agreement reached; first disbursement of funding to Amtrak has taken place
FRA Fed.-State Partnership (NEC)	≤ \$24,000	Capital investments in NEC major backlog projects (e.g., new tunnels)	NEC project inventory published; first IIJA notice of funding opportunity (NOFO) (FYs 22-23) open through March of 2023
FRA Fed.-State Partnership (Non-NEC)	≥ \$12,000	Capital investments in new / improved / expanded intercity passenger rail service outside the NEC	FRA CIDP solicitation published; first IIJA NOFO (FYs 22-23) open through April of 2023
FRA Restoration & Enhancement (R&E)	≥ \$250	Temporary operating support to states for Amtrak State-Supported routes	IIJA NOFO forthcoming
FRA Interstate Rail Compacts (IRC)	≤ \$15	Non-capital support for IRC-implementing entities supporting Amtrak State-Supported routes	RFI for new program published in August of 2022; IIJA NOFO forthcoming
FRA CRISI	\$5,000	Catchall railroad grant (includes freight) for non-operating uses	First IIJA NOFO (FY 22) closed in December of 2022; award announcements pending
FRA Railroad Crossing Elimination (RCE)	\$3,000	Elimination of railroad grade crossings (Amtrak not directly eligible)	First IIJA NOFO (FY 22) closed in October of 2022; award announcements pending

Importantly, the \$22.0 billion for Amtrak’s NEC and National Network grants is specifically reserved for “eliminating Amtrak’s deferred maintenance backlog of rolling stock, facilities, stations, and infrastructure”; NEC grant funding is additionally available for “eliminating the backlog of obsolete assets” along the Corridor.⁴³ (Detailed information on Amtrak’s plans for this \$22.0 billion can be found in “IIJA Capital Expenditure Plans” elsewhere in this tab.) As a result, Amtrak’s IIJA funding cannot be used to operate trains, or to backfill other near-term needs typically addressed using annual grant funding. Similarly, while Amtrak is eligible to apply for most (though not all) of the \$44.0 billion provided for FRA discretionary grants, the relevant programs can only fund specific kinds of activities, and generally could not cover the specific kinds of routine capital needs typically funded by Amtrak’s annual grants. Accordingly, if Congress declines to provide robust annual grant funding during the FY 24 appropriations process, Amtrak will be unable to sustain current service levels. The resulting negative effects—including potential reductions in train service—could affect communities and passengers across the entire country.

IIJA Authorizations

In addition to directly providing \$66.0 billion in guaranteed supplemental appropriations for Amtrak and FRA discretionary grants over FYs 22-26, the IIJA also authorizes (subject to annual appropriations) an additional \$34.5 billion for those same programs over the same timeframe. Figure 5.3 gives year-by-year authorization levels for the same FRA grant programs (including grants to Amtrak) that are receiving IIJA funding:

⁴³ (See the headings “Northeast Corridor Grants to the National Railroad Passenger Corporation” and “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.)

Fig. 5.3: Authorized Annual Funding for Amtrak & FRA Grants

(Non-binding target levels, in \$millions)

Grant	FY 22	FY 23	FY 24	FY 25	FY 26	Five-Year Total
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	\$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.” While advance appropriations for “Restoration & Enhancement” are provided as a takedown within Amtrak’s National Network grant, authorized funding for that program is separate from authorized Amtrak funding.

These authorized funding levels will inform, but not control, the annual appropriations process during the relevant period; Congress enacted them with the expectation that IJA funding alone would not be sufficient or suitable to meet all anticipated needs. Therefore, it remains critically important that rail-relevant programs and accounts receive robust annual appropriations in FY 24 and beyond – ideally at or above the authorized level. (For detailed information on Amtrak’s requested funding levels for the company’s own NEC and National Network grants, see tabs I through III; for information on requested funding levels for other FRA programs and accounts, see “Additional Funding Requests” in tab IV.)

IIJA Capital Expenditure Plans

Following enactment of the IIJA, Amtrak developed and submitted to the Federal Railroad Administration (FRA) an initial proposal for utilizing the full \$22.0 billion that the IIJA provides for the company across FYs 22-26. Amtrak’s initial five-year proposal is summarized in figures 5.4 (covering Northeast Corridor (NEC) IIJA funding) and 5.5 (covering National Network IIJA funding):

Fig. 5.4: Amtrak IIJA Funding (<i>in \$millions</i>), Proposed Uses for Northeast Corridor Funds for FYs 22 - 26	
New Airo intercity trainsets and associated service & maintenance facility investments (<i>Northeast Corridor share</i>)	\$2,195
Maintenance facilities (excluding Airo) (<i>NEC share</i>)	\$611
Americans with Disabilities Act (ADA) Program (<i>stations <u>and</u> equipment</i>)	\$143
Infrastructure, capital renewal	\$720
Grant funds authorized for match for Federal-State Partnership	\$1,215
Operating expense in support of IIJA-funded capital projects	\$336
Programmatic contingency for price and market conditions	\$700
FRA takedowns for grant oversight & other purposes (<i>excludes for R&E grants</i>)	\$80
Northeast Corridor Five-Year Total	\$6,000

Figures in millions. Figures may not sum perfectly due to rounding. Some funding would not be expended by the end of FY 26.

Fig. 5.5: Amtrak IIJA Funding (<i>in \$millions</i>), Proposed Uses for National Network Funds for FYs 22 – 26	
New Airo intercity trainsets and associated service & maintenance facility investments (<i>National Network share</i>)	\$3,120
New Long-Distance fleet and associated service & maintenance facility investments	\$4,268
New ALC-42 diesel locomotives for Long-Distance service	\$877
Refresh of existing passenger cars	\$254
Maintenance facilities (excluding Airo) (<i>NN share</i>)	\$1,978
Americans with Disabilities Act (ADA) Program (<i>stations <u>and</u> equipment</i>)	\$1,285
Infrastructure, capital renewal	\$886
National Assets backlog (<i>i.e., IT systems, security, training centers, etc.</i>)	\$1,881
Operating expense in support of IIJA-funded capital projects	\$401
Programmatic contingency for price and market conditions	\$700
FRA takedown for Restoration & Enhancement (R&E) Grants (<i>non-Amtrak</i>)	\$250
FRA takedowns for grant oversight & other purposes (<i>excludes for R&E grants</i>)	\$100
National Network Five-Year Total	\$16,000

Figures in millions. Figures may not sum perfectly due to rounding. Some funding would not be expended by the end of FY 26.

Subsequently, and consistent with the IIJA’s requirements, FRA and Amtrak drew upon Amtrak’s initial proposal to cooperatively develop a “detailed [expenditure] plan” for Amtrak’s IIJA funding specifically for FYs 22 and 23; FRA then submitted that plan to Congress. The submitted plan for those years is summarized in figures 5.6 (NEC) and 5.7 (National Network):

Fig. 5.6: Amtrak IIJA Funding (in \$millions), Planned Expenditures of Northeast Corridor Funds during FYs 22 - 23	
Rolling stock acquisition and associated facility investments <i>(Includes NEC share of base Airo intercity trainset procurement and related investments.)</i>	\$163
Americans with Disabilities Act (ADA) <i>(Includes Amtrak-responsible ADA compliance work at stations; modifications to rolling stock; “platform gap solutions” to address issues with boarding/alighting; and provision of ADA-compliant audio & visual train status / boarding information via Passenger Information Display Systems (PIDS).)</i>	\$6
Operating expenses in support of IIJA-funded capital projects	\$67
Northeast Corridor Two-Year Total	\$237

Figures in millions. Figures may not sum perfectly due to rounding. Note that funds can be expended after the year for which they were appropriated; table does not show additional FY 22 and FY 23 IIJA funds planned for expenditure after Sept. 30, 2023.

Fig. 5.7: Amtrak IIJA Funding (in \$millions), Planned Expenditures of National Network Funds during FYs 22 – 23	
Rolling stock acquisition and associated facility investments <i>(Includes National Network share of base Airo intercity trainset procurement and related investments and procurement of ALC-42 diesel locomotives for Long-Distance service.)</i>	\$438
Americans with Disabilities Act (ADA) <i>(Includes Amtrak-responsible ADA compliance work at stations; modifications to rolling stock; “platform gap solutions” to address issues with boarding/alighting; and provision of ADA-compliant audio & visual train status / boarding information via Passenger Information Display Systems (PIDS).)</i>	\$264
Operating expenses in support of IIJA-funded capital projects	\$80
National Network Two-Year Total	\$782

Figures in millions. Figures may not sum perfectly due to rounding. Note that funds can be expended after the year for which they were appropriated; table does not show additional FY 22 and FY 23 IIJA funds planned for expenditure after Sept. 30, 2023.

The IIJA further requires that FRA and Amtrak develop, for inclusion in successive FRA annual budget requests, additional detailed expenditure plans for Amtrak’s IIJA funding for each of FYs 24, 25, and 26. Amtrak submitted an initial proposal to FRA regarding FY 24 expenditures late in 2022; the company and the agency subsequently worked to develop the required plan for that year, which the FRA is required to transmit to Congress.

VI. FY 22 Results & Other Performance Updates

Discussion of FY 22 Results & Accomplishments

During FY 22, Amtrak continued rebuilding its business and began a new era of intercity passenger rail investment. The company grew ridership by roughly 88% year-over-year; worked with partners to restore or expand service across the nation; hired new employees at record levels; and launched or advanced major infrastructure projects that are critically important to passenger rail's future as a mode of transportation. The table below compares performance across several key metrics to results in prior years:

Fig. 6.1: FY 22 Results in Historical Context (by Account)

Metric	FY 19 Actual	FY 21 Actual	FY 22 Actual	YOY Change	
				#	%
Ridership (millions)	32.5	12.2	22.9	+11	+88%
<i>Northeast Corridor</i>	12.5	4.4	9.2	+5	+109%
<i>National Network</i>	20.0	7.8	13.7	+6	+76%
Gross Ticket Revenue (millions)	\$2,354.3	\$882.8	\$1,775.5	+\$893	+\$101%
<i>Northeast Corridor</i>	\$1,321.6	\$342.9	\$906.2	+\$563	+164%
<i>National Network</i>	\$1,032.7	\$539.9	\$869.3	+\$329	+61%
Total Operating Revenue (millions)	\$3,322.9	\$1,917.3	\$2,829.8	+\$913	+48%
<i>Northeast Corridor</i>	\$1,826.9	\$826.7	\$1,426.2	+\$600	+73%
<i>National Network</i>	\$1,496.0	\$1,090.5	\$1,403.6	+\$313	+29%
Adjusted Operating Earnings (millions)	(\$29.4)	(\$1,081.3)	(\$886.8)	+\$195	+\$18%*
<i>Northeast Corridor</i>	\$541.9	(\$427.2)	(\$80.7)	+\$347	+81%*
<i>National Network</i>	(\$571.3)	(\$654.1)	(\$806.1)	(\$152)	(23%)*
Cost Recovery Ratio (operations)	99%	65%	76%	+10pp.	
<i>Northeast Corridor</i>	142%	66%	95%	+32pp.	N/A
<i>National Network</i>	72%	63%	64%	0pp.	
Capital Expenditure (millions)	\$1,610.7	\$2,207.1	\$2,256.8	+\$50	+2%
<i>Northeast Corridor</i>	\$791.0	\$1,338.1	\$1,273.1	(\$65)	(5%)
<i>National Network</i>	\$814.0	\$869.0	\$983.7	+\$115	+13%

*Totals may not sum exactly due to rounding. "Cost recovery ratio" refers to total revenues as a share of total expenses. | * More technically, (adjusted operating loss) was reduced by 18% year-over-year.*

Demand for Amtrak service returned strongly in the second half of FY22, following last winter's Omicron COVID-19 wave: year-over-year, Northeast Corridor (NEC), State-Supported, and Long-Distance ridership grew by 110%, 85%, and 59%, respectively. The resulting increase in revenue helped Amtrak reduce FY 22 operating losses by \$145 million relative to anticipated results, setting the stage for improving financial performance for Amtrak's train operations in the years ahead. Based on current forecasts, the company expects ridership and revenue to improve above 90% of FY 19 (pre-COVID) levels by the end of FY 23, bucking the trend of continued lower ridership seen on most commuter railroads and public transit systems.

Notable results and accomplishments in FY 22 include:

- **Ridership, Revenue, & Operating Earnings** — Provided 22.9 million customer trips, including seven million first trips by new customers. Generated roughly \$2.830 billion in total operating revenue (up 48% over FY 21 levels, and only 15% below FY 19 levels), resulting in operating earnings of (\$887 million) (an 18% improvement over FY 21, and \$145 million ahead of Amtrak’s FY 22 plan due to strong ticket revenue growth).
- **Service Updates** — Added, restored, or expanded eleven routes or services in collaboration with state and federal partners, returning some service to nearly every route not already operating at pre-pandemic levels and helping to meet growing customer demand. Also worked with partners to lay groundwork for further service expansion in FY 23, including Gulf Coast service in LA/MS & Twin Cities-Milwaukee-Chicago corridor in MN/WI/IL. *(Recent and planned service changes are more fully discussed in “Actual and Planned Service Changes” in tab VI.)*
- **Jobs & Workforce** — Hired more than 3,700 new employees to support service restoration and Infrastructure Investment and Jobs Act (IIJA) project delivery. Advanced new apprenticeship program; signed agreement with North America’s Building Trades Unions (NABTU) to improve construction workforce pipeline; and was recognized by *Forbes* as one of America’s Best Employers and America’s Best Employers for New Graduates. *(Hiring needs and related efforts are further discussed in “IIJA Workforce Needs Report” in tab VII.)*
- **Capital Expenditure** — Invested \$2.257 billion in capital projects, including equipment procurements (e.g., *Airo* trainsets & next-generation *Acelas*); major infrastructure programs (e.g., Gateway Program’s Portal North Bridge in NJ and the B&P Tunnel Replacement Program (Frederick Douglass Tunnel) in MD); accessibility projects to achieve compliance with the Americans with Disabilities Act (ADA); and other station, facility, and infrastructure improvements.
 - **IIJA-Funded Projects** — Advanced ten major capital projects that will use Infrastructure Investment and Jobs Act (IIJA) funding to modernize Amtrak’s fleet and railroad infrastructure, including track, bridges, and tunnels used jointly with the company’s commuter railroad partners.
 - **Equipment** — Unveiled interiors of new *Acelas* and continued work to replace other Amtrak-owned equipment across the country with new, state-of-the-art fleet. Continued to advance *Airo* trainset procurement; ordered additional cleaner-and-faster Charger locomotives for Long-Distance service; continued to introduce new state-owned railcars on Amtrak Midwest (and soon California) routes; and advanced planning for future purchase of new Long-Distance passenger cars to replace ’70s- and ’90s-era equipment.
 - **Stations** — In addition to investing in ADA compliance work at stations across the country, advanced modernization, redevelopment, or other projects at major stations, including New York Penn. Station Reconstruction; Baltimore Penn. Station Redevelopment; and various improvements at WHG III 30th Street Station (Philadelphia)

and Chicago Union Station, among others. Also opened, relocated, or improved stations across the country, including in Burlington, VT; Tacoma WA; & Ft. Madison, IA.

- **Infrastructure** — Working with partners, advanced major Gateway Program projects, including by breaking ground on Portal North Bridge in NJ and securing improved, funding-eligible FTA project rating for Hudson Tunnel in NY/NJ. Also made other key investments up and down the NEC, including in support of North River Tunnel stabilization (NYC); B&P Tunnel replacement / Frederick Douglass Tunnel (Baltimore); and track improvements to enable Acelas to reach 160 mph in NJ.
- **Safety** — Continued advancement of Amtrak’s industry-leading Safety Management System (SMS) and further enhanced our safety culture. Prioritized customer safety; advanced safety-enhancing infrastructure improvements (e.g., new secured vehicular gates along NEC); deployed technology to build redundancy into operations; and made progress on several key safety metrics.
- **Accessibility** — Invested more than \$158 million in Amtrak’s ADA Stations Program (ADASP), which has brought 104 stations to full ADA compliance, and another sixty-nine to full compliance excluding platforms. Working with state and federal partners, completed ADASP construction projects at locations including Ashland, VA; Greenwood, MS; and Westerly, RI; also implemented new capabilities allowing reservations for multiple passengers with disabilities and enabling all passengers to request assistance while making a reservation on Amtrak.com or the Amtrak mobile application.
- **Product & Technology Upgrades** — Continued to improve on-board offerings to deliver better customer experience (e.g., refreshes of Superliner interiors; new soft goods on all Long-Distance sleeper trains; and fresher, higher-quality café options). Also deployed new or improved technologies to improve service quality, including WiFi upgrades on selected routes; new ticketing kiosks at 150 stations; and self-service functionality enabling customers to modify or cancel reservations during service disruptions.
- **Resilience & Sustainability** — Formally established climate resilience program and developed strategic plan to mitigate adverse effects of climate change on operations. Also pledged to achieve net-zero greenhouse gas emissions across the Amtrak network by 2045 as part of a new Climate Commitment. (*Resilience & sustainability efforts are further discussed in “Resilience & Sustainability Summary” in tab VII.*)

Statement of Operating Revenues & Expenditures for FYs 22-23

Figure 6.2 includes a statement of Amtrak’s operating revenues and expenditures for FY 22, and compares those actual FY 22 results to the targets in Amtrak’s FY 23 annual operating plan (AOP).

Fig. 6.2: Amtrak Operating Revenues & Expenditures *(dollars in millions)*

	Operating Result	FY 22 Actual	FY 23 Plan	Anticipated YOY Change	
				\$	%
Operating Revenue	Ticket Revenue (Adjusted)	\$1,768.8	\$2,181.2	\$412.4	23.3%
	Food & Beverage	\$44.0	\$61.9	\$17.9	40.7%
	State-Supported Train Revenue	\$329.1	\$319.6	(\$9.5)	(2.9%)
	Subtotal, Passenger-Related Revenue	\$2,141.8	\$2,562.7	\$420.9	19.7%
	Other Core Revenue	\$304.6	\$326.5	\$22.0	7.2%
	Ancillary Revenue	\$383.4	\$434.4	\$51.0	13.3%
	Total, Operating Revenue	\$2,829.8	\$3,323.6	\$493.8	17.5%
Operating Expense	Salaries, Wages, & Benefits	\$2,324.6	\$2,640.2	\$315.7	13.6%
	Train Operations	\$287.0	\$332.6	\$45.6	15.9%
	Fuel, Power, & Utilities	\$302.3	\$338.8	\$36.4	12.1%
	Materials	\$161.2	\$178.4	\$17.2	10.7%
	Facility, Communication, & Office	\$209.2	\$216.4	\$7.1	3.4%
	Advertising & Sales	\$87.3	\$99.6	\$12.3	14.1%
	Casualty & Other Claims	\$82.1	\$74.0	(\$8.0)	(9.8%)
	Professional Fees & Data Processing	\$221.0	\$283.8	\$62.8	28.4%
	All Other Expense	\$247.5	\$237.7	(\$9.8)	(4.0%)
	Transfer to Capital & Ancillary	(\$205.7)	(\$219.1)	(\$13.4)	(6.5%)
	Total, Operating Expense	\$3,716.6	\$4,182.4	\$465.8	12.5%
Adjusted Operating Earnings⁴⁴	(\$886.8)	(\$858.8)	\$28.0	3.2%	

⁴⁴ Amtrak reports “adjusted operating earnings” (AOE) as the key financial measure to evaluate results. AOE is defined as GAAP net loss excluding: (1) certain non-cash items (depreciation, income tax expense, non-cash portion of pension and other post retirement employment benefits, and state capital payment amortization); and (2) GAAP income statement items reported with capital or debt results or other grants (project related revenue/costs reported with capital results, expense related to Inspector General’s office, and interest expense, net). Note that while “adjusted operating earnings” is a non-GAAP figure, Amtrak’s publishes audited, GAAP-consistent consolidated financial statements every year on the “Reports and Documents” page of its website, available at www.Amtrak.com/reports.

