



Amtrak Connects US

Vision for Passenger Rail Growth

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AMTRAK SNAPSHOT

- Amtrak is a federally-chartered corporation:
 - owned by the U.S. Government;
 - governed by a Presidentially-appointed Board; and
 - pursuing a public purpose but operating like a business
- Our mission is “to provide efficient and effective intercity passenger rail mobility consisting of high-quality service that is trip-time competitive with other intercity travel options...” (49 U.S.C. § 24101).
- \$882.8 million in ticket revenue in FY21:
 - Down 62.5% vs FY19
 - Up 42% vs Forecast
- Ridership of 12.2 million:
 - Down 62.6% vs FY19
 - Up 41.7% vs. Forecast

Amtrak Quick Facts

- More than 40 routes
- Approx. 21,400 route-miles
- Approx. 300 weekday trains (pre-pandemic)
- Service to 500+ stations in 46 states, plus D.C. & Canada
- Approx. 16,000 employees
- More than 32 million riders per year (pre-pandemic)



FEDERAL INVESTMENT FOR AMTRAK DEVELOPMENT HAS INCREASED

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Congress has consistently provided \$2 billion annually for Amtrak capital investment on top of \$580 million for competitive matching grants available to States

Amtrak's improved financial performance has resulted in consensus around railroad's ability to implement relevant solutions for the transportation market.

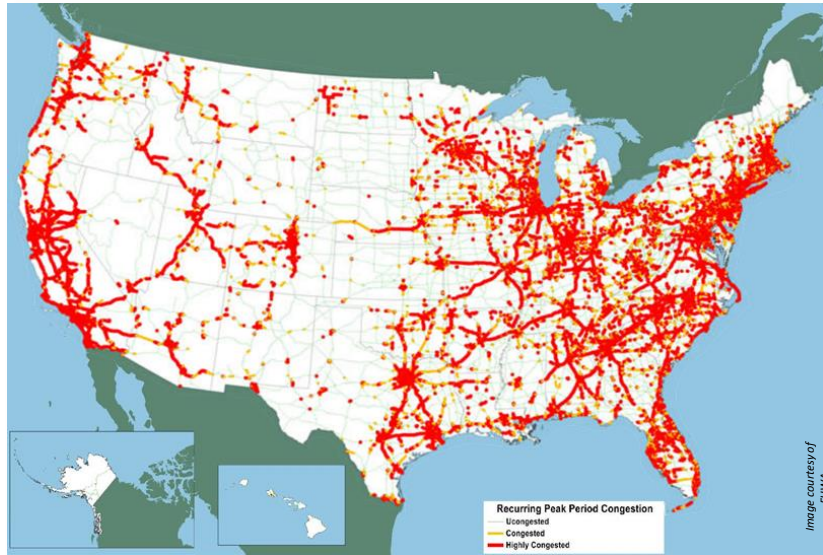
Amtrak relief funding:
\$1.018 billion included in CARES Act
\$1 billion in FY21 Omnibus Budget Act
\$1.7 billion in American Rescue Act

Bi-partisan IJA proposes \$66 billion in rail funding, highest ever.



WHY DEVELOP CORRIDORS?

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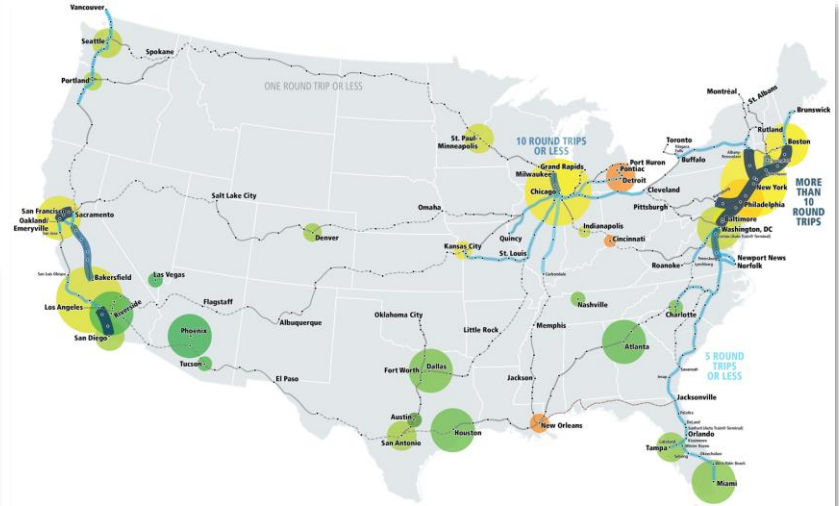


