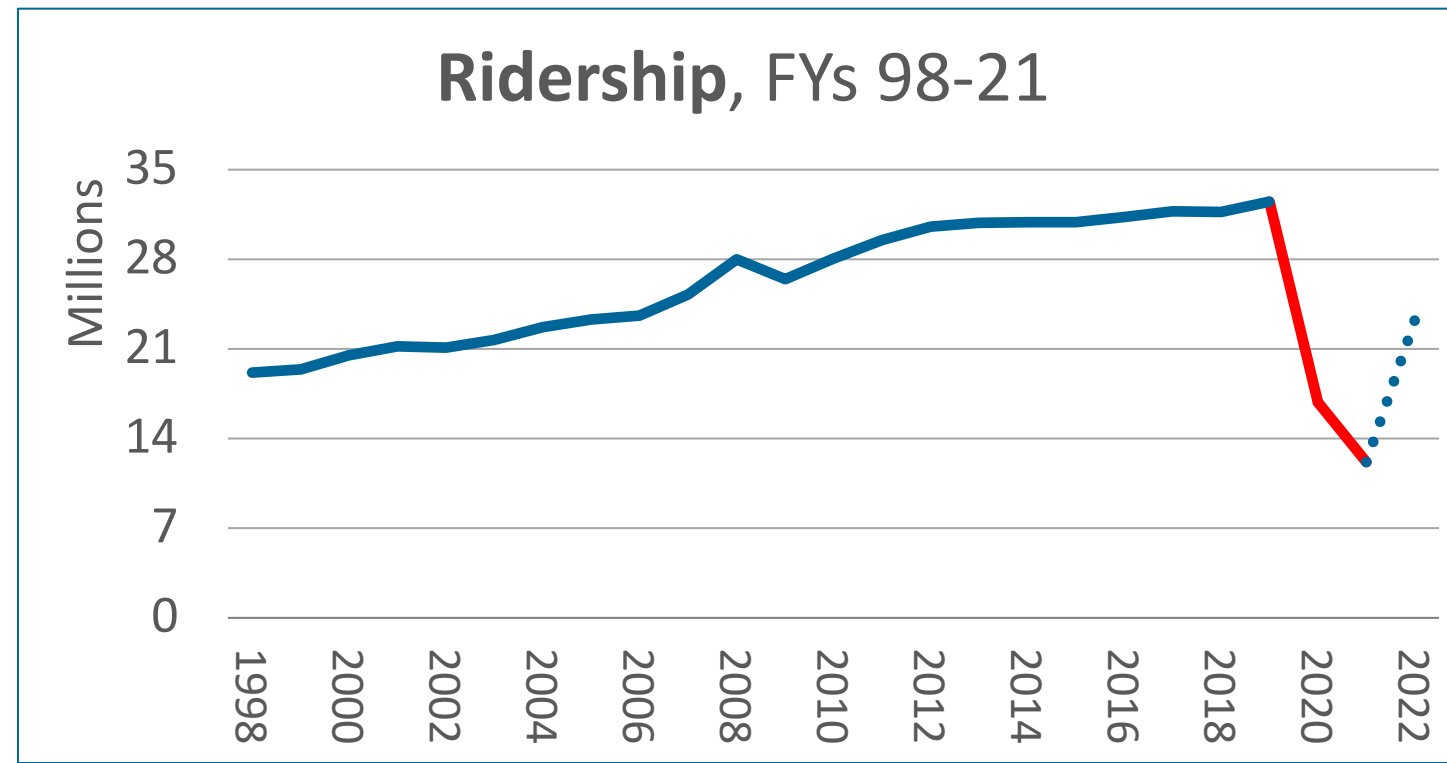




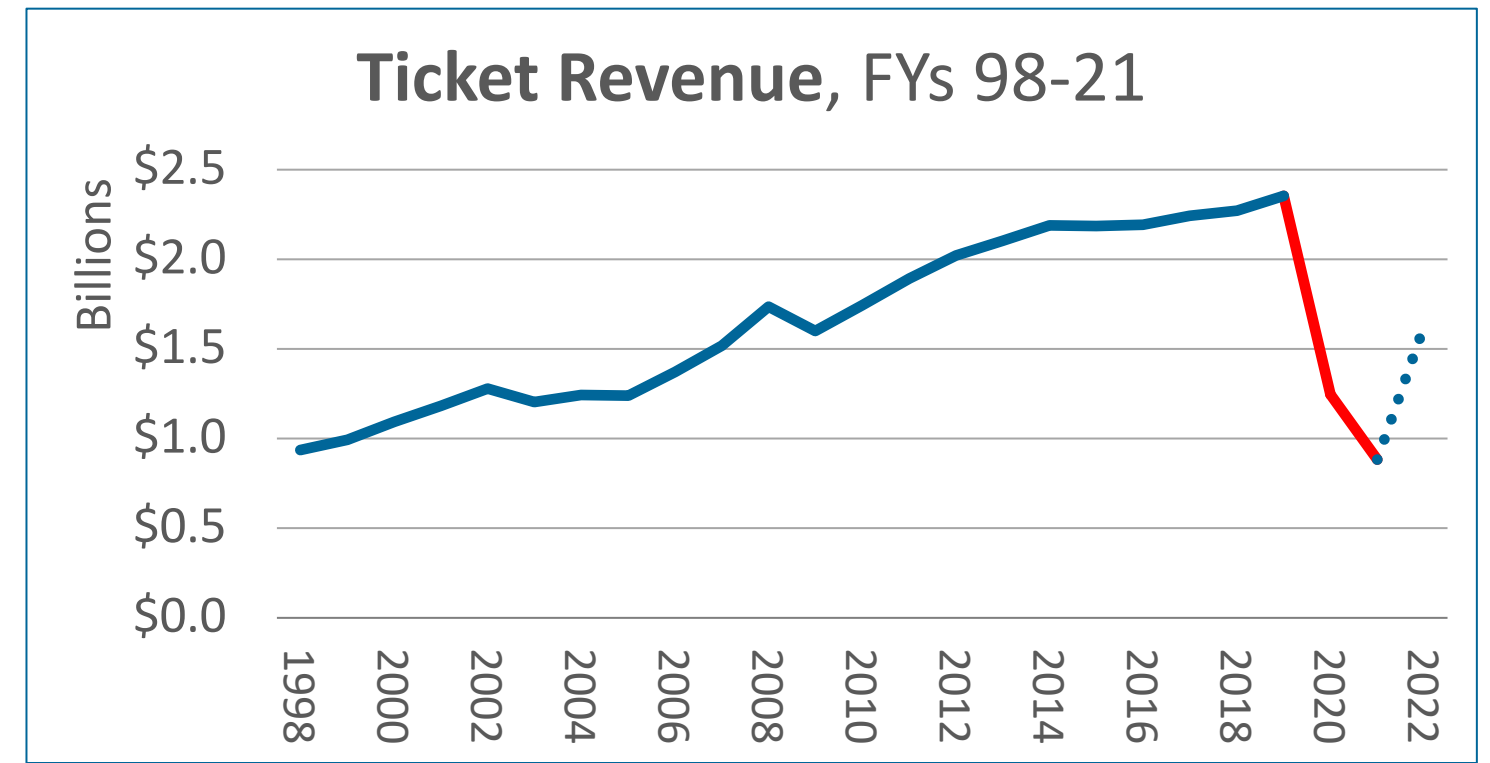
An Overview of America's Railroad

Amtrak Government Affairs

Long-Term Business Trends & COVID-19



Dotted line shows projected FY 22 result.



Dotted line shows projected FY 22 result.

- In FY 19, building on more than two decades of steady growth, Amtrak set records for both ridership and revenue.
- In FYs 20-21, COVID-19 caused both ridership and revenue to plummet; early in the pandemic, results on some days were down as much as 97% year-over-year.
- Now, in Q3 of FY 22, ridership is recovering strongly—but it may take several more years for business to return to pre-pandemic levels.

When the COVID-19 pandemic began, Amtrak sought to protect customers and employees while carrying out our mandate to continue providing essential service.

Today, there's good news:

- Ridership is growing (~1.770M passengers in March of 2022 vs. ~729k in March of 2021).
- Looking ahead, IIJA sets Amtrak on a path to expand and enhance passenger rail service for the nation.

But challenges remain:

- COVID-19 is still a factor: March 2022 ridership was still ~711k (~29%) below pre-COVID (FY 19) levels.
- At year-end, FY 22 ticket revenue is still expected to be ~\$726 million less than in FY 19.
- IIJA capital investments are driving up operating costs, but revenue benefits will take years to materialize.

Congress provided Amtrak with \$4.718 billion in emergency COVID relief funding in FYs 20-21, enabling us to restore service levels and recall workers, but **robust annual appropriations are still needed to cover costs that would otherwise have been covered by ticket revenue that (for now) is simply not being generated.**

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

"Ridership" and "gross ticket revenue" exclude results from commuter operations.

State-Supported Service Line (SSSL)

Part of Amtrak's National Network. Short corridor routes (always < 750 miles), mostly over host railroad tracks, connecting cities within a region; funded by states and operated per contract. (Amtrak provides crew, and often fleet.)