Annual Operations Report for FY 22

Figure 6.3 contains an “annual operations report” containing certain route-specific results for FY 22. Additional route-specific information, including on-time performance and changes to service frequency and station stops, can be found elsewhere in this tab, as well as in Amtrak’s year-end performance report for FY 22 and our Consolidated Financial Statements for FY22 (available on the “Amtrak Reports and Documents” webpage at bit.ly/3uiCeUz).

Fig. 6.3: Amtrak Annual Operations Report for FY 22							
Service or Route	Ridership	Passenger-miles	State-Supported Revenue as % of Operating Sources	Adjusted Allocated Operating Sources (\$)	Adjusted Allocated Operating Uses (\$)	Revenue-to-Cost Ratio	Short-term Avoidable Profit or (Loss)/ Passenger-mile (\$)
<i>Acela</i>	2,144,367	426,759,886	N/A	344,850,083	348,609,192	0.99	(0.00)
<i>Northeast Regional</i>	7,089,834	1,272,933,711	N/A	593,823,409	583,896,356	1.02	0.00
NEC Special Trains & Adjustments	4	N/A	N/A	6,823,518	12,759,745	0.53	N/A
Total, Northeast Corridor	9,234,205	1,699,693,597	N/A	945,497,010	945,265,294	1.00	0.00
<i>Adirondack</i>	—	—	100%	1,968,095	1,928,273	1.02	N/A
<i>Berkshire Flyer</i>	1,632	170,557	95%	57,078	91,220	0.63	(0.20)
<i>Blue Water</i>	145,072	28,190,871	56%	14,008,517	15,875,812	0.88	(0.07)
<i>Capitol Corridor</i>	674,040	50,335,344	65%	50,448,975	57,884,510	0.87	(0.15)
<i>Carolinian</i>	270,050	59,235,033	23%	19,179,613	21,699,986	0.88	(0.04)
<i>Cascades</i>	390,234	61,060,229	53%	38,232,916	44,140,467	0.87	(0.10)
<i>Downeaster</i>	444,806	38,862,661	47%	18,106,343	20,399,976	0.89	(0.06)
<i>Empire Service*</i>	1,019,186	165,879,116	-16%	55,038,509	75,657,640	0.73	(0.12)
<i>Ethan Allen Express</i>	63,356	4,597,239	73%	5,654,720	7,305,661	0.77	(0.36)
<i>Gulf Coast Limited</i>	—	—	—	(54)	9,207	(0.01)	N/A
<i>Hartford Line</i>	324,305	18,652,699	67%	20,483,738	34,182,245	0.60	(0.73)
<i>Heartland Flyer</i>	63,052	11,475,737	71%	7,048,703	8,191,874	0.86	(0.10)
<i>Hiawatha</i>	501,925	40,463,019	44%	23,055,036	26,014,456	0.89	(0.07)
<i>Illini/Saluki</i>	224,271	37,104,515	64%	19,824,325	15,396,799	1.29	0.12
<i>Illinois Zephyr/Carl Sandburg</i>	134,235	21,959,752	76%	18,041,401	17,260,898	1.05	0.04
<i>Keystone Service</i>	806,430	53,861,014	36%	35,119,200	76,585,718	0.46	(0.77)
<i>Lincoln Service</i>	476,111	93,113,115	59%	40,143,410	40,982,083	0.98	(0.01)
<i>Maple Leaf</i>	384,969	74,260,646	46%	34,192,702	40,488,937	0.84	(0.08)
<i>Missouri River Runner</i>	120,250	23,490,608	63%	13,165,035	11,498,638	1.14	0.07
<i>Pacific Surfliner</i>	1,634,204	161,715,895	42%	97,972,960	118,814,683	0.82	(0.13)
<i>Pennsylvanian</i>	176,128	37,828,525	30%	14,959,486	20,738,650	0.72	(0.15)
<i>Père Marquette</i>	86,148	13,109,352	49%	7,134,259	9,538,945	0.75	(0.18)
<i>Piedmont</i>	212,554	24,821,505	45%	8,229,719	9,601,307	0.86	(0.06)
<i>San Joaquins</i>	709,910	103,634,584	69%	81,415,515	94,251,595	0.86	(0.12)
<i>Vermont</i>	87,282	9,713,674	67%	9,466,771	10,800,269	0.88	(0.14)
<i>VA Service: DC-Newport News</i>	249,235	30,812,865	21%	12,113,378	17,023,351	0.71	(0.16)
<i>VA Service: DC-Norfolk</i>	311,218	41,937,994	24%	15,246,454	22,584,053	0.68	(0.17)
<i>VA Service: DC-Richmond</i>	93,298	7,861,972	62%	6,746,645	8,960,094	0.75	(0.28)
<i>VA Service: DC-Roanoke</i>	230,049	31,845,453	14%	9,861,975	13,295,115	0.74	(0.11)
<i>Wolverine</i>	367,254	81,295,238	43%	35,785,275	43,592,565	0.82	(0.10)
Non-NEC Special Trains & State-Supported Adjustments	238	N/A	N/A	6,200,001	19,083,299	0.32	N/A
Total, State-Supported	10,201,442	1,327,289,212	46%	718,900,700	903,878,326	0.80	(0.13)

Fig. 6.3: Amtrak Annual Operations Report for FY 22

Service or Route	Ridership	Passenger-miles	State-Supported Revenue as % of Operating Sources	Adjusted Allocated Operating Sources (\$)	Adjusted Allocated Operating Uses (\$)	Revenue-to-Cost Ratio	Short-term Avoidable Profit or (Loss)/ Passenger-mile (\$)
<i>Auto Train</i>	278,973	168,780,948	N/A	119,660,321	97,708,096	1.22	0.13
<i>California Zephyr</i>	290,411	213,640,387	N/A	55,105,713	120,794,798	0.46	(0.31)
<i>Capitol Limited</i>	167,713	72,675,904	N/A	18,840,094	41,932,431	0.45	(0.32)
<i>Cardinal</i>	80,322	29,637,049	N/A	8,089,991	27,036,344	0.30	(0.64)
<i>City of New Orleans</i>	155,618	63,822,334	N/A	14,144,230	39,008,835	0.36	(0.39)
<i>Coast Starlight</i>	352,725	160,682,563	N/A	46,299,309	92,987,456	0.50	(0.29)
<i>Crescent</i>	202,685	87,800,207	N/A	27,190,649	65,021,264	0.42	(0.43)
<i>Empire Builder</i>	303,568	220,866,573	N/A	49,603,721	110,723,055	0.45	(0.28)
<i>Lake Shore Limited</i>	319,254	130,637,160	N/A	30,640,937	68,075,063	0.45	(0.29)
<i>Palmetto</i>	280,643	68,165,218	N/A	25,521,869	40,307,937	0.63	(0.22)
<i>Silver Meteor</i>	79,196	41,847,712	N/A	11,091,818	22,634,288	0.49	(0.28)
<i>Silver Star</i>	434,777	220,851,022	N/A	54,189,701	111,165,885	0.49	(0.26)
<i>Southwest Chief</i>	223,654	199,536,163	N/A	39,750,062	104,200,946	0.38	(0.32)
<i>Sunset Limited</i>	73,904	56,266,279	N/A	11,064,716	52,858,706	0.21	(0.74)
<i>Texas Eagle</i>	253,491	124,027,867	N/A	23,314,044	55,814,195	0.42	(0.26)
Long-Distance Adjustments	N/A	N/A	N/A	70,637	47,236,485	0.00	N/A
Total, Long-Distance	3,496,934	1,859,237,386	N/A	534,577,810	1,097,505,785	0.49	(0.30)
Grand Total	22,932,581	4,886,220,195	N/A	2,198,975,522	2,946,649,403	0.75	(0.04)

*Empire Service results reflect changes to revenue accounting system.

Discussion of Northeast Corridor Costs and Revenues in FY 22

Amtrak measures the relationship between Northeast Corridor (NEC) Service Line operating revenues and operating costs as the “NEC cost recovery ratio.” Recent performance and future goals are shown in figure 6.4:

Fig. 6.4: NEC (Service Line) Cost Recovery Ratio

Metric	FY 19 Actual	FY 22 Actual	FY 23 Projected	FY 28 Projected
NEC Cost Recovery Ratio	170%	100%	110%	127%

“Cost recovery ratio” describes NEC Service Line operating revenues as a share of total NEC Service Line operating expenses.

Amtrak’s FY 22 NEC cost recovery performance reflects a continued rebound following a two-year decline in revenues. In FY 22, Amtrak proactively adopted strategies and goals that facilitated revenue growth reaching the 100% NEC operating cost recovery goal established in statute. We are continuing to innovate and enhance our strategies to position NEC services for strong revenue performance.

Moving forward, Amtrak anticipates that customer demand for service on the Northeast Corridor will continue to grow barring any unforeseen external events. However, the inflationary pressures that have affected the American economy have also impacted the goods and services required for Amtrak’s Northeast Corridor operations. Amtrak is actively working to limit the inflation’s impact on our costs, with the aim of continuing to improve NEC cost recovery over time.

For additional context, see “Five-Year Financial Sources & Uses Statements and Forecasts” elsewhere in this tab.

On-Time Performance (OTP) Report for FY 22 (by Route)

On-time performance (OTP) can mean different things in different contexts:

- “**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.

Of these three metrics, “customer OTP” is often the most useful as a metric of Amtrak’s performance: the point of train service is to move passengers, so whether those passengers arrive on schedule is generally the best and clearest measure of a train’s performance.

In November of 2020, the Federal Railroad Administration (FRA) established customer OTP of at least 80% as the minimum standard for measuring the performance of intercity passenger rail service.⁴⁵ However, during FY 22, OTP still varied widely for Amtrak’s passengers. On the Northeast Corridor spine, where the company generally controls dispatching, 81.8% of *Acela* passengers and 83.9% of *Northeast Regional* passengers arrived on time—exceeding the FRA’s standard. But on Long-Distance routes, where “host” railroads control nearly all dispatching, only 44% of passengers arrived on time—far below the FRA’s standard. Put simply, millions of passengers face long delays every year because Amtrak can’t compel other railroads to prioritize people over freight. But a simple policy fix could solve this problem forever: see “Enable Amtrak to Uphold Its Right to Preference in Train Dispatching” in “General Rail Policy Requests” in tab IV.

Figure 6.5 gives detailed information on every individual Amtrak route’s OTP.

Fig. 6.5: FY 22 On-Time Performance by Route			
Service or Route	Customer OTP (%)	Endpoint OTP (%)	All Stations OTP (%)
Amtrak System <i>(Grand Total)</i>	73.8	76.5	76.2
Northeast Corridor <i>(Service Line Total)</i>	79.0	79.5	83.9
<i>Acela</i>	81.8	78.8	86.1
<i>Northeast Regional</i> <i>(subtotal)</i>	78.2	79.8	83.3
<i>On-Spine Northeast Regional</i>	83.9	83.3	87.5
VA – Richmond/Newport News/Norfolk	73.3	67.6	78.1
VA – Roanoke	69.1	63.2	74.9
<i>Hartford Line (Amtrak) & Valley Flyer</i>	87.7	89.8	90.0

⁴⁵ [49 C.F.R. § 273.5](#).

Fig. 6.5: FY 22 On-Time Performance by Route

Service or Route	Customer OTP (%)	Endpoint OTP (%)	All Stations OTP (%)
State-Supported (Service Line Total)	79.2	79.5	83.0
Capitol Corridor	84.7	82.7	88.8
Carolinian	62.2	73.4	65.3
Cascades	56.1	55.0	63.8
Downeaster	81.7	73.9	90.2
Empire (subtotal)	84.4	87.7	85.7
Adirondack	—	—	—
Berkshire Flyer	50.6	47.1	59.4
Ethan Allen Express	82.7	86.6	87.0
Maple Leaf	79.9	84.0	79.3
New York – Albany	90.0	91.3	93.1
New York – Niagara Falls	79.2	82.9	81.4
Heartland Flyer	62.3	57.3	69.6
Hiauwatha	93.8	91.1	95.7
Illinois (subtotal)	69.2	78.1	74.1
Carl Sandburg/Illinois Zephyr	80.3	83.3	83.4
Illini/Saluki	56.5	73.3	55.0
Lincoln Service	72.4	76.9	76.6
Keystone	94.5	91.5	95.7
Michigan (subtotal)	64.2	67.0	68.6
Blue Water	65.7	68.0	73.2
Père Marquette	73.2	75.4	83.0
Wolverine	61.5	63.8	65.4
Missouri River Runner	60.3	55.8	68.0
Pacific Surfliner	80.3	79.7	84.4
Pennsylvanian	68.0	67.4	67.3
Piedmont	75.2	68.0	83.9
San Joaquins	74.2	76.3	78.7
Vermonteer	81.3	85.4	80.2
Long-Distance (Service Line Total)	43.8	52.8	46.3
Auto Train	36.3	49.7	58.1
California Zephyr	29.0	31.1	30.0
Capitol Limited	32.1	36.6	40.7
Cardinal	48.4	55.0	49.5
City of New Orleans	60.2	75.7	54.0
Coast Starlight	53.0	60.8	55.2
Crescent	52.6	47.1	52.0
Empire Builder	47.9	61.6	48.1
Lake Shore Limited	59.1	72.8	63.1
Palmetto	67.6	68.5	67.5
Silver Meteor	44.2	57.0	51.7
Silver Star	25.8	33.5	33.9
Southwest Chief	27.8	33.5	33.6
Sunset Limited	21.2	26.0	24.2
Texas Eagle	48.9	53.5	47.5

Amtrak Host Railroad Report Card: CY 2022



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	2022 Grade	4-Year GPA
1	Canadian Pacific	A+	4.11
2	CSX	B	3.20
3	BNSF	B	3.33
4	Canadian National	B-	2.75
5	Norfolk Southern	D-	1.26
6	Union Pacific	F	2.19

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.

Four-year rolling GPA is calculated based upon average delay-minutes per 10,000 train miles from CY 19 through CY 22.

Amtrak Host Railroad Report Card: CY 2022



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 1.1 million minutes of delay to Amtrak passengers in 2022.

The Federal Railroad Administration “Metrics and Standards” rule sets the On-Time Performance standard: 80% of customers must arrive on time.

Miss the standard, and the Surface Transportation Board can investigate to determine the causes, and if Amtrak’s right to preference was violated, the freight railroad may face penalties.

See how your Amtrak route fared >>

Long Distance: 15 of 15 routes fail to meet standard

Route	Class I Host Railroad	Percentage of On-Time Customers	Meet the 80% standard?
Palmetto	CSX	70%	Failed
Lake Shore Limited	CSX, NS	63%	
City of New Orleans	CN	61%	
Crescent	NS	57%	
Silver Meteor	CSX	54%	
Coast Starlight	UP, BNSF	53%	
Empire Builder	BNSF, CP	47%	
Cardinal	CSX, NS	45%	
Texas Eagle	UP, BNSF, CN	45%	
Capitol Limited	NS, CSX	40%	
Auto Train	CSX	40%	
Silver Star	CSX, NS	28%	
Southwest Chief	BNSF	27%	
California Zephyr	UP, BNSF	25%	
Sunset Limited	UP, BNSF	19%	

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?
Keystone	Amtrak	95%	Passed
Hiawatha	CP	92%	
New York - Albany	Amtrak	89%	
Capitol Corridor	UP	85%	
Downeaster	CSX	82%	
Pacific Surfliner	UP, BNSF	81%	
Adirondack	Amtrak	80%	
Ethan Allen Express	CP	79%	Failed
Maple Leaf	CSX	78%	
Vermont	(other hosts)	77%	
Carl Sandburg / Illinois Zephyr	BNSF	77%	
Pere Marquette	CSX, NS	77%	
New York - Niagara Falls	CSX	77%	
San Joaquins	BNSF, UP	73%	
Piedmont	NS	72%	
Pennsylvanian	NS	72%	
Lincoln Service	UP, CN	69%	
Blue Water	CN, NS	66%	
Carolinian	CSX, NS	63%	
Wolverine	NS, CN	61%	
Missouri River Runner	UP	60%	
Illini / Saluki	CN	57%	
Heartland Flyer	BNSF	57%	
Cascades	BNSF, UP	56%	

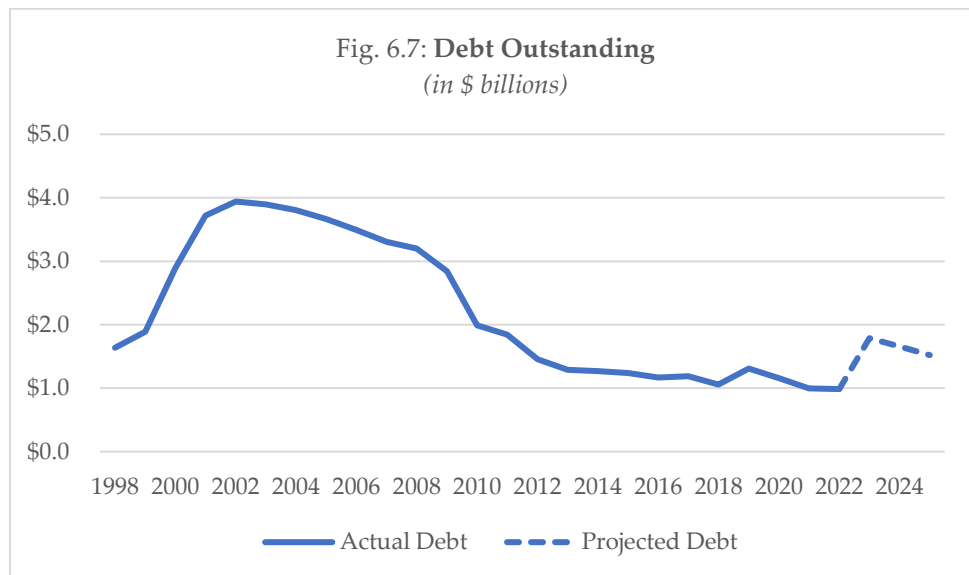
Class I hosts listed for a given route reflect only those segments over which Amtrak operated trains during CY 22.