Worsening Congestion

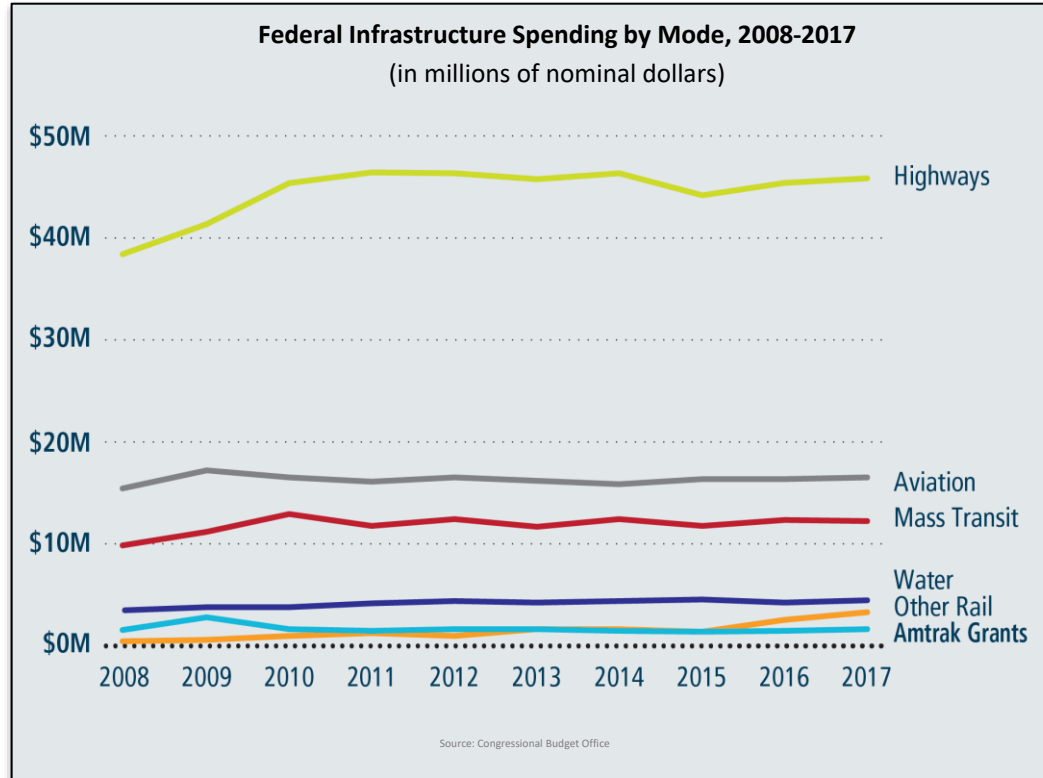
Map shows projected peak-period highway congestion in 2045. Red “highly congested” segments indicate “stop-and-go conditions with volume/service flow ratios greater than 0.95,” as estimated using Highway Performance Monitoring System field manual procedures.