Debt Summary for FY 22

At the end of FY 22, Amtrak had a total debt of \$986 million. Amtrak’s plan is to pay \$42 million in FY 23 and \$68 million in FY 24 in scheduled debt service for existing leases and notes using a combination of federal sources and passenger revenues. In addition to scheduled debt service payments, Amtrak plans to use \$156 million in FY 23 and \$94 million in FY 24 to fund credit risk premia, for required debt service reserves, and to pay debt service on the “Railroad Rehabilitation & Improvement Financing (RRIF) III” loan that provided a total of \$2.450 billion for procurement of next-generation *Acela* equipment.

Amtrak has assumed a draw of \$1.000 billion from the remaining availability under RRIF III in FY 23, by August 16th based on the current Availability Period. Amtrak anticipates seeking a modification of RRIF III to allow for a draw period that extends to September 15, 2025, to align the draw period with the completion of program elements under the New Acela program. If modified, the draw(s) for RRIF III will be aligned with program deliveries for 2023, 2024 and 2025.

Fig. 6.6: Amtrak Debt Outstanding, in Millions		
Debt Obligations	Outstanding Balance, End of FY 21	Outstanding Balance, End of FY 22
PEDFA A frequency converter	\$80.1	\$77.8
PEDFA B frequency converter	\$4.5	—
2016 Unsecured Private Placement Notes	\$85.9	\$79.9
2016 Secured Private Placement Notes	\$271.7	\$266.7
RRIF III Loan	\$557.1	\$561.3
Total	\$999.3	\$985.7



Five-Year Financial Sources & Uses Statements and Forecasts

In the past, Amtrak has typically transmitted five-year service and asset line plans at the same time as its general and legislative annual report and grant request (L&G). However, under the Infrastructure Investment and Jobs Act (IIJA), Amtrak is now directed to prepare and submit those five-year plans on a biennial rather than annual basis; in odd-numbered years, the company is instead required a self-contained element of the full plans—i.e., “updated financial sources and uses statements and forecasts”—with the L&G. This section contains the required documents for FYs 23-28.

Note that in all tables in this section, “Federal Grants to Amtrak” (sources) includes expected in-year spend and excludes contingency and modernization funding.

(\$\$ in Thousands)	Northeast Corridor (NEC) Account						National Network Account						National Network Account Total	Total Amtrak
	NEC	Ancillary - NEC				Northeast Corridor (NEC) Account Total	State Supported	Long Distance	Ancillary - National Network			National Network Account Total		
		Infrastructure Access	Amtrak Services	Reimbursable Services	Real Estate/Commercial Services				Infrastructure Access	Amtrak Services	Reimbursable Services			
Financial Sources:														
Passenger Related Revenue														
<i>Ticket Revenue (Adjusted)</i>	1,185,902	(2,423)	(258)	(418)	(36)	1,182,767	428,664	570,483	(333)	(183)	(196)	(7)	998,428	2,181,195
<i>Charter/Special Trains</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Food and Beverage</i>	19,602	-	-	-	-	19,602	17,620	24,701	-	-	-	-	42,321	61,923
Contractual Contribution (Operating)														
<i>PRIIA 209 Operating Payments</i>	-	-	-	-	-	-	319,602	-	-	-	-	-	319,602	319,602
<i>PRIIA 212 Operating Payments</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Commuter Operations</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Reimbursable Contracts</i>	1,183	1,370	84,507	139,616	70,063	296,739	1,724	419	10	59,039	62,082	14,350	137,624	434,363
<i>Access Revenue</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Commercial Revenue (incl. Pipe/Wire, Real Estate, Parking)														
<i>All Other Revenue (incl. Insurance Revenue, Cobranded Commissions, etc.)</i>	33,605	243,603	430	616	53	278,308	15,566	12,890	19,221	265	285	11	48,237	326,545
Operating Sources Subtotal	1,240,292	242,551	84,680	139,814	70,079	1,777,416	783,175	608,494	18,898	59,121	62,170	14,354	1,546,212	3,323,628
Contractual Contribution (Capital)														
<i>PRIIA 209 Capital Payments</i>	13,870	3	3	17	0	13,894	43,410	9,956	0	6	6	0	53,378	67,272
<i>PRIIA 212 Capital Payments</i>	67,206	75,737	-	-	-	142,943	13,892	9,539	9,568	-	-	-	32,998	175,941
<i>Other State/Local Mutual Benefit</i>	53,261	80,786	36	349	14	134,446	25,390	7,579	15,834	0	164	0	48,968	183,414
<i>Amtrak Internal Cash</i>	82,921	48,480	2,961	8,292	531	143,185	54,839	49,793	7,073	2,047	3,464	54	117,269	260,454
<i>Financing Proceeds Applied</i>	1,000,000	-	-	-	-	1,000,000	-	-	-	-	-	-	-	1,000,000
<i>Other Capital and Special Grants (incl., state/local sources)</i>	32,570	24,632	39	3,332	124	60,697	13,606	6,541	15,441	-	1,747	0	37,335	98,033
Capital Sources Subtotal	1,249,829	229,637	3,039	11,990	669	1,495,165	151,137	83,408	47,916	2,053	5,380	54	289,949	1,785,114
Federal Grants to Amtrak														
<i>Prior Year Carryover Grant Funds</i>	134,552	145,920	542	7,174	122	288,309	162,468	587,708	31,814	670	1,223	15	783,898	1,072,207
<i>Current Year FAST Sec 11101 Grants</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Operating</i>	-	-	-	-	-	-	160,541	248,411	44,157	-	-	-	453,109	453,109
<i>Capital</i>	489,878	349,800	1,322	19,511	419	860,929	157,570	114,100	33,761	1,349	4,341	29	311,149	1,172,078
<i>IIJA Supplemental</i>	176,669	13,901	8	12	1	190,591	368,121	145,813	1,738	7	6	0	515,685	706,277
<i>IIJA Discretionary</i>	579,748	700,409	307	25,735	954	1,307,154	70,288	109,840	30,771	-	13,625	1	224,524	1,531,678
<i>Other Federal Grants (incl., FRA/OST, FTA, DHS)</i>	34,250	72,243	10	725	18	107,245	8,259	13,144	2,326	3	252	0	23,984	131,229
Federal Grants to Amtrak Subtotal	1,415,097	1,282,272	2,189	53,156	1,514	2,754,228	927,246	1,219,015	144,567	2,029	19,447	46	2,312,350	5,066,578
Total Financial Sources	3,905,218	1,754,461	89,908	204,960	72,263	6,026,809	1,861,559	1,910,917	211,381	63,203	86,998	14,453	4,148,511	10,175,320
Financial Uses (Operating):														
<i>Service Line Management</i>	5,157	1,533	413	675	6,742	14,520	9,631	4,638	144	300	541	1,381	16,634	31,154
<i>Transportation</i>	303,053	44,257	51,251	3,935	160	402,656	425,383	655,585	12,222	43,066	927	33	1,137,217	1,539,873
<i>Equipment</i>	250,355	15,370	31,072	28,331	515	325,642	242,772	274,954	369	20,699	4,750	105	543,649	869,291
<i>Infrastructure</i>	165,769	134,381	3,034	98,633	3,274	405,092	46,236	20,684	13,680	449	59,493	671	141,212	546,304
<i>Stations</i>	61,227	47,495	3,777	26	1,950	114,475	96,098	68,969	15,058	(4)	91	399	180,611	295,086
<i>National Assets and Corporate Services</i>	337,318	94,454	9,976	42,049	2,507	486,306	186,660	188,410	18,402	7,573	12,854	514	414,414	900,720
Total Operating Uses	1,122,880	337,490	99,524	173,649	15,148	1,748,691	1,006,781	1,213,239	59,875	72,084	78,656	3,103	2,433,737	4,182,428
Operating Surplus/Deficit <i>(Operating Sources - Operating Uses)</i>	117,412	(94,940)	(14,844)	(33,835)	54,932	28,725	(223,605)	(604,745)	(40,977)	(12,963)	(16,486)	11,251	(887,525)	(858,800)
Available for Capital Uses <i>(Capital Sources + Federal Grants to Amtrak + Operating Surplus/Deficit - Debt Service Payments)</i>	2,782,338	1,416,970	(9,616)	31,311	57,115	4,278,119	854,778	697,678	151,506	(8,881)	8,342	11,350	1,714,774	5,992,892
Financial Uses (Capital):														
<i>Service Line Management</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Transportation</i>	16,423	2,941	183	834	41	20,422	13,313	8,516	261	119	153	3	22,365	42,787
<i>Equipment</i>	551,048	41,000	488	23,165	315	616,017	375,764	242,610	5,117	846	4,716	14	629,066	1,245,082
<i>Infrastructure</i>	577,428	572,943	530	6,838	200	1,157,939	199,733	131,518	66,350	268	1,834	11	399,714	1,557,653
<i>Stations</i>	133,100	126,687	11	16	2	259,816	188,170	69,406	24,255	9	9	0	281,849	541,665
<i>National Assets and Corporate Services</i>	73,499	29,450	3,669	5,225	547	112,389	51,220	73,876	4,400	2,841	2,745	70	135,152	247,541
Capital Expenditures	1,351,497	773,020	4,881	36,079	1,105	2,166,583	828,199	525,927	100,384	4,082	9,456	98	1,468,145	3,634,728
<i>Debt Repayments</i>	123,537	-	-	-	-	123,537	38,156	38,156	-	-	-	-	76,311	199,848
Total Capital Uses	1,475,034	773,020	4,881	36,079	1,105	2,290,120	866,354	564,082	100,384	4,082	9,456	98	1,544,456	3,834,576
Remaining Carryover Balance	\$ 1,307,304	\$ 643,950	\$ (14,497)	\$ (4,768)	\$ 56,010	\$ 1,987,999	\$ (11,576)	\$ 133,596	\$ 51,122	\$ (12,963)	\$ (1,115)	\$ 11,253	\$ 170,317	\$ 2,158,316

(\$ in Thousands)	Northeast Corridor (NEC) Account						National Network Account						National Network Account Total	Total Amtrak
	NEC	Infrastructure Access	Ancillary - NEC			Northeast Corridor (NEC) Account Total	State Supported	Long Distance	Infrastructure Access	Ancillary - National Network				
			Amtrak Services	Reimbursable Services	Real Estate/ Commercial Services					Amtrak Services	Reimbursable Services	Real Estate/ Commercial Services		
Financial Sources:														
Passenger Related Revenue														
Ticket Revenue (Adjusted)	1,425,335	-	-	-	-	1,425,335	492,820	649,049	-	-	-	-	1,141,869	2,567,203
Charter/Special Trains	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Food and Beverage	22,183	-	-	-	-	22,183	20,913	27,398	-	-	-	-	48,310	70,493
Contractual Contribution (Operating)														
PRIIA 209 Operating Payments	-	-	-	-	-	-	340,515	-	-	-	-	-	340,515	340,515
PRIIA 212 Operating Payments	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Commuter Operations	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Contracts	1,183	1,452	87,888	147,993	71,464	309,980	1,724	419	10	61,400	65,807	14,637	143,998	453,978
Access Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Commercial Revenue (incl. Pipe/Wire, Real Estate, Parking)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
All Other Revenue (incl. Insurance Revenue, Cobranded Commissions, etc.)	36,879	283,378	491	717	59	321,525	16,655	12,898	21,107	285	313	11	51,269	372,794
Operating Sources Subtotal	1,485,580	284,831	88,379	148,710	71,523	2,079,023	872,627	689,764	21,117	61,686	66,120	14,649	1,725,962	3,804,984
Contractual Contribution (Capital)														
PRIIA 209 Capital Payments	15,301	3	3	17	0	15,324	41,273	11,761	0	6	6	0	53,046	68,371
PRIIA 212 Capital Payments	93,121	77,750	-	-	-	170,872	17,895	14,455	11,783	-	-	-	44,134	215,005
Other State/Local Mutual Benefit	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Amtrak Internal Cash	248,767	22,612	-	22	-	271,401	4,869	3,619	569	-	3	-	9,061	280,462
Financing Proceeds Applied	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Capital and Special Grants (incl., state/local sources)	32,570	24,632	39	3,332	124	60,697	13,606	6,541	15,441	-	1,747	0	37,335	98,033
Capital Sources Subtotal	389,760	124,997	42	3,371	125	518,295	77,644	36,376	27,794	6	1,756	0	143,575	661,870
Federal Grants to Amtrak														
Prior Year Carryover Grant Funds	47,546	34,854	7	1,692	38	84,136	154,183	132,435	10,711	39	8	0	297,377	381,513
Current Year FAST Sec 11101 Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Operating & Debt	109,200	-	-	-	-	109,200	128,172	504,557	49,666	-	-	-	682,306	791,696
Capital	627,209	365,821	4,502	21,888	972	1,020,392	307,145	235,156	62,868	3,854	8,394	88	617,505	1,637,897
IIJA Supplemental	214,070	103,997	160	3,354	136	321,717	321,036	134,165	3,905	96	1,772	3	460,976	782,694
IIJA Discretionary	579,748	700,409	307	25,735	954	1,307,154	70,288	109,840	30,771	-	13,625	1	224,524	1,531,678
Other Federal Grants (incl., FRA/OST, FTA, DHS)	259,912	385,150	26	878	14	645,979	79,156	51,959	18,532	40	188	0	149,875	795,855
Federal Grants to Amtrak Subtotal	1,837,686	1,590,230	5,002	53,547	2,113	3,488,578	1,059,980	1,168,112	176,453	4,029	23,987	92	2,432,653	5,921,232
Total Financial Sources	3,713,026	2,000,057	93,424	205,627	73,761	6,085,896	2,010,251	1,894,252	225,364	65,720	91,862	14,741	4,302,190	10,388,086
Financial Uses (Operating):														
Service Line Management	5,834	1,630	445	751	9,062	17,722	9,573	4,566	170	330	642	1,856	17,137	34,859
Transportation	342,846	47,058	55,199	4,375	215	449,693	422,840	645,341	14,449	47,435	1,102	44	1,131,210	1,580,903
Equipment	283,229	16,342	33,466	31,501	692	365,229	241,320	270,658	436	22,799	5,642	142	540,997	906,225
Infrastructure	187,536	142,885	3,268	109,670	4,400	447,760	45,959	20,361	16,172	494	70,669	901	154,557	602,317
Stations	69,266	50,500	4,068	29	2,621	126,485	95,524	67,891	17,801	(4)	108	537	181,857	308,342
National Assets and Corporate Services	381,610	100,432	10,745	46,755	3,370	542,912	185,544	185,466	21,755	8,342	15,269	690	417,066	959,978
Total Operating Uses	1,270,321	358,848	107,190	193,081	20,361	1,949,800	1,000,760	1,194,282	70,783	79,395	93,432	4,170	2,442,823	4,392,623
Operating Surplus/Deficit (Operating Sources - Operating Uses)	215,259	(74,017)	(18,811)	(44,371)	51,163	129,223	(128,133)	(504,518)	(49,666)	(17,710)	(27,312)	10,478	(716,861)	(587,639)
Available for Capital Uses (Capital Sources + Federal Grants to Amtrak + Operating Surplus/Deficit - Debt Service Payments)	2,442,706	1,641,210	(13,767)	12,547	53,401	4,136,096	1,009,490	699,970	154,580	(13,675)	(1,570)	10,571	1,859,367	5,995,463
Financial Uses (Capital):														
Service Line Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	20,091	1,273	173	402	21	21,960	13,718	9,848	128	111	108	3	23,916	45,877
Equipment	426,986	47,059	512	13,742	337	488,635	274,084	179,416	5,774	810	4,969	12	465,066	953,701
Infrastructure	1,354,960	1,441,056	1,015	37,952	1,362	2,836,346	425,514	292,479	126,758	476	18,135	13	863,376	3,699,721
Stations	224,330	202,626	13	19	2	426,989	237,095	137,425	18,978	10	10	0	393,518	820,508
National Assets and Corporate Services	91,793	23,213	3,332	4,802	515	123,655	58,932	80,761	2,942	2,627	2,521	64	147,848	271,503
Capital Expenditures	2,118,159	1,715,227	5,045	56,918	2,238	3,897,586	1,009,344	699,930	154,580	4,035	25,742	93	1,893,724	5,791,310
Debt Repayments	98,215	-	-	-	-	98,215	-	-	-	-	-	-	-	98,215
Total Capital Uses	2,216,374	1,715,227	5,045	56,918	2,238	3,995,801	1,009,344	699,930	154,580	4,035	25,742	93	1,893,724	5,889,525
Remaining Carryover Balance	\$ 226,332	\$ (74,017)	\$ (18,811)	\$ (44,371)	\$ 51,163	\$ 140,295	\$ 146	\$ 40	\$ -	\$ (17,710)	\$ (27,312)	\$ 10,478	\$ (34,357)	\$ 105,938

FY 2025														
(\$s in Thousands)	Northeast Corridor (NEC) Account						National Network Account						Total Antrak	
	NEC	Infrastructure Access	Ancillary - NEC			Northeast Corridor (NEC) Account Total	State Supported	Long Distance	Infrastructure Access	Ancillary - National Network				National Network Account Total
			Amtrak Services	Reimbursable Services	Real Estate/ Commercial Services					Amtrak Services	Reimbursable Services	Real Estate/ Commercial Services		
Financial Sources:														
Passenger Related Revenue														
<i>Ticket Revenue (Adjusted)</i>	1,544,706	-	-	-	-	1,544,706	513,182	670,577	-	-	-	1,183,759	2,728,465	
<i>Charter/Special Trains</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	
<i>Food and Beverage</i>	24,143	-	-	-	-	24,143	22,046	28,606	-	-	-	50,652	74,795	
Contractual Contribution (Operating)														
<i>PRIA 209 Operating Payments</i>	-	-	-	-	-	-	352,710	-	-	-	-	352,710	352,710	
<i>PRIA 212 Operating Payments</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	
<i>Commuter Operations</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	
<i>Reimbursable Contracts</i>	1,183	1,496	91,403	152,432	72,893	319,408	1,724	419	10	63,856	67,781	14,930	148,721	
<i>Access Revenue</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	
Commercial Revenue (incl. Pipe/Wire, Real Estate, Parking)														
<i>All Other Revenue (incl. Insurance Revenue, Cobranded Commissions, etc.)</i>	41,789	330,737	579	837	68	374,010	16,748	12,898	22,439	298	323	12	52,717	
Operating Sources Subtotal	1,611,821	332,233	91,982	153,269	72,962	2,262,266	906,410	712,500	22,449	64,154	68,104	14,942	1,788,560	
Contractual Contribution (Capital)														
<i>PRIA 209 Capital Payments</i>	10,784	2	2	13	0	10,802	38,736	10,114	0	4	4	0	48,859	
<i>PRIA 212 Capital Payments</i>	101,232	73,503	-	-	-	174,736	17,628	15,384	12,340	-	-	-	45,352	
<i>Other State/Local Mutual Benefit</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	
<i>Amtrak Internal Cash</i>	58,053	37,730	16	232	0	96,031	12,466	4,519	1,951	39	18	0	18,994	
<i>Financing Proceeds Applied</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	
<i>Other Capital and Special Grants (incl., state/local sources)</i>	40,345	31,547	28	2,578	100	74,597	19,587	7,722	25,276	-	1,300	0	53,884	
Capital Sources Subtotal	210,415	142,782	46	2,822	100	356,165	88,417	37,739	39,567	44	1,322	0	167,089	
Federal Grants to Amtrak														
<i>Prior Year Carryover Grant Funds</i>	971	265	-	-	-	1,237	252,101	106,027	8,558	-	0	-	366,687	
<i>Current Year FAST Sec 11101 Grants</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	
<i>Operating & Debt</i>	-	-	-	-	-	-	133,187	524,035	50,870	-	-	-	708,091	
<i>Capital</i>	716,891	348,761	2,450	15,990	655	1,084,748	368,493	257,662	68,412	2,117	6,861	46	703,592	
<i>I/JA Supplemental</i>	794,126	156,992	115	2,475	100	953,809	1,097,497	638,707	6,029	69	1,308	2	1,743,610	
<i>I/JA Discretionary</i>	568,467	896,445	224	18,793	697	1,484,626	71,240	111,060	48,530	-	9,957	1	240,787	
<i>Other Federal Grants (incl., FRA/OST, FTA, DHS)</i>	289,680	599,653	159	2,378	3	891,874	295,024	59,786	34,317	385	141	3	389,655	
Federal Grants to Amtrak Subtotal	2,370,136	2,002,116	2,949	39,636	1,455	4,416,293	2,217,542	1,697,277	216,716	2,571	18,266	51	4,152,423	
Total Financial Sources	4,192,371	2,477,131	94,978	195,728	74,517	7,034,725	3,212,369	2,447,517	278,732	66,768	87,692	14,993	6,108,072	
Financial Uses (Operating):														
Service Line Management	6,153	1,685	459	775	9,356	18,429	9,945	4,727	176	340	662	1,916	17,767	
Transportation	361,582	48,666	56,933	4,518	222	471,920	439,249	668,173	14,967	48,925	1,136	45	1,172,495	
Equipment	298,706	16,901	34,517	32,523	714	383,362	250,685	280,234	451	23,515	5,818	146	560,850	
Infrastructure	197,784	147,768	3,371	113,230	4,543	466,696	47,743	21,081	16,751	510	72,868	931	159,884	
Stations	73,052	52,226	4,196	30	2,707	132,210	99,231	70,293	18,439	(4)	111	554	188,624	
National Assets and Corporate Services	402,464	103,864	11,083	48,272	3,480	569,163	192,745	192,027	22,534	8,604	15,744	713	432,367	
Total Operating Uses	1,339,742	371,111	110,559	199,347	21,022	2,041,781	1,039,597	1,236,535	73,319	81,890	96,339	4,306	2,531,987	
Operating Surplus/Deficit <i>(Operating Sources - Operating Uses)</i>	272,079	(38,878)	(18,577)	(46,078)	51,940	220,486	(133,187)	(524,035)	(50,870)	(17,736)	(28,235)	10,636	(743,427)	
Available for Capital Uses <i>(Capital Sources + Federal Grants to Amtrak + Operating Surplus/Deficit - Debt Service Payments)</i>	2,852,630	2,106,021	(15,581)	(3,620)	53,495	4,992,945	2,172,772	1,210,982	205,413	(15,122)	(8,647)	10,688	3,576,085	
Financial Uses (Capital):														
Service Line Management	-	-	-	-	-	-	-	-	-	-	-	-	-	
Transportation	12,351	853	126	335	14	13,679	8,010	5,545	86	74	73	2	13,788	
Equipment	718,552	45,408	653	12,935	340	777,887	956,028	661,405	5,830	973	5,092	11	1,629,339	
Infrastructure	1,432,133	1,583,019	659	26,884	973	3,043,668	832,730	295,827	153,047	324	13,227	9	1,295,164	
Stations	323,215	505,198	11	16	2	828,441	318,583	186,675	45,078	9	8	0	550,354	
National Assets and Corporate Services	94,299	10,422	1,547	2,290	226	108,784	57,421	61,531	1,371	1,235	1,188	30	122,776	
Capital Expenditures	2,580,551	2,144,899	2,996	42,459	1,555	4,772,459	2,172,772	1,210,982	205,413	2,615	19,588	52	3,611,420	
Debt Repayments	161,548	-	-	-	-	161,548	15,039	15,039	-	-	-	-	30,078	
Total Capital Uses	2,742,099	2,144,899	2,996	42,459	1,555	4,934,007	2,187,811	1,226,021	205,413	2,615	19,588	52	3,641,498	
Remaining Carryover Balance	\$ 110,531	\$ (38,878)	\$ (18,577)	\$ (46,078)	\$ 51,940	\$ 58,938	\$ (15,039)	\$ (15,039)	\$ -	\$ (17,736)	\$ (28,235)	\$ 10,636	\$ (65,413)	
													\$ (6,475)	

(\$ in Thousands)	Northeast Corridor (NEC) Account						National Network Account						National Network Account Total	Total Amtrak
	NEC	Infrastructure Access	Ancillary - NEC			Northeast Corridor (NEC) Account Total	State Supported	Long Distance	Infrastructure Access	Ancillary - National Network				
			Amtrak Services	Reimbursable Services	Real Estate/Commercial Services					Amtrak Services	Reimbursable Services	Real Estate/Commercial Services		
Financial Sources:														
Passenger Related Revenue														
Ticket Revenue (Adjusted)	1,667,800	-	-	-	-	1,667,800	556,730	693,604	-	-	-	-	1,250,334	2,918,134
Charter/Special Trains	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Food and Beverage	25,967	-	-	-	-	25,967	24,246	29,841	-	-	-	-	54,087	80,054
Contractual Contribution (Operating)														
PRIIA 209 Operating Payments	-	-	-	-	-	-	351,579	-	-	-	-	-	351,579	351,579
PRIIA 212 Operating Payments	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Commuter Operations	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Contracts	1,183	1,541	95,059	157,005	75,809	330,598	1,724	419	11	66,411	69,815	15,527	153,906	484,504
Access Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Commercial Revenue (incl. Pipe/Wire, Real Estate, Parking)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
All Other Revenue (incl. Insurance Revenue, Cobranded Commissions, etc.)	44,245	360,679	638	913	75	406,550	17,534	12,898	23,684	317	341	12	54,786	461,336
Operating Sources Subtotal	1,739,195	362,220	95,697	157,918	75,884	2,430,914	951,813	736,762	23,695	66,728	70,156	15,540	1,864,692	4,295,606
Contractual Contribution (Capital)														
PRIIA 209 Capital Payments	13,385	2	2	12	0	13,401	43,141	10,375	0	4	4	0	53,524	66,926
PRIIA 212 Capital Payments	87,687	60,143	-	-	-	147,830	18,015	13,523	13,455	-	-	-	44,993	192,822
Other State/Local Mutual Benefit	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Amtrak Internal Cash	8,532	22,176	46	862	1	31,617	13,863	6,571	2,392	114	46	1	22,986	54,602
Financing Proceeds Applied	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Capital and Special Grants (incl., state/local sources)	46,634	33,028	52	4,349	161	84,225	11,801	9,047	7,418	-	2,298	0	30,564	114,789
Capital Sources Subtotal	156,238	115,349	100	5,224	162	277,073	86,819	39,516	23,265	118	2,348	1	152,066	429,139
Federal Grants to Amtrak														
Prior Year Carryover Grant Funds	20,189	4,734	-	-	-	24,923	173,847	50,205	8,988	-	0	-	233,040	257,963
Current Year FAST Sec 11101 Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Operating & Debt	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital	649,342	339,705	2,427	11,046	505	1,003,026	376,408	259,950	54,087	2,160	4,438	46	697,089	1,700,114
IIJA Supplemental	746,972	157,075	139	4,476	174	908,836	892,686	688,524	7,128	69	2,365	2	1,590,772	2,499,609
IIJA Discretionary	748,194	1,033,534	416	34,796	1,290	1,818,229	97,938	139,725	68,749	-	18,412	2	324,825	2,143,054
Other Federal Grants (incl., FRA/OST, FTA, DHS)	203,514	437,360	415	8,056	6	649,350	207,626	74,813	15,222	1,027	387	7	299,082	948,433
Federal Grants to Amtrak Subtotal	2,368,211	1,972,408	3,397	58,373	1,975	4,404,364	1,888,384	1,760,401	206,760	3,256	25,602	56	3,884,459	8,288,823
Total Financial Sources	4,263,644	2,449,977	99,194	221,515	78,021	7,112,351	2,927,015	2,536,679	253,720	70,101	98,105	15,597	5,901,217	13,013,569
Financial Uses (Operating):														
Service Line Management	6,455	1,750	474	802	9,682	19,162	10,443	4,909	183	351	683	1,983	18,553	37,715
Transportation	379,313	50,523	58,794	4,671	229	493,531	461,260	693,792	15,571	50,516	1,173	47	1,222,359	1,715,890
Equipment	313,354	17,546	35,646	33,629	739	400,914	263,247	290,978	470	24,280	6,006	151	585,132	986,046
Infrastructure	207,483	153,408	3,481	117,080	4,701	486,154	50,135	21,889	17,428	526	75,228	963	166,170	652,324
Stations	76,634	54,219	4,333	31	2,801	138,018	104,203	72,988	19,184	(5)	115	574	197,060	335,078
National Assets and Corporate Services	422,200	107,828	11,445	49,914	3,801	584,988	202,403	199,390	23,445	8,883	16,254	738	451,113	1,046,102
Total Operating Uses	1,405,440	385,275	114,173	206,127	21,754	2,132,768	1,091,692	1,283,946	76,282	84,552	99,459	4,456	2,640,387	4,773,155
Operating Surplus/Deficit <i>(Operating Sources - Operating Uses)</i>	333,755	(23,055)	(18,476)	(48,209)	54,131	298,147	(139,879)	(547,185)	(52,587)	(17,824)	(29,303)	11,084	(775,695)	(477,548)
Available for Capital Uses <i>(Capital Sources + Federal Grants to Amtrak + Operating Surplus/Deficit - Debt Service Payments)</i>	2,858,204	2,064,702	(14,979)	15,388	56,268	4,979,584	1,835,323	1,252,732	177,438	(14,451)	(1,354)	11,142	3,260,830	8,240,414
Financial Uses (Capital):														
Service Line Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	4,012	853	126	335	14	5,340	2,156	1,901	86	74	73	2	4,291	9,631
Equipment	529,504	22,623	646	12,143	161	565,078	748,784	709,477	2,674	1,106	2,609	11	1,464,661	2,029,740
Infrastructure	1,597,907	1,684,743	1,110	48,785	1,724	3,334,269	742,011	336,144	144,911	920	24,042	13	1,248,041	4,582,309
Stations	283,619	368,678	11	16	2	652,325	281,058	142,789	28,331	9	8	0	452,195	1,104,520
National Assets and Corporate Services	109,406	10,860	1,605	2,319	235	124,426	61,314	62,426	1,435	1,265	1,218	31	127,686	252,111
Capital Expenditures	2,524,449	2,087,757	3,497	63,597	2,137	4,681,437	1,835,323	1,252,732	177,438	3,373	27,950	57	3,296,874	7,978,311
Debt Repayments	161,046	-	-	-	-	161,046	15,039	15,039	-	-	-	-	30,078	191,124
Total Capital Uses	2,685,495	2,087,757	3,497	63,597	2,137	4,842,483	1,850,362	1,267,771	177,438	3,373	27,950	57	3,326,952	8,169,435
Remaining Carryover Balance	\$ 172,709	\$ (23,055)	\$ (18,476)	\$ (48,209)	\$ 54,131	\$ 137,101	\$ (15,039)	\$ (15,039)	\$ -	\$ (17,824)	\$ (29,303)	\$ 11,084	\$ (66,122)	\$ 70,979

(\$\$ In Millions)	Northeast Corridor (NEC) Account						National Network Account						National Network Account Total	Total Amtrak
	NEC	Ancillary - NEC				Northeast Corridor (NEC) Account Total	State Supported	Long Distance	Ancillary - National Network			National Network Account Total		
		Infrastructure Access	Amtrak Services	Reimbursable Services	Real Estate/ Commercial Services				Infrastructure Access	Amtrak Services	Reimbursable Services			
Financial Sources:														
Passenger Related Revenue														
Ticket Revenue (Adjusted)	1,759,030	-	-	-	-	1,759,030	580,057	713,349	-	-	-	-	1,293,406	3,052,436
Charter/Special Trains	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Food and Beverage	27,352	-	-	-	-	27,352	25,625	31,044	-	-	-	-	56,669	84,021
Contractual Contribution (Operating)														
PRIA 209 Operating Payments	-	-	-	-	-	-	367,648	-	-	-	-	-	367,648	367,648
PRIA 212 Operating Payments	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Commuter Operations	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Contracts	1,183	1,587	98,862	161,715	78,842	342,189	1,724	419	11	69,067	71,909	16,148	159,279	501,468
Access Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Commercial Revenue (incl. Pipe/Wire, Real Estate, Parking)														
All Other Revenue (incl. Insurance Revenue, Cobranded Commissions, etc.)	43,854	368,215	657	932	77	413,735	18,329	12,898	24,991	338	360	13	56,928	470,663
Operating Sources Subtotal	1,831,418	369,802	99,519	162,647	78,919	2,542,305	993,383	757,710	25,002	69,405	72,269	16,162	1,933,930	4,476,235
Contractual Contribution (Capital)														
PRIA 209 Capital Payments	13,939	2	2	11	0	13,954	45,763	11,717	0	4	4	0	57,487	71,441
PRIA 212 Capital Payments	87,601	64,964	-	-	-	152,565	18,565	14,035	13,865	-	-	-	46,466	199,031
Other State/Local Mutual Benefit	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Amtrak Internal Cash	6,159	20,677	70	1,082	1	27,988	9,979	6,445	1,701	173	65	1	18,363	46,351
Financing Proceeds Applied	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Capital and Special Grants (incl., state/local sources)	38,859	23,397	25	2,129	79	64,489	6,810	7,474	2,428	-	1,125	0	17,837	82,327
Capital Sources Subtotal	146,559	109,040	97	3,221	80	258,997	81,117	39,671	17,994	177	1,193	1	140,153	399,149
Federal Grants to Amtrak														
Prior Year Carryover Grant Funds	249,481	141	-	-	-	249,623	73,819	20,741	3,737	-	-	-	98,297	347,920
Current Year FAST Sec 11101 Grants														
Operating & Debt							145,996	568,596	54,001	-	-	-	768,593	768,593
Capital	412,551	266,209	1,240	9,766	329	690,095	355,579	301,949	43,730	1,199	3,527	23	706,007	1,396,101
IIJA Supplemental	721,312	147,677	113	2,255	92	871,449	647,987	448,127	5,403	69	1,191	2	1,102,779	1,974,227
IIJA Discretionary	878,957	1,077,575	203	17,030	631	1,974,397	54,703	150,867	50,189	-	8,998	1	264,759	2,239,155
Other Federal Grants (incl., FRA/OST, FTA, DHS)	140,808	328,994	628	10,037	9	480,475	108,841	75,450	14,694	1,556	582	10	201,133	681,608
Federal Grants to Amtrak Subtotal	2,403,109	1,820,596	2,184	39,088	1,061	4,266,038	1,386,923	1,565,731	171,755	2,824	14,299	36	3,141,567	7,407,605
Total Financial Sources	4,381,086	2,299,437	101,800	204,956	80,060	7,067,340	2,461,423	2,363,112	214,751	72,405	87,761	16,199	5,215,650	12,282,990
Financial Uses (Operating):														
Service Line Management	6,697	1,808	489	828	9,985	19,807	10,899	5,071	190	363	704	2,045	19,271	39,079
Transportation	393,575	52,204	60,648	4,823	237	511,486	481,408	716,682	16,127	52,131	1,208	48	1,267,604	1,779,090
Equipment	325,136	18,129	36,769	34,723	762	415,520	274,746	300,578	486	25,056	6,187	156	607,210	1,022,730
Infrastructure	215,284	158,510	3,591	120,889	4,849	503,122	52,325	22,611	18,050	543	77,494	993	172,017	675,140
Stations	79,515	56,022	4,470	31	2,889	142,928	108,755	75,396	19,869	(5)	118	592	204,725	347,653
National Assets and Corporate Services	438,074	111,414	11,806	51,538	3,714	616,546	211,244	205,968	24,281	9,167	16,744	761	468,166	1,084,712
Total Operating Uses	1,458,282	398,087	117,773	212,832	22,435	2,209,409	1,139,378	1,326,306	79,003	87,255	102,455	4,595	2,738,994	4,948,403
Operating Surplus/Deficit (Operating Sources - Operating Uses)	373,136	(28,286)	(18,254)	(50,185)	56,484	332,896	(145,996)	(568,596)	(54,001)	(17,850)	(30,186)	11,566	(805,063)	(472,167)
Available for Capital Uses (Capital Sources + Federal Grants to Amtrak + Operating Surplus/Deficit - Debt Service Payments)	2,922,804	1,901,350	(15,973)	(7,876)	57,625	4,857,931	1,322,045	1,036,806	135,747	(14,850)	(14,695)	11,604	2,476,657	7,334,588
Financial Uses (Capital):														
Service Line Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	4,080	853	126	335	14	5,407	2,156	1,901	86	74	73	2	4,291	9,698
Equipment	485,416	22,725	653	13,513	166	522,473	537,395	507,236	2,672	1,127	2,675	12	1,051,116	1,573,590
Infrastructure	1,700,426	1,542,796	1,055	27,817	895	3,272,990	480,221	335,551	112,994	1,445	12,406	15	942,632	4,215,621
Stations	259,323	359,597	-	-	-	618,919	250,014	140,335	19,597	-	-	-	409,945	1,028,865
National Assets and Corporate Services	100,423	3,865	447	644	66	105,245	52,259	51,783	399	354	338	9	105,143	210,388
Capital Expenditures	2,549,668	1,929,636	2,281	42,309	1,141	4,525,935	1,322,045	1,036,806	135,747	3,000	15,492	37	2,513,127	7,038,162
Debt Repayments	160,017	-	-	-	-	160,017	15,039	15,039	-	-	-	-	30,078	190,095
Total Capital Uses	2,709,685	1,929,636	2,281	42,309	1,141	4,685,952	1,337,084	1,051,845	135,747	3,000	15,492	37	2,543,205	7,228,257
Remaining Carryover Balance	\$ 213,119	\$ (28,286)	\$ (18,254)	\$ (50,185)	\$ 56,484	\$ 172,879	\$ (15,039)	\$ (15,039)	\$ -	\$ (17,850)	\$ (30,186)	\$ 11,566	\$ (66,548)	\$ 106,331