Population Shifts

Map of selected population centers, overlaid with Amtrak’s current route network. Bubble size is proportional to current population, with greener hue indicating faster rate of growth. Thickness of route-lines indicates current levels of Amtrak service. **Note the mismatch between large, growing populations and sparse, infrequent Amtrak service across much of the South and West.**



PROBLEMATIC STATUS QUO: CHRONIC UNDERINVESTMENT



CORRIDOR IMPROVEMENT & EXPANSION

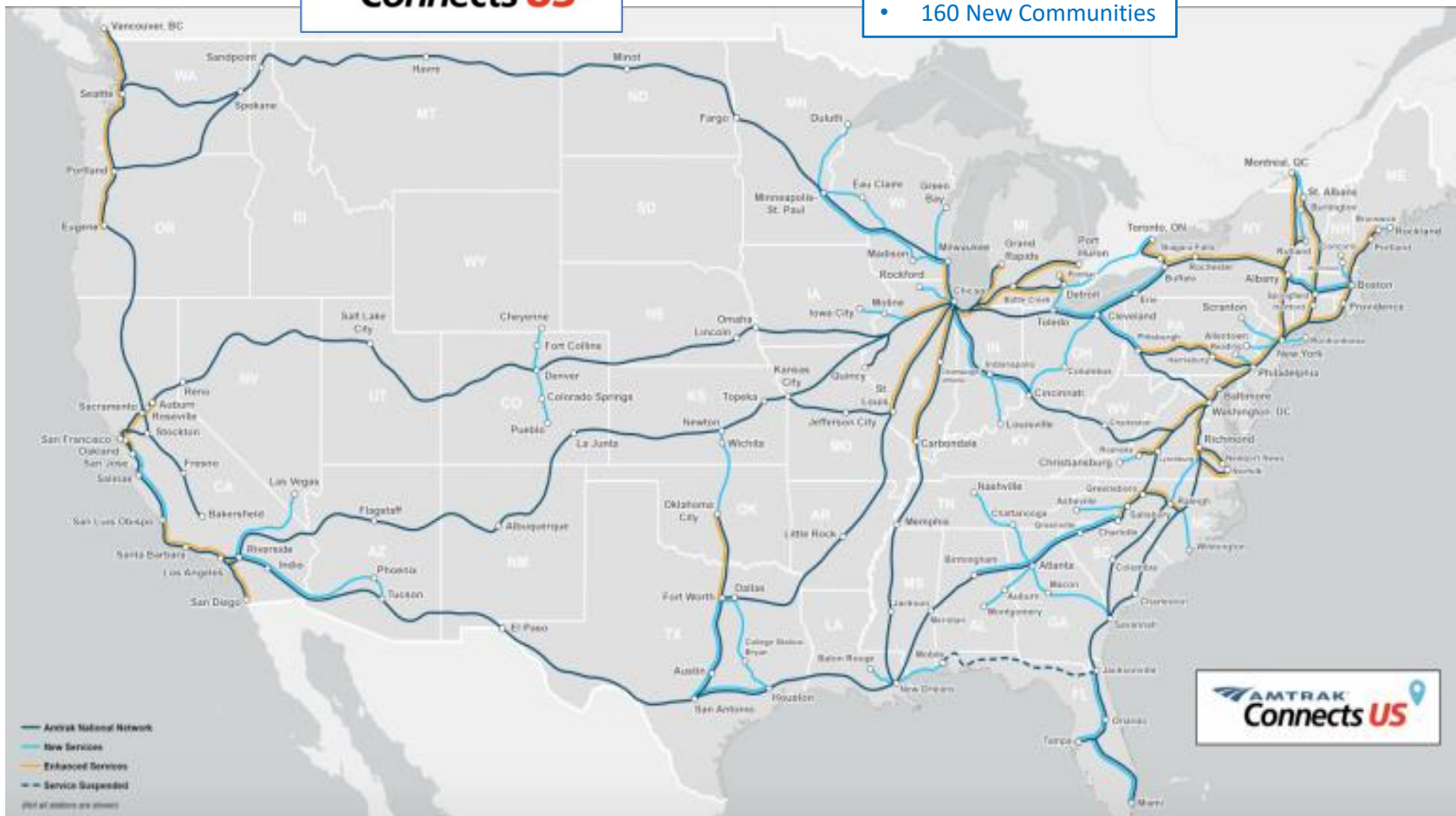
- Much of the nation is under-served by the current network and federal policy.
- Corridor routes represent intercity passenger rail's "sweet spot," and offer a safe, low-carbon solution to mobility, congestion relief, and economic development needs.
- Amtrak seeks a new and expanded partnership with states, cities, and the FRA / U.S. DOT to:
 - improve existing routes (more frequencies, extensions, higher speeds) and add new routes;
 - lower barriers to growth by having Amtrak and the federal government take on more corridor development costs where needed; and
 - ensure the existence of a long-term, nationwide program that addresses service needs in our top 50 metro areas, at a minimum.