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(\$\$ In Millions)	Northeast Corridor (NEC) Account						National Network Account						National Network Account Total	Total Amtrak
	NEC	Infrastructure Access	Ancillary - NEC			Northeast Corridor (NEC) Account Total	State Supported	Long Distance	Infrastructure Access	Ancillary - National Network				
			Amtrak Services	Reimbursable Services	Real Estate/ Commercial Services					Amtrak Services	Reimbursable Services	Real Estate/ Commercial Services		
Financial Sources:														
Passenger Related Revenue														
<i>Ticket Revenue (Adjusted)</i>	1,839,945	-	-	-	-	1,839,945	606,740	746,163	-	-	-	-	1,352,903	3,192,848
<i>Charter/Special Trains</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Food and Beverage</i>	28,662	-	-	-	-	28,662	27,042	32,296	-	-	-	-	59,337	88,000
Contractual Contribution (Operating)														
<i>PRIIA 209 Operating Payments</i>	-	-	-	-	-	-	376,337	-	-	-	-	-	376,337	376,337
<i>PRIIA 212 Operating Payments</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Commuter Operations</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Reimbursable Contracts</i>	1,183	1,635	102,816	166,567	81,995	354,196	1,724	419	11	71,830	74,066	16,794	164,845	519,041
<i>Access Revenue</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Commercial Revenue (incl. Pipe/Wire, Real Estate, Parking)														
All Other Revenue (incl. Insurance Revenue, Cobranded Commissions, etc.)	43,854	379,261	683	960	81	424,838	18,592	12,898	25,944	354	374	14	58,176	483,014
Operating Sources Subtotal	1,913,644	380,896	103,500	167,527	82,076	2,647,642	1,030,435	791,776	25,956	72,184	74,440	16,808	2,011,598	4,659,240
Contractual Contribution (Capital)														
<i>PRIIA 209 Capital Payments</i>	14,662	2	2	10	0	14,675	44,765	10,650	0	3	3	0	55,422	70,098
<i>PRIIA 212 Capital Payments</i>	67,733	50,953	-	-	-	118,686	18,768	10,596	14,006	-	-	-	43,370	162,055
<i>Other State/Local Mutual Benefit</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Amtrak Internal Cash</i>	5,621	59,388	48	666	1	65,723	3,863	4,230	1,709	118	44	1	9,965	75,688
Financing Proceeds Applied														
Other Capital and Special Grants (incl., state/local sources)	25,514	13,689	-	-	-	39,203	2,485	4,890	942	-	-	-	8,318	47,521
Capital Sources Subtotal	113,530	124,031	49	676	1	238,288	69,881	30,366	16,657	122	48	1	117,075	355,362
Federal Grants to Amtrak														
<i>Prior Year Carryover Grant Funds</i>	223,402	141	-	-	-	223,544	12,239	1,264	-	-	-	-	13,503	237,047
<i>Current Year FAST Sec 11101 Grants</i>														
<i>Operating & Debt</i>	-	-	-	-	-	-	151,514	578,516	55,894	-	-	-	785,925	785,925
<i>Capital</i>	468,316	266,667	1,052	10,027	309	746,370	380,109	310,121	47,268	1,045	3,420	20	741,983	1,488,353
<i>I/JA Supplemental</i>	582,424	106,146	-	-	-	688,570	464,662	1,404,979	4,214	-	-	-	1,873,855	2,562,425
<i>I/JA Discretionary</i>	537,197	777,807	-	-	-	1,315,005	16,833	91,476	42,322	-	-	-	150,630	1,465,635
<i>Other Federal Grants (incl., FRA/OST, FTA, DHS)</i>	102,372	251,503	429	6,305	6	360,617	44,787	51,682	15,424	1,064	398	7	113,362	473,978
Federal Grants to Amtrak Subtotal	1,913,712	1,402,265	1,481	16,332	315	3,334,105	1,070,144	2,438,038	165,122	2,109	3,818	27	3,679,257	7,013,362
Total Financial Sources	3,940,886	1,907,192	105,030	184,535	82,392	6,220,035	2,170,460	3,260,180	207,735	74,414	78,305	16,836	5,807,929	12,027,965
Financial Uses (Operating):														
Service Line Management	6,946	1,869	504	855	10,301	20,475	11,306	5,239	197	374	725	2,110	19,951	40,426
Transportation	408,193	53,959	62,566	4,981	244	529,942	499,395	740,450	16,708	53,800	1,245	50	1,311,647	1,841,589
Equipment	337,212	18,739	37,932	35,857	786	430,526	285,011	310,547	504	25,858	6,374	161	628,456	1,058,982
Infrastructure	223,280	163,840	3,704	124,836	5,002	520,662	54,280	23,361	18,700	561	79,842	1,024	177,769	698,432
Stations	82,469	57,906	4,611	33	2,980	147,999	112,818	77,897	20,584	(5)	122	610	212,027	360,025
National Assets and Corporate Services	454,345	115,160	12,179	53,220	3,831	638,736	219,137	212,799	25,156	9,461	17,251	785	484,589	1,123,325
Total Operating Uses	1,512,446	411,473	121,496	219,781	23,144	2,288,340	1,181,948	1,370,292	81,850	90,048	105,560	4,740	2,834,439	5,122,779
Operating Surplus/Deficit <i>(Operating Sources - Operating Uses)</i>	401,199	(30,577)	(17,997)	(52,255)	58,932	359,302	(151,514)	(578,516)	(55,894)	(17,865)	(31,120)	12,068	(822,841)	(463,539)
Available for Capital Uses <i>(Capital Sources + Federal Grants to Amtrak + Operating Surplus/Deficit - Debt Service Payments)</i>	2,428,441	1,495,719	(16,466)	(35,246)	59,248	3,931,695	988,511	1,889,887	125,885	(15,634)	(27,254)	12,095	2,973,490	6,905,185
Financial Uses (Capital):														
Service Line Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation	3,900	853	126	335	14	5,228	1,855	1,442	86	74	73	2	3,531	8,758
Equipment	382,254	22,474	371	9,117	163	414,379	370,588	1,437,733	2,689	429	2,428	7	1,813,873	2,228,253
Infrastructure	1,279,373	1,136,104	809	7,234	105	2,423,625	340,855	256,347	101,866	1,549	1,196	14	701,826	3,125,451
Stations	259,042	364,582	-	-	-	623,624	222,657	142,473	21,044	-	-	-	386,174	1,009,799
National Assets and Corporate Services	102,673	2,283	224	323	33	105,537	52,557	51,892	200	179	169	4	105,002	210,539
Capital Expenditures	2,027,242	1,526,296	1,531	17,008	316	3,572,393	988,511	1,889,887	125,885	2,230	3,866	27	3,010,407	6,582,800
Debt Repayments	158,540	-	-	-	-	158,540	15,039	15,039	-	-	-	-	30,078	188,618
Total Capital Uses	2,185,782	1,526,296	1,531	17,008	316	3,730,933	1,003,550	1,904,926	125,885	2,230	3,866	27	3,040,485	6,771,418
Remaining Carryover Balance	\$ 242,659	\$ (30,577)	\$ (17,997)	\$ (52,255)	\$ 58,932	\$ 200,762	\$ (15,039)	\$ (15,039)	\$ -	\$ (17,865)	\$ (31,120)	\$ 12,068	\$ (66,995)	\$ 133,767

Actual and Planned Service Changes in FY 22 and FY 23

The Infrastructure Investment and Jobs Act (IIJA) 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; and
- “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 long-term plans and timelines, the detailed summaries below focus on high-level changes and overarching trends within Amtrak’s business.

Looking Back: Service Level, Route, and Station Stop Changes in FY 22

During FY 22, Amtrak continued to restore service that had been temporarily reduced or suspended beginning in FY 20, and added or incrementally expanded service in targeted markets. Highlights include:

- **Long-Distance** — During FY 21, all Amtrak-Long-Distance routes were restored to daily or thrice-weekly service, as applicable, following enactment of the American Rescue Plan Act (P.L. 117-2). In FY 22, workforce and equipment availability issues necessitated temporary reductions in Long-Distance service along certain routes; the last of those temporary reductions had ended by October of 2022, shortly after the start of FY 23.
- **State-Supported** — Service levels on State-Supported routes reflect the wishes of the states that sponsor those routes. In FY 22, most State-Supported routes were restored to or already operated at a frequency reflecting alignment with those routes’ sponsoring state partners. Currently, service has restarted or will soon restart on all routes that were not restored in the prior fiscal year. Amtrak is continuing to take actions to meet additional service restoration goals that have been delayed owing to equipment and labor constraints.

Additionally, in certain cases, Amtrak worked with its state partners to expand service above FY 19 levels. Notably, the company partnered with Massachusetts and New York to initiate the new seasonal *Berkshire Flyer* service, extending a New York-Albany *Empire Service* frequency to Pittsfield, MA, once weekly; worked with Virginia to increase the total number of *Northeast Regional* through-trains on routes to Roanoke, Richmond, Norfolk, and Newport News, VA, to

eight round trips per day (up from six in FY 19);⁴⁶ and worked with Vermont and New York to extend *Ethan Allen Express* service north to Burlington, VT. Additionally, Amtrak restored service to Canadian stations along two of the company’s three cross-border routes: the *Maple Leaf* (sponsored by New York) in June, and the Amtrak Cascades (sponsored by Oregon and Washington) in September.

- **Northeast Corridor** – While *Acela* and *Northeast Regional* service remained constrained by workforce and equipment availability issues during FY 22, Amtrak continued to incrementally restore frequencies, and service continues to gradually approach FY 19 levels.

The below table provides additional detail regarding how service levels changed from the end of FY 21 to the end of FY 22 on a route-by-route basis.

Fig. 6.8: Daily Round Trips by Route, FY 21 vs. FY 22

Route Name	Avg. Weekday Round Trips circa 30 Sept. 2021	Avg. Weekday Round Trips circa 30 Sept. 2022	Notes
Northeast Corridor Routes			
<i>Acela</i>	8 RTs daily	10 RTs daily	increased to 11 RTs shortly after start of FY 23 (Oct. '22)
<i>Northeast Regional</i>	15 RTs daily	15 RTs daily	—
State-Supported Routes			
<i>Adirondack</i>	suspended	suspended	service restored between NYC & Albany in Dec. '22; full restoration, including cross-border service, set for later in FY 23
<i>Berkshire Flyer</i>	—	0 RTs daily	new seasonal train (1 RT weekly during summer)
<i>Blue Water</i>	1 RT daily	1 RT daily	—
<i>Capitol Corridor</i>	11 RTs daily	9 RTs daily	temporary reduction at end of FY 22; increased to 12 RTs early in Oct. '22
<i>Carolinian</i>	1 RT daily	1 RT daily	—
<i>Cascades</i>	3 RTs daily	3 RTs daily	cross-border service (Seattle to Vancouver) restored in Sept. '22; direct Portland -

⁴⁶ (Additionally, one daily Richmond-to-NEC round trip was extended from Staples Mill (RVR) to the nearby Main Street Station (RVM).)

Fig. 6.8: Daily Round Trips by Route, FY 21 vs. FY 22

Route Name	Avg. Weekday Round Trips circa 30 Sept. 2021	Avg. Weekday Round Trips circa 30 Sept. 2022	Notes
			Vancouver service restored in Mar. '23 (now 4 RTs daily)
<i>Downeaster</i>	5 RTs daily	5 RTs daily	—
<i>Empire Service</i>	7 RTs daily	7 RTs daily	—
<i>Ethan Allen</i>	1 RT daily	1 RT daily	northern terminus extended to Burlington, VT, in Jul. '22
<i>Hartford Line (Amtrak)</i>	7 RTs daily	7 RTs daily	—
<i>Heartland Flyer</i>	1 RT daily	1 RT daily	—
<i>Hiawatha</i>	7 RTs daily	7 RTs daily	—
<i>Illini / Saluki</i>	2 RTs daily	1 RT daily	—
<i>Illinois Zephyr / Carl Sandburg</i>	2 RTs daily	2 RTs daily	—
<i>Keystone</i>	9 RTs daily	12 RTs daily	increased to 13 RTs shortly after start of FY 23 (Oct. '22)
<i>Lincoln Service</i>	4 RTs daily	4 RTs daily	1 RT now connects to Kansas City as a <i>MO River Runner</i> (single-seat ride)
<i>Maple Leaf</i>	1 RT daily	1 RT daily	service restored along full route in June '22
<i>Missouri River Runner</i>	2 RTs daily	2 RTs daily	1 RT suspended for part of FY 22; 1 RT now connects to Chicago as a <i>Lincoln Service</i> (single-seat ride)
<i>Pacific Surfliner</i>	9 RTs daily	10 RTs daily	—
<i>Pennsylvanian</i>	1 RT daily	1 RT daily	—
<i>Père Marquette</i>	1 RT daily	1 RT daily	—
<i>Piedmont</i>	3 RTs daily	3 RTs daily	—
<i>San Joaquins</i>	5 RTs daily	6 RTs daily	—
<i>Valley Flyer</i>	see <i>Hartford Line</i>	see <i>Hartford Line</i>	—
<i>Vermont</i>	1 RT daily	1 RT daily	—
<i>Virginia Service</i>	6 RTs daily	8 RTs daily	routes run to or from Richmond / Roanoke / Newport News / Norfolk

Fig. 6.8: Daily Round Trips by Route, FY 21 vs. FY 22

Route Name	Avg. Weekday Round Trips circa 30 Sept. 2021	Avg. Weekday Round Trips circa 30 Sept. 2022	Notes
<i>Winter Park Express</i>	0 RTs daily	0 RTs daily	seasonal train (3 RTs weekly during winter)
<i>Wolverine</i>	3 RTs daily	3 RTs daily	—
Long-Distance Routes			
<i>Auto Train</i>	1 RT daily	1 RT daily	—
<i>California Zephyr</i>	1 RT daily	1 RT daily	—
<i>Capitol Limited</i>	1 RT daily	1 RT daily	—
<i>Cardinal</i>	3 RTs weekly	3 RTs weekly	—
<i>City of New Orleans</i>	1 RT daily	1 RT daily (planned)	daily service fully restored in Oct. '22
<i>Coast Starlight</i>	1 RT daily	1 RT daily	—
<i>Crescent</i>	1 RT daily	1 RT daily (planned)	daily service fully restored in Oct. '22
<i>Empire Builder</i>	1 RT daily	1 RT daily	—
<i>Lake Shore Limited</i>	1 RT daily	1 RT daily	—
<i>Palmetto</i>	1 RT daily	1 RT daily	—
<i>Silver Meteor</i>	1 RT daily	1 RT daily (planned)	daily service fully restored in Oct. '22
<i>Silver Star</i>	1 RT daily	1 RT daily	—
<i>Southwest Chief</i>	1 RT daily	1 RT daily	—
<i>Sunset Limited</i>	3 RTs weekly	3 RTs weekly	—
<i>Texas Eagle</i>	1 RT daily	1 RT daily	—

Virginia Service round trips also counted within Northeast Regional total.

Some of these service level changes had (or continue to have) temporary effects upon Amtrak's station stops during FY 22; for instance, stations served only by suspended routes were naturally unserved for the duration of those suspensions.

Amtrak permanently extended service to several new communities as a result of FY 22 route changes, and elsewhere moved service to new stations in already-served communities:

- **Burlington, VT** — Northward extension of the *Ethan Allen Express* brought Amtrak service to a new station stop in downtown Burlington.⁴⁷
- **Ferrisburgh-Vergennes, VT** — Northward extension of the *Ethan Allen Express* brought Amtrak service to a new station stop in Ferrisburgh-Vergennes.
- **Fort Madison, IA** — Amtrak shifted *Southwest Chief* service from the previous station to the historic Atchison, Topeka and Santa Fe Railway depot located along the downtown riverfront, approximately 1.7 miles away.
- **Middlebury, VT** — Northward extension of the *Ethan Allen Express* brought Amtrak service to a new station stop in Middlebury.
- **Middletown, PA** — Amtrak shifted *Keystone* service from the previous station, at the corner of Union and Mill Streets, to a building near the business district and Penn. State University campus, less than a mile away.
- **Tacoma, WA** — Amtrak Cascades trains and the *Coast Starlight* began serving the Tacoma Dome Station, located approximately half a mile from the previous station, when service was re-routed along the faster Point Defiance Bypass.

Additionally, many other already-served stations received significant upgrades or improvements in FY 22; these efforts included completion of Americans with Disabilities Act compliance work at stations in communities like Greenwood, MS; Ashland, VA; Hutchinson, KS; and Dodge City, KS, among others.

Finally, in concert with its state partners, Amtrak ended regularly-scheduled service to one station during FY 22:

- **Michigan City, IN** — Amtrak ended *Wolverine* service to the station in Michigan City, IN; both the state of Michigan (which funds the service) and the state of Indiana (in which Michigan City is located) concurred with this decision. Amtrak’s New Buffalo, MI, station, served by both *Wolverine* and *Blue Water* trains, is located less than ten miles away.

Looking Ahead: Service Level, Route, & Station Stop Changes in FY 23 and Beyond

Both in the coming months and in the longer term, Amtrak will continue to build on the progress it made during FY 22:

- **Long-Distance** — Amtrak remains committed to operating a national rail network that serves customers across the United States. Amtrak is not planning any reductions in Long-Distance service, and does not anticipate having to temporarily decrease service frequency because of

⁴⁷ (Note that the *Vermont* had previously served—and continues to serve—a separate station at Essex Junction, less than ten miles east of downtown Burlington.)

factors beyond the company’s control (e.g., equipment and workforce limitations of the kind that temporarily affected service during FY 22).

- **State-Supported** — Amtrak anticipates working with its state partners to continue restoring service to pre-pandemic levels (e.g., fully restoring cross-border service by *Adirondack* trains (pending) and Amtrak Cascades trains (recently carried out) in early 2023); to provide new service along certain routes in accord with those partners’ desired service levels (e.g., initiation of new *Great River* and *Gulf Coast* service); and to make other changes detailed in figure 6.9, below.
- **Northeast Corridor** — Continued increases in *Northeast Regional* frequencies are expected to bring service to FY 19 levels near the end of FY 23. Total NEC service is expected to reach approximately 105% of FY 19 train-miles by FY 24 and expand to approximately 120% by FY 26.