Amtrak Reauthorization Proposal

- **Create and fund a Corridor Development Program as part of Amtrak's National Network Grant.**
- **Expand funding under FRA's discretionary IPR grant programs to states, railroads, etc.**
- **Fund fleet acquisition**
- **Ensure access to host railroads for new routes and additional trains.**



- 36 New Routes
- 23 Improved Routes
- 160 New Communities



MICHIGAN

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Service to Toronto: daily round trips, **Chicago—Kalamazoo—Ann Arbor—Dearborn—Detroit—Toronto***

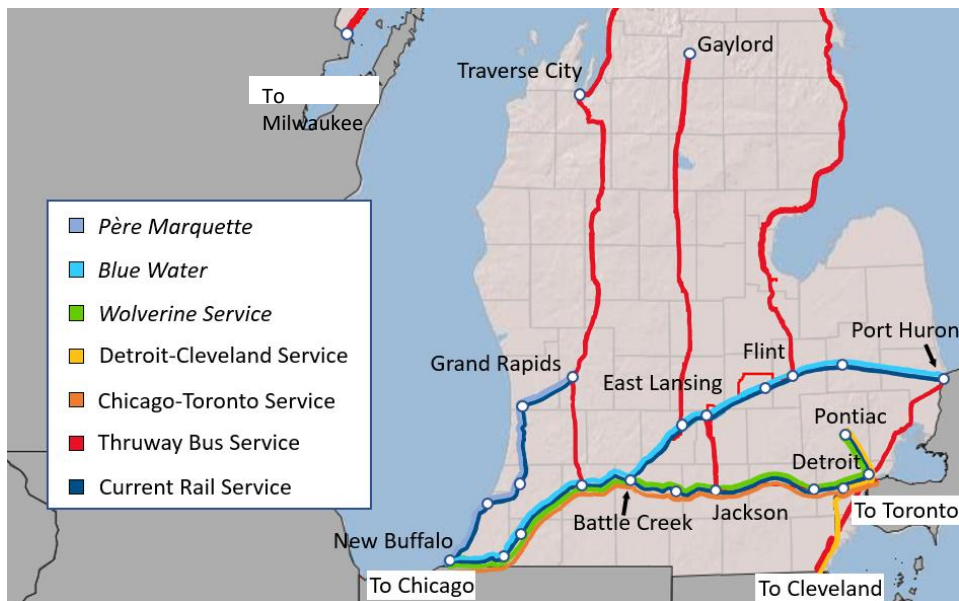
Improved *Wolverine Service*: faster, five-times-daily round trips, **Chicago—Kalamazoo—Ann Arbor—Detroit—Pontiac***

Improved *Blue Water*: twice-daily round trips, **Chicago—Kalamazoo—Battle Creek—E. Lansing—Flint—Port Huron***

Improved *Père Marquette*: faster, thrice-daily round trips, **Chicago—Grand Rapids***

Service to Cleveland: thrice-daily round trips, **Pontiac—Detroit (with airport stop)—Toledo—Cleveland (with airport stop)***

- at least one Detroit area-to-Cleveland train could possibly be a *Wolverine Service* train extension



Current Amtrak rail service in MI: thrice-daily *Wolverines*, daily *Blue Waters*, and daily *Père Marquettes* in both directions, serving similar routes to those proposed; no direct service to Toronto or Cleveland

Better Service

* with intermediate stops

Amtrak's proposals would mean improved, modern service for Michiganders, including:

More-than-doubled total frequencies

•

Faster trip times on existing routes

•

NEW Michigan-to-Toronto service

•

NEW Detroit-to-Cleveland service

•

NEW stops along existing routes

Ohio: 5 New or Enhanced Routes for 14 cities, 24 New Trains, Hubs at Cleveland, Cincinnati and Detroit



Frequency	Initial Trip Time	Host Railroad	Economic Impact
Chicago-Indianapolis-Louisville: 4 daily round trips	CHI-IND: 3:35 CHI-LVL: 5:45	Amtrak, CSX, CN, NICTD, L&I	\$448 million annually, plus \$8.2 billion in economic activity from one-time capital investments
Chicago-Indianapolis-Cincinnati: 4 daily round trips	CHI-CIN: 6:10		



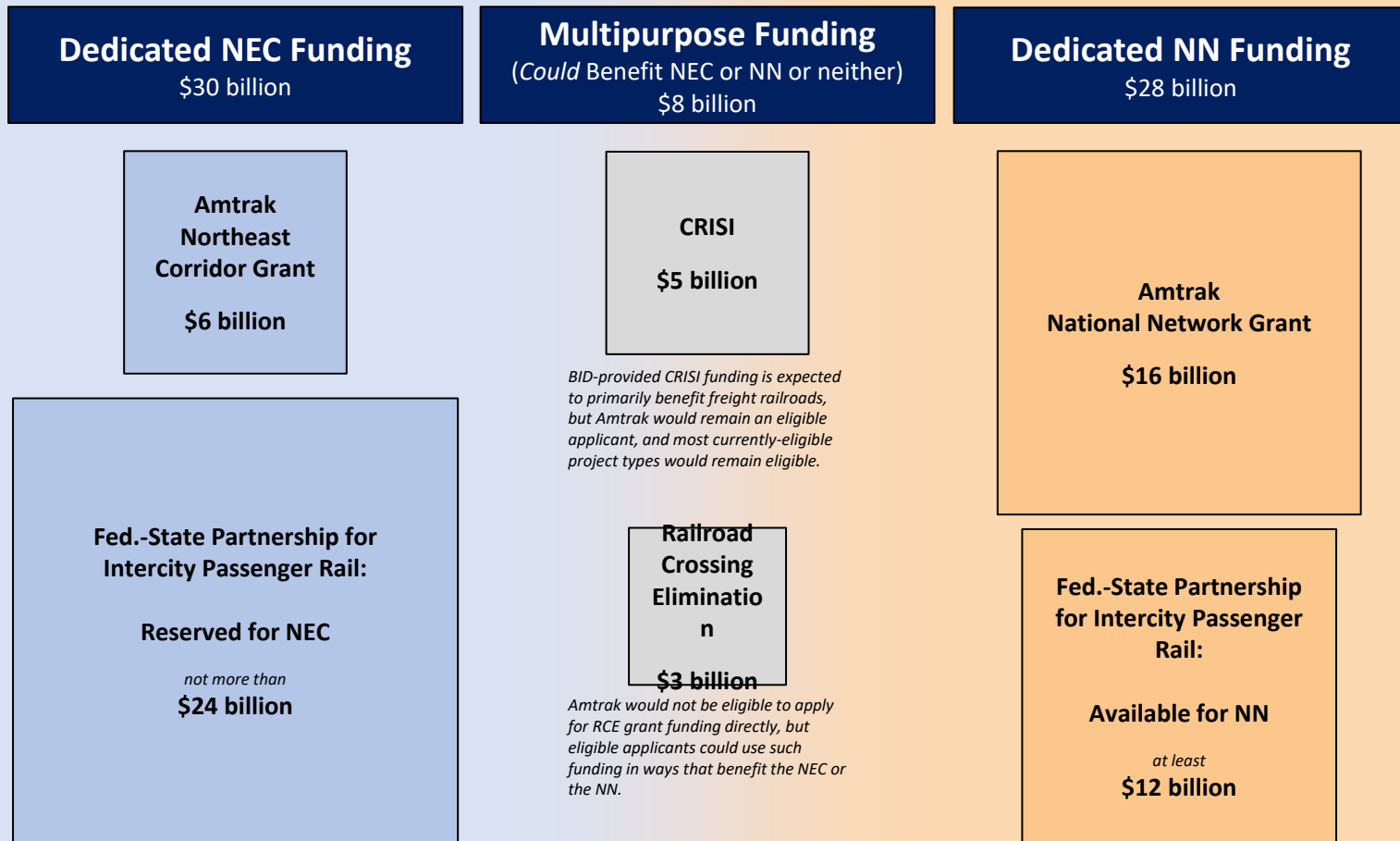
Station locations and routing are illustrative. Light blue lines denote proposed new corridors, dark blue lines denote existing Amtrak service, with the route discussed on this page highlighted in yellow.