As mentioned above, 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 changes to State-Supported service currently expected to take place between FY 23 and FY 28:

Fig. 6.9: Currently-Planned State-Supported Service Expansions, FYs 23-28		
Year	Service or Route	Summary of Changes
FY 2023	<i>Great River</i> (new)	Begin new route connecting Chicago & Twin Cities by extending three Chicago-to-Milwaukee <i>Hiawatha</i> frequencies per week to St. Paul, MN; subsequently, increase to daily service
	<i>Gulf Coast</i> (new)	Begin new route connecting New Orleans and Mobile, AL, with two daily round trips
	<i>Piedmont</i>	Increase service from three (current) to four daily round trips between Charlotte, NC, and Raleigh, NC
	<i>Northeast Regional</i>	Extend second weekday round trip to Springfield, MA (frequency currently connects Washington, D.C., & New York City)
FYs 2024 - 2028	<i>Downeaster</i>	Extend one Boston-to-Brunswick round trip daily to Rockland, ME (seasonal)
	Amtrak Cascades	Increase service from four (current) to six daily round trips between Seattle, WA, and Portland, OR
	<i>Northeast Regional</i> (Virginia Service)	Extend one daily round trip from Roanoke to Christiansburg, VA, connecting the New River Valley to the Northeast Corridor
	<i>Hiawatha</i>	Increase service from seven (current) to ten round trips between Chicago and Milwaukee, WI
	<i>Pennsylvanian</i>	Increase service from one (current) to two daily round trips between Pittsburgh, PA, and New York City
	<i>Pacific Surfliner</i>	Increase service to fourteen daily round trips between San Diego and Los Angeles (up from thirteen in FY 19 / eleven currently)

Fig. 6.9: Currently-Planned State-Supported Service Expansions, FYs 23-28

Year	Service or Route	Summary of Changes
	<i>Capitol Corridor</i>	Increase service to eighteen weekday round trips between Oakland, CA, and Sacramento, CA, (up from fifteen in FY 19 / twelve currently); extend nine round trips from Sacramento to Roseville, CA; and extend two round trips from San Jose, CA, to Salinas, CA
	Chicago-Moline (new)	Begin new route between Chicago and Moline, IL, with two daily round trips
	Chicago-Rockford (new)	Begin new route between Chicago and Rockford, IL, with two daily round trips

Excludes restoration of service that was regularly scheduled in FY 19. Table may not capture certain smaller-scale, temporary, and incremental adjustments. Exact details and timelines of planned service changes are highly contingent, and may be tentative.

Amtrak has not yet entered into cost-sharing commitments with the sponsoring states for new routes shown in the above table, but will do so before service commences; changes to existing routes are made in close cooperation with the sponsoring states, and are subject to already-existing agreements regarding cost allocations, consistent with the requirements of Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA).

We expect that additional post-FY 23 service expansions and initiations will occur as a result of IJJA funding.

In addition to expanding service to current station stops, the planned FY 23 service expansions will bring service to a number of new communities, with new stops potentially located in Bay St. Louis, MS; Gulfport, MS; Biloxi, MS; Pascagoula, MS; and Mobile, AL. (All five communities would gain service as a result of new *Gulf Coast* trains; other new-in-FY 23 service would likely serve existing stops.)

Furthermore, 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 or under consideration for FY 23 or soon thereafter include:

- **Miami, FL** — Amtrak is in lease discussions to move its Miami station stop, served by the *Silver Star* and *Silver Meteor*, from the current location (next to a freight railroad yard in the Hialeah neighborhood) to the Miami Intermodal Center (MIC) at Miami International Airport. The relocation, which would extend the routes of these trains by approximately four miles, would provide passengers with connectivity to Miami’s Metrorail system; to airline, intercity and local bus services; and to rental car services available at the MIC.

VII. Appendix: Other Materials

About Amtrak

Below are answers to questions about Amtrak that we commonly receive from members of Congress, their staff, and the general public. Answers to common questions about Amtrak’s grant request and finances, specifically, can be found in “Grant Request FAQ” in tab I; additional information about Amtrak generally can be found in “How Amtrak Benefits America” elsewhere in this tab.

* * *

What is Amtrak?

Amtrak—America’s Railroad—is an intercity passenger railroad company, created by Congress and tasked with providing “efficient and effective intercity passenger rail mobility consisting of high quality service that is trip-time competitive with other intercity travel options.”⁴⁸

Why does Amtrak exist?

Historically, by law, private railroads had a “common carrier” obligation to move not just freight, but passengers. By the 1950s and ‘60s, shifting transportation patterns—driven in part by public subsidies for air and highway travel—meant that most railroads were losing money on their passenger operations; as a result, many were on the verge of bankruptcy. At the same time, Americans recognized that passenger service remained an important public good, and were unwilling to let that service disappear.

As a solution, Congress created Amtrak; the company relieved private railroads of their obligation to serve passengers, receiving in exchange a combination of equipment, one-time funding, and certain permanent rights (including the right to operate over other “host” railroads’ tracks).

Amtrak began national operations on May 1, 1971.

Is Amtrak a private company? Who runs it?

Amtrak is a federally chartered corporation, operated and managed as a for-profit company, but with the U.S. government as its controlling shareholder. The Amtrak Board of Directors are appointed by the president of the United States and confirmed by the U.S. Senate.

What kinds of service does Amtrak provide?

Amtrak’s intercity passenger trains serve approximately 528 destinations in forty-six states, the District of Columbia, and three Canadian provinces, along more than 21,400 miles of routes. In FY 22, the company carried roughly twenty-three million passengers on its three service lines: Long-Distance, State-Supported, and Northeast Corridor (NEC).

⁴⁸ [49 U.S.C. § 24101\(b\)](#).

In addition to operating intercity trains, the company performs several directly-related functions, including provision of connecting (Thruway) bus service, contract operations for certain commuter (regional passenger) railroads, and railroad infrastructure management (especially along the Boston-to-Washington Northeast Corridor).

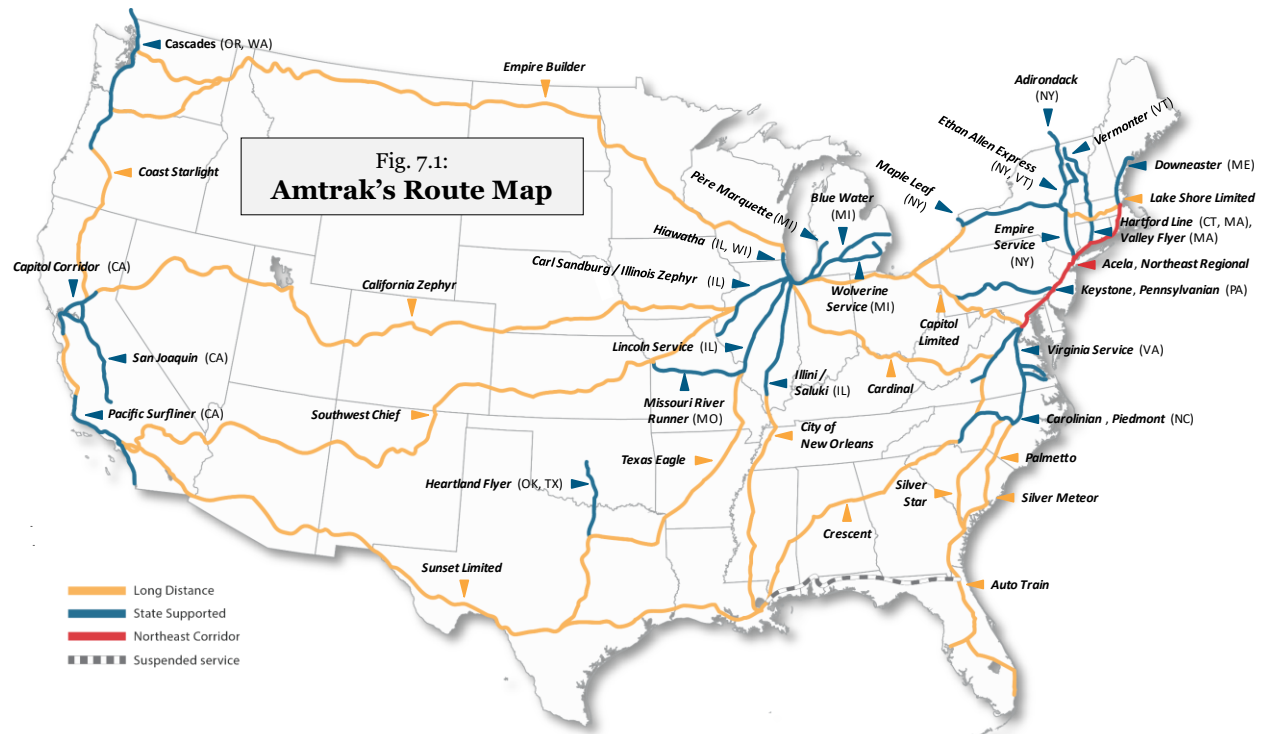
What is the difference between Northeast Corridor, Long-Distance, and State-Supported routes?

In 2008, the Passenger Rail Investment and Improvement Act (PRIIA) established three operating intercity service lines within Amtrak:

- Long-Distance, which includes routes at least 750 miles in length, generally operated over unelectrified “host railroad” tracks, for which the federal government provides operating support;
- State-Supported, which includes corridor routes up to 750 miles in length, generally operated over unelectrified “host railroad” tracks, for which a sponsoring states work with Amtrak to determine the exact route, station stops, and service frequency, and for which those states provide operating support; and
- The Northeast Corridor (NEC), which includes Northeast Regional and high-speed Acela service on the electrified, largely-Amtrak-owned main line (likewise called the NEC) between Washington, D.C., and Boston.

The Long-Distance and State-Supported service lines together form Amtrak’s “National Network” (as distinct from the NEC); note, however, that both “NEC” and “National Network” can have other meanings in other contexts.

Where does Amtrak operate?



The map above depicts Amtrak's current routes,⁴⁹ which serve forty-six states and the District of Columbia.

Amtrak, the FRA, and other stakeholders are working together to expand Amtrak's network using new resources provided by the Infrastructure Investment and Jobs Act (IIJA), as discussed elsewhere in this document.

Who owns the tracks over which Amtrak trains operate? (What is a "host railroad"?)

Ninety-seven percent of the route-miles traveled by Amtrak trains are on tracks owned by other railroads. Known as "hosts," these include large "Class I" freight railroads; other, smaller private railroads; and commuter (regional passenger) railroads owned by public agencies. Amtrak pays its hosts for the incremental costs they incur from the company's use of their tracks, and for other necessary resources and services.⁵⁰ In most cases, hosts control dispatching over the tracks that they own. As a result, along most routes, Amtrak cannot by itself guarantee that its trains will arrive on time. (The company offers incentive payments to many of its hosts in order to encourage good on-time performance, but the payments are just that: non-binding incentives.)

In some places, however, Amtrak does have direct control over, and responsibility for, the tracks over which its trains travel. The company owns 363 route-miles of the 457-mile NEC main line, and maintains and operates an additional segment between Boston, MA, and the Massachusetts-Rhode Island border. Nationally, Amtrak also owns and maintains other rail line segments between Philadelphia and Harrisburg, PA; Porter, IN, and Kalamazoo, MI; and New Haven, CT, and Springfield, MA. Additionally, the company operates and maintains (but does not own) segments between Kalamazoo, MI, and Dearborn, MI, and between Poughkeepsie and Hoffmans, NY (near Schenectady).

Why are some Amtrak trains delayed?

The single largest cause of delay to Amtrak passengers is freight train interference (FTI). FTI is frequently caused by a host railroad making Amtrak passengers wait so that a freight train can operate first. Federal law requires Amtrak to receive dispatching preference over freight, but too often that law is ignored by some host railroads. (For information on a potential policy solution to this problem, see "Enable Amtrak to Uphold Its Right to Preference in Train Dispatching" under "General Rail Policy Requests" tab IV.)

Why doesn't Amtrak offer high-speed rail (HSR) service?

While there is no universal, one-size-fits all definition of "high-speed rail service," Amtrak's flagship Acela trains reach speeds of up to 150 (soon to be 160) miles per hour along the Northeast Corridor, and therefore constitute high-speed rail service under the federal statutory definition codified at 49 U.S.C. § 26105(2) (i.e., they "reach sustained speeds of more than 125 miles per hour"). Many other Amtrak trains that do not technically qualify as

⁴⁹ (Note that if a State-Supported route and Long-Distance route serve the same segment, that segment is shown as State-Supported (blue). If the NEC and either a State-Supported or a Long-Distance route serve the same segment, that segment is shown as NEC (red). Seasonal routes are not shown.)

⁵⁰ (On nearly all routes, Amtrak, its state partners, and/or the federal government have also funded capital investments to upgrade or increase the capacity of hosts' tracks.)

“high-speed rail” are still highly trip time-competitive with other modes of travel; systemwide, nearly half of Amtrak trains reach top speeds of at least 100 mph.

In general, high speed rail systems around the world operate at speeds above 186 mph and require dedicated and specially-constructed rights of way and infrastructure. Amtrak strongly supports the development of high-speed rail in appropriate markets in the United States, but we note that the construction of high-speed rail systems around the world was possible due to large infusions of governmental funding provided specifically for this purpose. Historically, Amtrak or our state partners have never received the required level of sustained federal investment to enable such development.

How Amtrak Benefits America

Amtrak serves more than 500 communities across the U.S. These range from small, rural towns like Rugby, North Dakota (population: 2,509), where residents may not have other intercity travel options, to global megacities like New York (population: 8.8 million), where Amtrak offers a convenient, sustainable alternative to driving or flying. For many of these communities, our service is crucial to the local economy, and to residents' quality of life; added together, those local benefits make America's Railroad both a powerful engine of national prosperity and an important public good.

Quantifiable Benefits: Jobs & Economy

The federal funds that Congress appropriates for Amtrak each year ultimately flow into communities across the nation, in the form of wages for residents and contracts with local businesses. According to an economic analysis prepared in connection with Amtrak's service expansion efforts, the company's current network generates direct user, safety, and emissions benefits worth \$2.0 billion per year, and its operations support another \$7.2 billion in annual economic activity (including \$358 million due to tourism).⁵¹ Similarly, the Northeast Corridor—of which Amtrak is the primary owner and maintainer—moves a workforce that contributes tens of billions of dollars annually to the United States' gross domestic product.

If Congress provides the full \$3.650 billion that Amtrak is requesting for FY 24, those funds will help sustain current operations and, coupled with separate funding provided by the Infrastructure Investment and Jobs Act (IIJA), will advance capital investments to improve and expand service; in turn, those investments will enhance Amtrak's economic contributions (along with the countless other, harder-to-quantify benefits). Here is a closer look at what those contributions can mean in practice:

- Amtrak provides and supports good, middle-class jobs — Median wages for railroad industry workers significantly exceed the national average. Amtrak employs roughly 20,000 skilled workers, including nearly 1,800 veterans, and its operations support an estimated 36,000 jobs in total. In FY 22, the company spent more than \$2.3 billion on salaries, wages, and benefits; Amtrak is currently in the midst of a concerted, IIJA-driven hiring effort, so that figure is growing over time. We value our employees and recognize that they are the reason for our success—which is why we are especially proud that as of September 2022, the average length of tenure for Amtrak employees was 13 years.
- Amtrak service spurs growth in local communities — Mayors, chambers of commerce, and other local stakeholders are working to bring Amtrak service to smaller communities—because they have seen firsthand what that service can mean. New or improved service or stations have helped spur significant redevelopment in places as diverse as Brunswick, Maine; Hattiesburg, Mississippi; and Normal, Illinois. And the rise of remote work, hybrid schedules, and other

⁵¹ Elements of this analysis were published in "More Trains. More Cities. Better Service: Amtrak's Vision for Improving Transportation Across America," Amtrak, June 2021: bit.ly/3Lffj6j.

alternative work arrangements are now making Amtrak service even more valuable to the nation. For example, many people who work in large urban centers now have the option of moving to small towns and rural communities—but they still need the ability to regularly get back to city centers for meetings, work events, and other special occasions. Small municipalities and local businesses can help provide the broadband and other basic infrastructure to sustain these new workers, but it is the Amtrak service that is required to provide the reliable connection that allows such populations to easily move back and forth between their small towns and the urban centers.

- Amtrak’s presence strengthens the finances of state and local governments — Where Amtrak service creates new jobs, attracts new residents, or spurs new economic activity, governments collect additional revenues (which are often derived from out-of-town travelers, as opposed to local residents). 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’s procurement dollars stay in the U.S. — Most of Amtrak’s procurements are subject to Buy America and other domestic preference requirements, and we are proud to meet or exceed all such requirements. In FY 22, we spent 98% of our purchase order procurement dollars (\$2.4 billion) within the United States. Many of those dollars ultimately flowed to communities that are not themselves served by Amtrak trains.
- Amtrak service reduces the massive economic drag caused by highway congestion — In 2019, roadway congestion was an \$88 billion drag on the national economy.⁵² 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; and
- support for 26,000 additional permanent jobs, plus 616,000 person-years of temporary work due to one-time capital investments.⁵³

⁵² “Sitting in traffic costs D.C.-area residents an average of \$1,761 per year, study finds,” Lori Aratani, *Washington Post*, March 9, 2020: [wapo.st/3gZIBJf](https://www.washingtonpost.com/news/energy-environment/wp/2020/03/09/sitting-in-traffic-costs-dc-area-residents-an-average-of-1761-per-year-study-finds/).

⁵³ “More Trains. More Cities. Better Service: Amtrak’s Vision for Improving Transportation Across America,” Amtrak, June 2021: [bit.ly/3Lffj6j](https://www.amtrak.com/press-releases/2021/06/23/more-trains-more-cities-better-service).

The direct benefits would accrue not just to the more than 500 communities that Amtrak currently serves, but to at least 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.

Additional Benefits

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. These advantages can be measured in dollars and cents—but also in the knitting together of diverse, varied communities, and in improved quality of life for the tens of millions of Americans who rely upon the links that Amtrak creates. Our service connects people with social, economic, educational, healthcare, and cultural resources, offering immense value to well-served communities. (And we want to bring that same value to communities that are still underserved, or not served at all.)

Passenger trains are seventeen times safer than travel by passenger car,⁵⁴ and 46% more energy efficient.⁵⁵ This makes train travel an increasingly popular choice as people embrace greener, more sustainable options. Train travel also allows our passengers more control over how they spend their travel time, as (unlike motorists) they are freed from the need to “focus on the road.” Many Amtrak stations are conveniently located in city centers, affording quick and easy access to local attractions, business districts, lodging, and public transit. And trains also 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 intercity 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 other choices for intercity travel. Amtrak is committed to maintaining, and ideally expanding, service for these people and places.