Passenger and Freight Rail

The infrastructure deal includes \$66 billion for passenger and freight rail:

- **\$22 billion for Amtrak**
 - \$6 billion for Amtrak's Northeast Corridor Grant
 - \$16 billion for Amtrak's National Network Grant
- **\$36 billion for FRA Federal-State Partnership for Intercity Passenger Rail grants**
 - \$24 billion for FRA grants for NEC Modernization
 - \$12 billion for FRA grants for new and expanded intercity passenger rail service, including high speed rail
- **\$250 million for FRA Restoration and Enhancement Grants** (a takedown of Amtrak's NN grant) to provide operating assistance for new / restored / enhanced passenger rail service
- **\$8 billion for freight and safety grants**
 - \$5 billion for CRISI grants
 - \$3 billion for grade crossing safety improvements

NEC vs. National Network



Long Distance: Invest for the Future

- Amtrak is fully committed to the continued operation and ongoing improvement of the LD network.
- Funding fleet renewal and achieving better on-time performance are essential.
- Product upgrades and experiential improvements necessary for new generation of riders.
- Technology, fares and ticketing to support explorers.

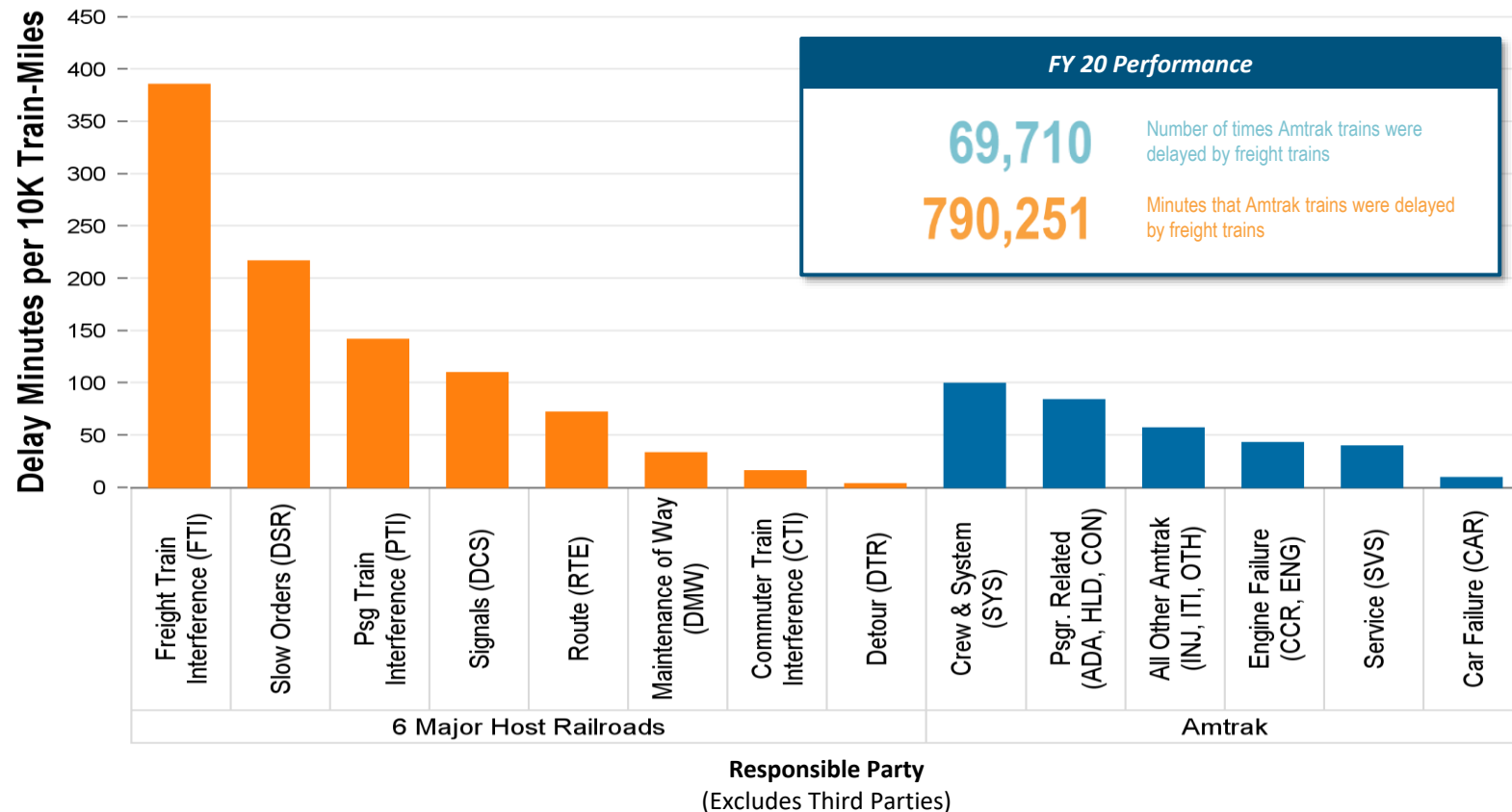


Amtrak Reauthorization Proposal

- Host railroads preference enforcement
- Authorization of robust funding levels, including customer enhancements
- Authority & funding for new services >500 miles

Problematic Status Quo: Late Trains

FY 20 Delay-Minutes per 10,000 Train-Miles on Major Host Railroads



Comparative Pre-Pandemic Ridership

State	2019 Trips	Routes	Destinations
Indiana	117,811	--	
Illinois*	4,722,853	4 routes	Chicago to Milwaukee, Carbondale, Quincy and St. Louis
Michigan	843,529	3 routes	Detroit, Port Huron and Grand Rapids to Chicago
Missouri	692,347	2 routes	St. Louis to Chicago and Kansas City
N. Carolina*	934,434	2 routes	Charlotte to Raleigh and New York City
Virginia*	1,542,812	4 routes	Washington to Richmond, Norfolk, Roanoke, Newport News
Wisconsin*	971,822	1 route	Milwaukee to Chicago

** New routes funded and under development*

- Indianapolis is one of the least well-served Top 50 metro areas
- Indiana has the characteristics that would support successful corridor service
 - Crossroads of multiple, sizable metropolitan areas within ~300 miles of each other
- With those services in place, Indiana service could look like Virginia and ridership could grow to more than 1 million per year

Your input is vital to us...

- Continued input on ways to improve the customer experience
- Build alliances with other advocacy organizations and across state lines
- Maintain collaborative dialogue.

...and we need your help.

- **We need focused state advocacy for intercity passenger rail and Amtrak,** including for:
 - stable, reliable Amtrak & intercity passenger rail funding.
 - necessary funding to improve existing routes and to create new ones.
 - necessary tools to improve on-time performance and access to host railroad infrastructure.

THANKS FOR THE INVITATION



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