These kinds of 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 millions of Americans from every walk of life. 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 that Amtrak is asking Congress to keep building on the strong foundation that the IJJA recently laid, and provide the full authorized level of \$3.650 billion in annual appropriations in FY 24.

⁵⁴ “Deaths by Transportation Mode,” National Safety Council: [bit.ly/3TgK5Oc](https://www.nsc.org/resources/research-and-statistics/transportation-safety-statistics).)

⁵⁵ Tables 2.14 & 2.15, *Transportation Energy Data Book (Edition 39)*, Oak Ridge National Laboratory: [bit.ly/41UxV1k](https://www.ornl.gov/info/publications/transportation-energy-data-book).

Selected Amtrak Impacts by State

Amtrak—America’s Railroad—has a truly national footprint: even in places with no direct train service, connecting Thruway buses enable residents to ride the rails. Amtrak has employees and spends procurement dollars in nearly every state—including several that lack service. And the recent enactment of the Infrastructure Investment and Jobs Act (IIJA) means that we are expanding: Amtrak is working closely with the Federal Railroad Administration, current and potential state partners, and other stakeholders to bring more trains to more people.

Figure 7.2, on the following page, gives a high-level overview of how Amtrak affected all fifty states and Washington, D.C. during FY 22; the bullets immediately below contain methodological notes.

- **“Current Service”** — Types of service *regularly scheduled* to serve stations in a given state as of October 1, 2022 (but not necessarily operated on that specific date), including NEC (service operated as part of Amtrak’s Northeast Corridor Service Line), L-D (service operated as part of Amtrak’s Long-Distance Service Line), and S-S (service operated as part of Amtrak’s State-Supported Service Line).
- **“Stations”** — Number of stations in a given state at which passengers boarded or alighted during FY 22.
- **“Passengers”** — Combined total for Amtrak intercity train boardings and alightings at all stations within a given state during FY 22, divided by two. (Totals are approximate, and (for example) exclude passengers on Amtrak-operated commuter services; exclude or pro-rate trips wholly or partially within Canada; and may exclude passengers carried as a result of cross-ticketing agreements or other special circumstances.)
- **“Employees”** — Total active Amtrak employees (both agreement and management) by home state (as opposed to workplace location) circa October 1, 2022; excludes contractors. Amtrak is engaged in significant hiring efforts, and aims to grow this total by several thousand people in the near-to-medium term. (Totals are approximate; small methodological choices in how headcount is calculated can yield slightly different numbers.)
- **“Procurement Spending”** — Total amount that Amtrak spent on purchase order and non-purchase order procurements with vendors headquartered in a given state.

Fig. 7.2: Selected Amtrak Impacts by State in FY 22

State	Current Service	Stations	Passengers	Employees	Procurement Spending
Alabama	L-D	3	14,543	17	\$14,301,149
Alaska	—	—	—	1	\$24,709
Arizona	L-D	7	35,426	17	\$2,927,816
Arkansas	L-D	6	12,241	32	\$114,180
California	L-D, S-S	82	3,218,164	2,043	\$454,696,046
Colorado	L-D	9	98,527	69	\$20,167,626
Connecticut	NEC, S-S	13	724,219	783	\$49,056,961
Delaware	NEC, L-D, S-S	2	228,001	1,159	\$11,517,047
District of Columbia	NEC, L-D, S-S	1	1,815,839	266	\$21,038,779
Florida	L-D	19	398,301	708	\$62,372,129
Georgia	L-D	5	54,479	89	\$132,192,180
Hawaii	—	—	—	—	—
Idaho	L-D	1	2,269	4	\$3,158,931
Illinois	L-D, S-S	30	1,694,609	1,261	\$312,573,836
Indiana	L-D, S-S	11	36,998	781	\$18,953,933
Iowa	L-D	6	16,863	9	\$2,508,793
Kansas	L-D	6	16,493	17	\$47,066,986
Kentucky	L-D	4	3,060	3	\$7,664,599
Louisiana	L-D	7	58,723	255	\$2,751,725
Maine	S-S	6	171,137	41	\$794,388
Maryland	NEC, L-D, S-S	6	788,382	2,444	\$126,283,106
Massachusetts	NEC, L-D, S-S	13	1,339,791	741	\$57,373,923
Michigan	S-S	22	316,616	198	\$10,318,589
Minnesota	L-D	6	44,309	35	\$23,595,046
Mississippi	L-D	11	28,804	68	\$275,554
Missouri	L-D, S-S	13	265,332	91	\$38,595,654
Montana	L-D	12	40,485	49	\$947,524
Nebraska	L-D	5	15,989	14	\$5,611,720
Nevada	L-D	3	27,519	42	\$9,694,343
New Hampshire	S-S	4	67,524	42	\$19,833,713
New Jersey	NEC, L-D, S-S	6	586,943	1,845	\$139,981,411
New Mexico	L-D	7	33,939	56	\$677,742
New York	NEC, L-D, S-S	20	4,947,209	1,771	\$413,148,451
North Carolina	L-D, S-S	16	432,498	164	\$13,223,026
North Dakota	L-D	7	30,355	6	\$24,108,555
Ohio	L-D	7	62,482	59	\$29,042,266
Oklahoma	S-S	5	30,954	4	\$203,075
Oregon	L-D, S-S	7	273,559	67	\$4,024,210
Pennsylvania	NEC, L-D, S-S	24	2,091,198	2,875	\$293,635,680
Rhode Island	NEC	3	378,388	331	\$1,130,690
South Carolina	L-D	11	58,595	62	\$18,068,285
South Dakota	—	—	—	3	\$2,450,305
Tennessee	L-D	2	20,678	14	\$32,388,327
Texas	L-D, S-S	19	153,150	194	\$51,056,976
Utah	L-D	4	17,055	46	\$11,371,106
Vermont	S-S	11	42,779	2	\$8,645,654
Virginia	L-D, S-S	21	789,328	817	\$180,669,696
Washington	L-D, S-S	16	355,875	442	\$148,105,890
West Virginia	L-D	10	16,944	31	\$6,113,485
Wisconsin	L-D, S-S	8	274,508	58	\$15,649,886
Wyoming	—	—	—	—	\$138,105
U.S. TOTAL	NEC, L-D, S-S	517	22,076,655	20,126	2,850,243,806

Resilience & Sustainability Summary

Amtrak continues to offer significant 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;⁵⁶ on the electrified Northeast Corridor (NEC), Amtrak travel emits up to 83% less greenhouse gas (GHG) than car travel, and up to 72% less than flying. And while Amtrak is already one of the greenest travel options available, the company is striving to become even more sustainable over time. During FY 22, we set a goal of achieving net-zero GHG emissions by 2045; as an interim goal, we remain committed to achieving a 40% cumulative reduction in our annual emissions from 2010 levels by 2030.

However, we also know that climate change already affects our operations, and that those effects will likely increase over time. To meet that challenge, we are working to improve the resilience of our assets and infrastructure, and to ensure that we can continue to deliver safe, reliable service even in difficult conditions.

Together, these and other efforts constitute the company's Sustainability and Climate Resilience Program.

Building Resilience: FY 23 and Beyond

Amtrak is building out a Climate Resiliency program to ensure that our assets can withstand extreme weather, severe storms, rising sea levels, and other climate-related challenges. These efforts will help sustain our ability to safely and reliably serve our customers even in difficult conditions—and they will also help protect the value of taxpayers' investments in Amtrak. When Superstorm Sandy flooded the North River Tunnel in 2012, the result was not limited to short-term service impacts. The storm did lasting, costly damage to critical infrastructure—and the effects of that damage are still being felt today. Building resiliency is one of the best ways to prevent similar problems in the future.

In 2022, Amtrak completed a climate vulnerability assessment for the Northeast Corridor, assessing how major climate risks (including sea-level rise, storm surge, high winds, heavy precipitation, and extreme temperatures) could endanger specific assets and operations; subsequently, we developed an actionable NEC Climate Resilience Strategic Plan (CRSP) that will guide our efforts to mitigate the dangers our assessment revealed. Many of the priority actions proposed in that plan are already underway; in particular, we are working to ensure that resiliency needs are given due consideration in future business decisions. For instance, Amtrak will review and revise project engineering practices and design standards and codes to close gaps that expose our assets to undue climate risk (e.g., by failing to consider future conditions). Along with those revised standards, we will also create a resilient design guidebook for employees to use during project planning and development.

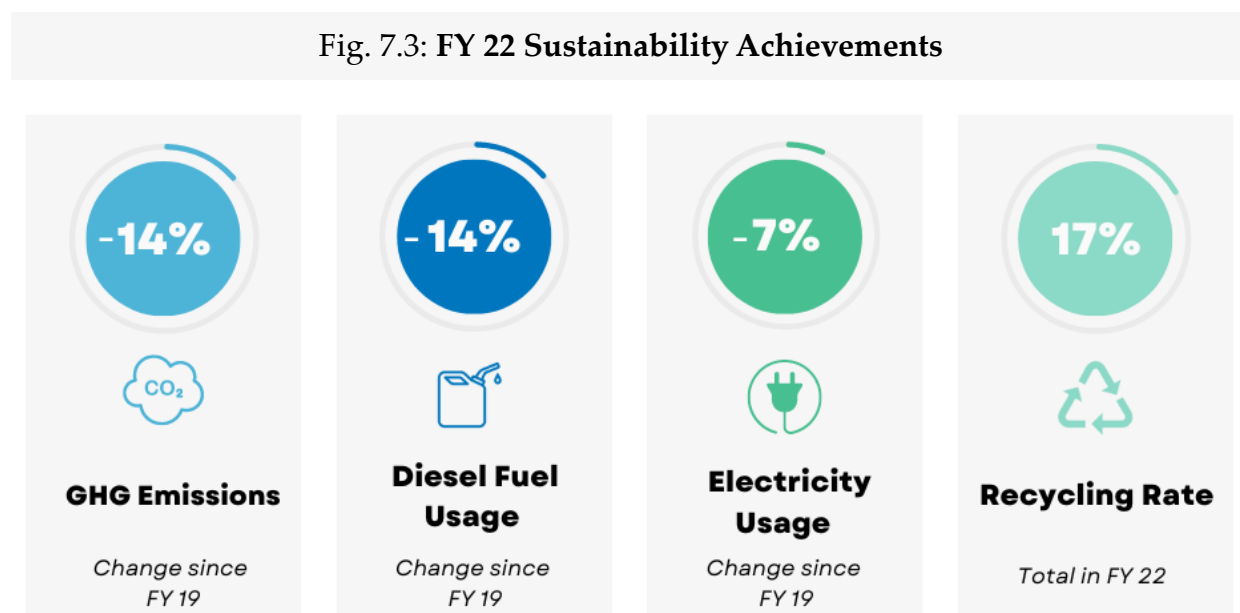
⁵⁶ Tables 2.14 & 2.15, *Transportation Energy Data Book (Edition 39)*, Oak Ridge National Laboratory: bit.ly/41UxV1k.

In FY 23, we are working to complete a parallel assessment for the National Network (that is, for Amtrak’s footprint outside the NEC); afterwards, we intend to develop a National Network CRSP that, like the earlier NEC CRSP, will enable us to take concrete steps to protect our assets and sustain our operations nationwide.

Amtrak’s Firm Sustainability Commitment

The environmental and public health benefits of rail have long been studied and reported. The International Energy Agency describes rail as the “least emissions-intensive mode of passenger transport.”⁵⁷ (i.e., rail has the lowest emissions per passenger-mile). Emissions from electrified rail are especially low, particularly when the energy source is powered by renewables or carbon-free sources. In other words, Amtrak’s core business is inherently sustainable, and we pride ourselves on moving customers where they need to go safely and efficiently.

Amtrak has a longstanding commitment to achieve a 40% reduction in our greenhouse gas emissions by 2030;⁵⁸ we have made progress over the years, and are on track to achieve that goal. Relatedly, we have also made long-term reductions in our diesel fuel consumption and in the use of electricity at our forty largest facilities. Figure 7.3 shows Amtrak’s FY 22 progress in four key areas: greenhouse gas emissions, diesel fuel usage, electricity usage, and recycling:



Numbers are preliminary pending final confirmation. “Electricity usage” reflects levels at Amtrak’s forty largest facilities.

We are committed to building on that work. For FY23, Amtrak has set an annual goal to:

⁵⁷ “Rail: More Efforts Needed,” International Energy Agency, Sept. 2022: bit.ly/3Es2BvK.

⁵⁸ (Relative to 2010 levels.)

- reduce emissions by 10% relative to an FY 19 (pre-COVID) baseline;
- reduce fuel usage by 5% relative to FY 19; and
- reduce electricity usage by 1% year-over-year.

Initiatives such as reducing locomotive idling, making energy efficiency upgrades in Amtrak-owned buildings, and exploring new fuel conservation strategies will help Amtrak achieve our energy and emissions reduction targets. Consistent with Amtrak’s responsibility to be a good steward of taxpayer-provided funding, these kinds of efforts have the potential to reduce certain costs.

Amtrak also made important new sustainability commitments during FY 22.

Our most recent analysis showed that 51% of the power we use is derived from carbon-free sources; on Earth Day, Amtrak formally announced its intention to source all electricity from carbon-free sources by 2030—a goal we are on track to meet through market-based power purchasing options supported by on-site power generation.

Later, building on that commitment, our Board of Directors unanimously approved a five-point Climate Commitment that pledges to:

- achieve net-zero GHG emissions by 2045,
- establish a company-wide climate resilience program,
- reduce fuel usage,
- integrate climate considerations into business operations, and
- achieve 100% carbon-free electricity by 2030.

This commitment will ensure that Amtrak remains a leader in sustainable mobility not just today, but long into the future.

Over the course of FY 23, we will continue to flesh out a Net-Zero Strategy that will set a course for achieving these goals. As we pursue that work, we will also seek to learn from and work with our partners. In FY 23, Amtrak will co-chair the Sustainability Plenary, run by the International Union of Railways (UIC), and participate in various UIC committees to glean best practices from the global rail community. We look forward to putting that knowledge to use.

Additional information on Amtrak’s Sustainability and Climate Resilience Program can be found at: <https://www.amtrak.com/sustainability>.

Charter Train & Private Car Policies Report

Amtrak has prepared the below report in satisfaction of a requirement enacted as part of the full-year FY 23 annual appropriations law for Transportation, and Housing and Urban Development, and Related Agencies.

* * *

Amtrak operates charter trains and moves privately-owned passenger rail cars for customers who pay for those services. “Charter trains” may comprise Amtrak cars and locomotives, customer-supplied cars and locomotives, or any combination of the two, and operate as non-regularly-scheduled Amtrak trains. “Private cars” are privately-owned railcars moved as part of regularly-scheduled Amtrak trains. (“Special trains,” a separate category, 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 General and Legislative Annual Report to Congress (L&G), and again reflects Congress’ acknowledgement that certain information is commercially sensitive and cannot be made public. Amtrak continues to hold regularly-scheduled consultations with private car and charter train customers, which have facilitated communication and resulted in meaningful improvements to the services we offer.

Private Cars

Amtrak has implemented a profit and loss (P&L) statement to address the recommendations of the FY 19 Amtrak Office of Inspector General (OIG) 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 worked with the private car community in developing a new private car pricing addendum, effective October 15, 2022. This adjustment was coordinated with both the American Association of Private Railroad Car Owners (AAPRCO) and the Railroad Passenger Car Alliance (RPCA) at a modest 3.42%, and is directly tied to the Association of American Railroads (AAR) index “Material prices, 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 through October 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 22, Amtrak earned \$3.40 million in revenue from private car operations. This was a 67.1% increase in revenue from the previous fiscal year (during which revenue was \$2.03 million). There was a 55.7% increase in total private car mileage during this period. Amtrak attributes the increase in mileage to pent-up demand for leisure and business travel. Private car-related delays to Amtrak trains, which the company continues to monitor, increased by 50.7% from FY 21 to FY 22, slightly more than the growth in 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 specifying terms and conditions, including a requirement that the Charterer have adequate insurance coverage. Under the guidelines, charter trains 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.

Amtrak produced \$2.67 million in charter train revenue for FY 22. The \$2.67 million is comprised of charters that operated with Amtrak locomotives and Amtrak cars (totaling roughly \$2.27 million) and charters that operated with Amtrak locomotives and privately-owned cars (totaling roughly \$0.44 million). This was an 80.9% increase in revenue from the previous fiscal year (during which revenue was \$1.47 million, including roughly \$1.07 million from charters that operated with Amtrak locomotives and Amtrak cars and roughly \$0.44 million from charters that operated with Amtrak locomotives and privately-owned cars).

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 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. FY 22 showed indications that we are well on our way toward a recovery from the adverse business effects that began in FY 19. Both the private car and charter train businesses remain healthy, and we are encouraged by the private partnerships that have been fostered and developed throughout the last few years working with our valued customers.

IIJA-Related Workforce Needs Report

Amtrak has prepared the below report in satisfaction of a requirement enacted as part of the full-year FY 23 annual appropriations law for Transportation, and Housing and Urban Development, and Related Agencies.

* * *

Overview

As Amtrak recovers from the COVID-19 pandemic and has restored our train services, and in response to our need to deliver a number of complex capital projects that can now move forward following enactment of the Infrastructure Investment and Jobs Act (IIJA), the company is aggressively hiring the necessary workforce. In FY22, Amtrak brought on more than 3,700 new employees; in FY23, we plan to hire another 4,787. Figure 7.4 gives a snapshot of the current overall hiring picture:

Fig. 7.4: Hiring Progress: Overall Picture			
Current Headcount	FY 23 Hiring Goal	Hired YTD (Jan.)	Remaining Need
19,792 <i>(approximate; combined active agreement & management workforce)</i>	4,787 <i>(hiring plan covers all positions, including non-IIJA roles)</i>	1,581 <i>(33% of goal achieved in first third of fiscal year; 3,228 roles left to fill)</i>	3,228 <i>(300 current job postings cover 1,300 positions; many start w/in 60 days)</i>

Broad Needs and Trends

In the near term, Amtrak’s top priority is to restaff across all jobs and crafts necessary to restore and maintain pre-COVID levels of service; in particular, we are focused on addressing immediate needs related to the skilled railroad operating and mechanical crafts. Staffing many of these positions takes time: many critical-skills roles have a minimum six-month learning curve before a newly-hired employee can safely be considered qualified. For locomotive engineer jobs, the training and qualification process can take up to two years.

Our current workforce needs reflect our work to recover from the retirement and attrition we experienced during the uncertainty of the pandemic and our goal of building a stable workforce for the future. Although we now have an aggressive hiring strategy in pace and various efforts to retain our talent, regular retirements and attrition continue, as with any other business, which means we need to hire *above* our current needs for most job categories, as reflected in our 4,787-position hiring target for FY 23. Accordingly, we are monitoring departure rates very carefully and adjusting our hiring targets as needed. We are also seeking to address attrition by investing in the existing workforce: Amtrak has pursued an ambitious and creative retention, hiring, and training strategy that includes a number of new initiatives. Notably, we have invested in Amtrak’s Talent Acquisition team, growing it from thirty-six employees and contractors in October 2021 to 88 employees and contractors today. We have also

improved our use of relevant technology, such as the HR team's Applicant Tracking System (ATS), and have identified additional improvements that will be implemented this year.

Other important initiatives include:

- Recruiting
 - *Media Campaign* — A media campaign focused on workforce needs at Amtrak is underway. Very soon, additional radio and TV spots will air, featuring employees from different crafts and positions celebrating Amtrak as an employer of choice and inviting viewers, "All Aboard to Join Amtrak."
 - *Employee Referrals* — In FY 22 we launched an employee referral program providing employees an incentive for referring a friend or family member who successfully applies for an open job, with an additional incentive for successful referrals to certain critical roles (including in the Mechanical department). Referral awards are paid out after 180 days to incentivize retention. In FY 22, over 780 hires came from referrals.
 - *Hiring Events* — To date in FY 23, we have hosted nineteen hiring events across Amtrak's network. Our plan includes at least fifty-four hiring events where interviews will be conducted for specific Service Delivery & Operations hiring classes; this is in addition to (1) numerous additional career fairs where candidates can learn more about other opportunities at Amtrak, including professional and internship opportunities, and (2) internal events to promote internal mobility. Notably, in FY 22 we conducted more than 980 interviews at hiring events alone and had 633 connected offers accepted. Each hiring event is advertised with Amtrak labor organizations and diversity partners to increase visibility and strengthen organizational relationships.
 - *Sign-on Incentives* — We have increased sign-on incentives across critical roles in the Mechanical department; our goal is to compete with other rail companies that are also seeking a similar workforce. Competitors have increased sign-on bonuses for Mechanical roles and Transportation roles. Our offer acceptance rate increased from 85% (in October of 2023) to 100% (in November of 2023) after implementation of this initiative.
 - *Training Compensation* — We have increased rate of pay during training for key positions.
- Retention
 - *Retention Awards* — We have implemented a retention award for retirement-eligible employees, incentivizing them to stay at Amtrak past their target retirement dates. Over 200 employees have been retained with this program.
 - *Retention "Roadshows"* — We have launched HR "roadshows" for current Amtrak agreement employees; these events increase retention by providing face-to-face

conversations about available benefits and HR programs and advertise key positions for employee referrals. This program has resulted in more than 600 meaningful employee conversations with HR in New York, Seattle, and Los Angeles.

- *Internal Recruitment Meetings* — Earlier this year, we began internally hosting virtual “Meet a Recruiter” events. Employees receive career mapping resources, résumé reviews, and tips for successful interviews. These events help employees find new positions to promote into at Amtrak and identify development opportunities; 160 employees attended the inaugural event.
- Apprenticeship Programs —
 - *Mechanical Apprenticeships* — In FY 22, Amtrak launched its Mechanical Apprenticeship Program in Beech Grove, IN; the program’s first cohort focuses on rail car repair at Amtrak’s heavy maintenance facility located there. Thanks to an \$8 million federal Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant, we have since expanded the program to our Wilmington, DE, shops, and have added a second cohort in Beech Grove. A cohort has also been established in Washington, D.C., and additional locations across the country are targeted for FY 23 and beyond, including New York, Chicago and Los Angeles.
 - *IMCS Apprenticeships* — Amtrak has applied for FY 22 CRISI funding to stand-up an Engineering Track Foremen Workforce Development Apprenticeship Training Program. If awarded, this next phase of our Apprenticeship program would focus on employees in our Infrastructure, Maintenance, & Construction Services (IMCS) division, specifically aimed at training engineering foremen and track inspectors. These crafts will be critical to our success in delivering projects funded by the IIJA, particularly along the Northeast Corridor.

Assessment of Near-Term and Projected Needs as a Result of the IIJA

The IIJA provides significant funding for Amtrak to advance critical state-of-good-repair (SOGR) work and major capital infrastructure upgrades, particularly along the Northeast Corridor (NEC) but also across the National Network. Amtrak is currently establishing a workplan for the pipeline of projects that IIJA funding (including potential discretionary grants) is available to support over the coming years; as part of that effort, our workforce planning and HR teams are working to determine the number of employees we will need to hire and train in the long term. Meanwhile, we are already in the process of staffing up to begin meeting those needs.

In order for Amtrak to make timely, effective use of IIJA funding, our workforce must continue to grow. As noted above, the company’s FY 23 hiring plan calls for a total of 4,787 new employees; of that total, 1,845 employees will be needed for work focused on IIJA investment projects. As figure 7.5 shows, we are

making progress towards that goal; as of January 2023, we had hired 418 new employees in job categories that will focus on delivering IIJA investments.

Fig. 7.5: Hiring Progress: Jobs Related to IIJA Projects

Job Category (Union)	FY 23 Hiring Goal	Hired YTD (Jan.)	Remaining Need
ET (Electric Traction) Linemen (IBEW, ATDA, ARASA)	245	59	186
Signalmen (BRS)	210	44	166
Trackmen (BMWE)	1,160	265	895
Managers	230	50	180
Total	1,845	418	1,427

These 1,845 employees are needed to perform a wide variety of tasks, all of which are essential to the work of advancing IIJA projects. The specific roles include:

- approximately 230 management positions concentrated in Capital Delivery—employees who will design, plan, and manage the execution of IIJA projects in FY 24 and beyond;
- almost 1,200 agreement employees to perform the track, bridge, and building work for these projects—e.g., laying new track and rail, constructing and modifying platforms, and carrying out inspections;
- nearly 250 agreement positions to perform critical catenary work—supporting or maintaining the power lines that are necessary for service on the NEC; and
- 210 agreement positions for the installation of signal systems necessary for the successful completion of these projects.

We will keep Congress updated on our progress and needs as we continue to deliver on the IIJA’s historic investment in the country’s passenger rail network.

Food & Beverage Update

Amtrak has prepared the below report pursuant to a requirement enacted as part of the full-year FY 23 annual appropriations law for Transportation, and Housing and Urban Development, and Related Agencies.

* * *

Amtrak has recently implemented or plans to implement the following changes to on-board food and beverage service:

- **Traditional dining on the *Silver Star* and *Silver Meteor*** — Amtrak is working to bring traditional dining service (hot, chef-prepared meals and table service, enjoyed in a dining car) back to the company’s two New York-to-Miami overnight routes, the *Silver Star* and the *Silver Meteor*, in the spring / summer of 2023. With this restoration, traditional dining service will be available on eight of Amtrak’s fourteen overnight routes,⁵⁹ including all routes on which end-to-end passengers spend more than one night aboard. Moving forward, Amtrak will carefully evaluate the results of this change; we will weigh customer satisfaction and cost considerations to determine whether it can be expanded to additional routes in the future.
- **Expansion of traditional dining to all passengers on Western Long-Distance routes** — Amtrak is making existing traditional dining service available to all passengers on the company’s five Western Long-Distance routes.⁶⁰ (Previously, such service was available only to sleeping car passengers; other passengers, most of whom are taking shorter trips, were able to buy food and beverages in a café car.) While café car service continues to be available on these routes, Amtrak’s new approach enables all passengers to add a traditional dining car experience to the base cost of their tickets for a fixed additional menu charge. (Limited seating is available on a “first-come, first-served” basis.)
- **Cart service on *Acela* trains** — Via a new pilot program, Amtrak is testing out cart service for business class passengers on our *Acela* trains along the Boston-to-Washington Northeast Corridor, which would save those passengers the necessity of going to the Café *Acela* in order to order food or a beverage. (Many *Acela* passengers say they value the ability to use travel time for work or other purposes.) This pilot is part of Amtrak’s ongoing effort to differentiate the *Acela*

⁵⁹ One of Amtrak’s fifteen Long-Distance routes, the New York to Savannah *Palmetto*, is not an overnight train and therefore offers only café car service. Note that traditional dining is also available to *Texas Eagle* passengers, but only between Los Angeles and San Antonio (i.e., while they are functionally passengers on the *Sunset Limited*).

⁶⁰ (The Chicago-to-Los Angeles *Southwest Chief*; the Chicago-to-Emeryville *California Zephyr*; the Chicago-to-Seattle / Portland *Empire Builder*; the Los Angeles-to-Seattle *Coast Starlight*; and the New Orleans-to-Los Angeles *Sunset Limited* (including a through-running section of *Texas Eagle* consists that joins the *Sunset* from San Antonio to Los Angeles).)

travel experience and attract premium fare-paying passengers who can help improve the company's bottom line.

Importantly, these changes are steps in an ongoing process. Amtrak is committed to continuing to improve its food and beverage offerings consistent with our congressionally-prescribed mission and goals, which include a directive to "maximize the benefits of Federal investments" in Amtrak by, among other efforts, "offering food service that meets the needs of [our] customers" and "controlling or reducing management and operating costs."⁶¹

Additionally, the food and beverage working group that Amtrak convened pursuant to the Infrastructure Investment and Jobs Act (IIJA) continues to meet; we look forward to responding to that group's forthcoming recommendations later in CY 23, as the law directs.

⁶¹ [49 U.S.C. § 24101\(c\)](#).

Explanation of Account Structure, Asset Lines, & Service Lines

In 2015, the Fixing America's Surface Transportation (FAST) Act directed the Secretary of Transportation, in consultation with Amtrak, to define an account structure that divides the company's finances into a **Northeast Corridor (NEC) account** and a separate **National Network account**. By agreement between Amtrak and the Federal Railroad Administration (FRA), the NEC account records "financial sources and uses associated with the business activities on the Northeast Corridor main line (NEC) between Boston, Massachusetts, and the District of Columbia, and the proportional share of facilities and services used to operate and maintain that line"; the National Network account records "financial sources and uses associated with the business activities on the national rail passenger transportation system, and the proportional share of facilities and services used to operate and maintain that system, exclusive of the NEC."⁶²

The FAST Act also required that Amtrak be organized into what are today known as "service lines" and "asset lines." By agreement between Amtrak and FRA, **service lines** are "set[s] of Amtrak business activities that typically share a common mission, core customers, and/or management structure"; **asset lines** are "the business activities and resources required to manage Amtrak's assets and deliver the needs of the Service Lines."⁶³ Thus, "Service Lines use the resources from the Asset Lines to deliver transportation and related services to customers."⁶⁴

Amtrak's five service lines, as defined by Amtrak and FRA,⁶⁵ are:

- **Northeast Corridor** — "The NEC Service Line provides premium and regular intercity rail passenger transportation along the NEC main line between Boston, Massachusetts and the District of Columbia. Its primary customers are the intercity train travelers."
- **State-Supported** — "The State Supported Service Line provides intercity rail passenger transportation and supporting services along short-distance corridor routes of not more than 750 miles between endpoints, as defined at 49 USC §24102(7)(D). Its primary customers are the intercity train travelers along these routes and State departments of transportation or other entities subject to PRIIA Section 209 (or successor legislation) that have responsibility for providing intercity rail passenger transportation."
- **Long-Distance** — "The Long Distance Service Line provides intercity rail passenger transportation along long-distance routes of more than 750 miles between endpoints, as defined at 49 USC §24102(7)(C). Its primary customers are travelers and communities across the National Network and the Federal government."

⁶² "Amtrak Account Structure Overview: Methodology and Definitions," Federal Railroad Administration, Oct. 2018; [bit.ly/3SPDMz5](https://www.fra.dot.gov/3SPDMz5).

⁶³ *Ibid.*

⁶⁴ *Ibid.*

⁶⁵ *Ibid.* (succeeding definitions).

- **Infrastructure Access** — “The Infrastructure Access Service Line seeks to safely and efficiently plan, develop, manage, and provide access to Amtrak-owned or Amtrak-controlled infrastructure and facilities, consistent with Amtrak’s statutory obligations. Its primary customers include commuter and freight railroads, the Federal government, and third-parties such as States and localities, utilities, and others that seek to make use of Amtrak’s infrastructure and fixed assets.”
- **Ancillary Services** — “This service line is composed of three functions: Amtrak Services, Reimbursable Services, and Real Estate/Commercial Services.

“- Amtrak Services provides commuter rail passenger transportation services, maintenance, or related services for a cost-based fee to commuter rail agencies;

“- Reimbursable Services provides maintenance, engineering and capital improvement activities for freight and commuter operators, and other outside enterprises on a reimbursable cost basis;

“- Real Estate/Commercial Services engages in real estate activities and/or commercial arrangements with public and private sector entities to leverage Amtrak-owned fixed assets.”

Amtrak’s five asset lines, as defined by Amtrak and FRA,⁶⁶ are:

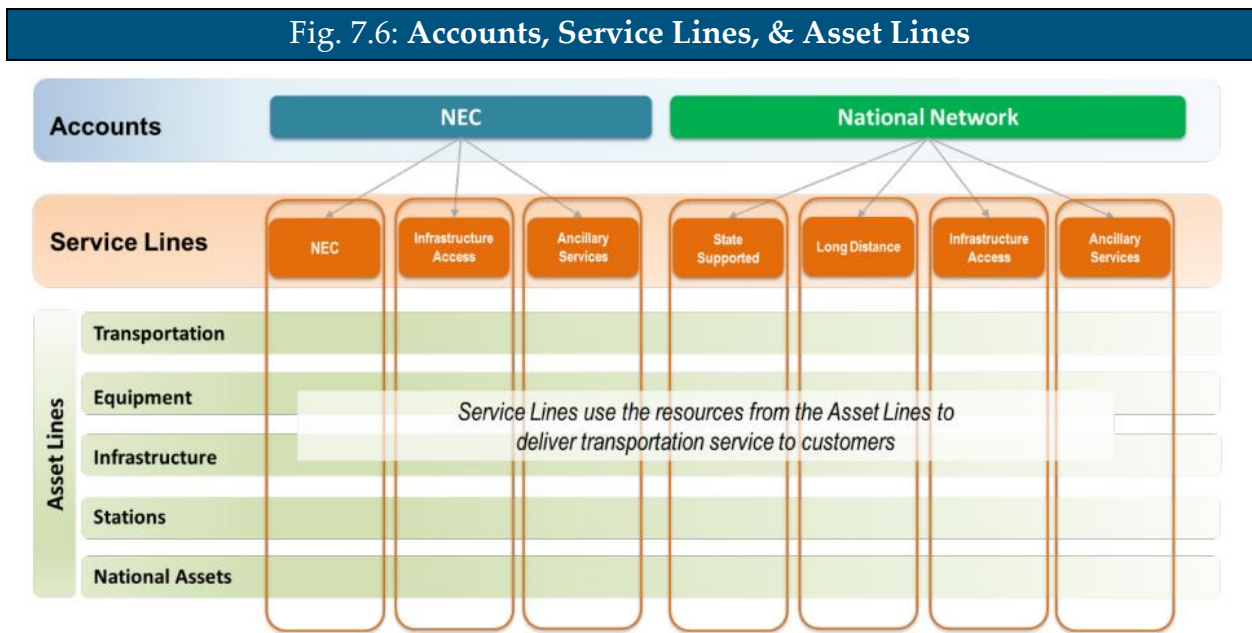
- **Transportation** — “Transportation means the train crew operating trains on the road, crew providing on-board services on the trains (for example, service attendants, café attendants), on-board food and beverage supplies, commissary contract operations and management, diesel fuel and electric propulsion 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** — “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** — “Infrastructure means management and safe maintenance of Amtrak-controlled fixed assets, and the management, supervision and support required to provide a safe and

⁶⁶ *Ibid.* (succeeding definitions).

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** — “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 operation of such facilities that serve one or multiple routes, and their related management, supervision and support.”
- **National Assets and Corporate Services** — “National Assets are 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 are defined to include company-wide functions, such as, legal, finance, government affairs, human resources, information technology, etc.”

Each service line is associated with one or both of Amtrak’s two accounts, and relies upon some or all of Amtrak’s asset lines; figure 7.6, below, shows exactly how each individual account, service line, and asset line relate.



The FAST Act also directed that future appropriations for Amtrak should take the form of separate NEC and National Network grants;⁶⁷ the NEC grant flows to the NEC account, and the National Network

⁶⁷ (Previously, these appropriations had taken the form of “operating” and “capital” grants.)

grant flows to the National Network account.⁶⁸ The Infrastructure Investment and Jobs Act (IIJA) later renewed that directive; as in years past, therefore, Amtrak's FY 24 annual grant request contains both an NEC and a National Network component, and shows how each component would be allocated across the company's service lines (figure 1.9) and asset lines (tabs II and III, and figure 1.8). Unless otherwise noted, all references to a specific service or asset line elsewhere in this document reflect the definitions quoted above.

⁶⁸ Sec. 22101(b) of Div. B of IIJA (P.L. 117-58).

Upcoming Enhancements to Amtrak’s Financial Analysis Capabilities

Historically, Amtrak has first and foremost been a company that operates trains; this remains the core of our mission. However, thanks to the unprecedented capital resources that Congress provided via the Infrastructure Investment and Jobs Act (IIJA), Amtrak is also becoming a major railroad construction company—one with the ability to lead, manage, and partner on some of the biggest construction projects in the nation.

The growing scale of Amtrak’s capital delivery work has driven the need for enhanced financial analysis. In the past, Amtrak generally presented its adjusted operating results on a consolidated basis. However, as many new project-related costs have to be considered “operating” rather than “capital” expenses under generally-accepted accounting principles (GAAP), we concluded that we needed enhanced visibility into our operating results to make it easier for our internal and external stakeholders to track our performance.

In light of this expected growth and expanding role, Amtrak plans to enhance its financial analysis capabilities. For the purposes of this new capability, Amtrak’s operating results will be separated into two business segments:

- an **infrastructure** business segment that manages Amtrak rail network, stations, and real estate assets; and
- a **passenger services** business segment that manages Amtrak's passenger train operations.

Once fully implemented, all costs and revenues will be grouped into one of these two segments, and Amtrak will forecast and report those segments’ separate results.

Amtrak believes that this new capability will enhance visibility into the results of our diverse business activities; make it easier for Congress, the Federal Railroad Administration, and our many other partners and stakeholders to track our business performance; facilitate data-driven business decisions internally; and provide other valuable benefits. Importantly, **this new financial analysis capability will not change or replace any existing reports**, and Amtrak will continue to publish its GAAP-compliant consolidated financial statements (with auditors’ report) every year. **The new capability is an additional tool meant to increase transparency.**

Amtrak is in the process of introducing the planned changes to stakeholders, having completed significant design and implementation work in FY 22. We intend to continue internally adopting and refining the new capability during FY 23, and expect to use it in external reporting beginning in FY 24.



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