- Almost 30 corridor routes across the nation, funded by 17 states and operated according to those states' service plans and policy goals. Routes are generally less than 500 miles in length, and (by law) always less than 750 miles.
- Sec. 209 — In 2008, Congress required that a standardized methodology be developed for fairly allocating each State-Supported route's costs to Amtrak and the sponsoring state(s); in 2015, the FAST Act created the State-Amtrak Intercity Passenger Rail Committee (SAIPRC) to promote cooperation and planning. The IIJA requires SAIPRC to update the current cost methodology, which will potentially shift new costs to Amtrak beginning in FY 23.
- State-Supported corridor service is growing! — Ridership has risen by roughly two-thirds over the last 20 years (pre-pandemic), and new services have recently launched (e.g., the *Ethan Allen* ext., Virginia expansions). Further service expansions are planned, as is improved or expanded service for existing routes, consistent with the selections of FRA's new Corridor Identification & Development Program.

FY 21 Quick Facts

Ridership	5.5 million
Operating Revenue	\$583 million
Operating Expense	(\$688 million)

FY 19 (Pre-COVID) Quick Facts

Ridership	15.4 million
Operating Revenue	\$806 million
Operating Expense	(\$864 million)

State-Supported Services*

Adirondack (NY), *Blue Water* (MI), *Capitol Corridor* (CA), *Carl Sandburg* (IL), *Carolinian* (NC), *Cascades* (OR/WA), *Downeaster* (ME), *Empire Service* (NY), *Ethan Allen Express* (NY/VT), *Hartford Line* (CT/MA), *Heartland Flyer* (OK/TX), *Hiawatha* (IL/WI), *Illini* (IL), *Illinois Zephyr* (IL), *Keystone* (PA), *Lincoln Service* (IL), *Maple Leaf* (NY), *Missouri River Runner* (MO), *Pacific Surfliner* (CA), *Pennsylvanian* (PA), *Père Marquette* (MI), *Piedmont* (NC), *Saluki* (IL), *San Joaquin* (CA), *Valley Flyer* (CT/MA), *Vermont* (CT/MA/VT), *Virginia Service* (VA), *Wolverine Service* (MI)

* Note that some services with different names (e.g., the *Illini* & *Saluki*) share a single route.

Long-Distance Service Line (LDSL)

Part of Amtrak's National Network. Interregional routes (always 750+ miles in length), primarily over host railroad tracks, that serve both major cities and small, rural communities; most trains feature sleeper cars.

- 15 routes across the country, all (by law) at least 750 miles in length. Operating support comes from the federal government rather than individual states.
- We need better ways to serve many of the communities along these routes:
 - On-Time Performance — Trains are chronically late due to host railroads' dispatching decisions. In FY 21, only 52% of Long-Distance passengers arrived on time (vs. a target of at least 80%).
 - Schedules — Some major metro areas (e.g., Cleveland) are served primarily in the dead of night, and service to others (e.g., Houston) is less than daily.
 - Equipment — Aging rolling stock needs to be replaced. (Amtrak's Superliner I cars are, on average, 41 years old.)
- We are working to modernize our Long-Distance fleet (contract awards expected by mid-2020s) and on-board products to better serve our customers.

FY 21 Quick Facts

Ridership	2.2 million
Operating Revenue	\$351 million
Operating Expense	(\$852 million)

FY 19 (Pre-COVID) Quick Facts

Ridership	4.6 million
Operating Revenue	\$538 million
Operating Expense	(\$1.012 billion)

Long-Distance Services*

Auto Train (DC-Orlando), **California Zephyr** (Chicago-SF Bay Area), **Capitol Limited** (Chicago-Washington), **Cardinal** (New York-Chicago), **City of New Orleans** (Chicago-New Orleans), **Coast Starlight** (Los Angeles-Seattle), **Crescent** (New York-New Orleans), **Empire Builder** (Chicago-Portland/Seattle), **Lake Shore Limited** (New York/Boston-Chicago), **Palmetto** (New York-Savannah), **Silver Meteor** (New York-Miami), **Silver Star** (New York-Miami), **Southwest Chief** (Los Angeles-Chicago), **Sunset Limited** (Los Angeles-New Orleans), **Texas Eagle** (Los Angeles/San Antonio-Chicago)

* Note that some termini are given as regions or metro areas (e.g., Orlando) rather than exact locations (e.g., Sanford).

IIJA: Funding Levels for Rail Grants

- The IIJA contains two different kinds of funding for FRA-administered rail grants:
 - Advance appropriations** — \$66.0 billion in guaranteed funding, which will become available in annual tranches over FYs 22-26 without any further action by Congress.
 - Authorized appropriations** — \$34.5 billion in additional, non-guaranteed funding; these dollars will become available only if Congress chooses to provide them via the annual (regular) appropriations process in FYs 22-26.
- Advance appropriations for Amtrak are restricted, and can only be used to support certain capital needs; therefore, **it is critical that Congress appropriate each year's authorized funding!**

FRA Grant Program	Advance Appropriations <i>(Guaranteed)</i>		Authorized Appropriations <i>(Requires Additional Action)</i>	
	FY 23	5-Yr. Total	FY 23	5-Yr. Total
Amtrak <i>Northeast Corridor</i> <i>National Network</i>	\$4.400 billion <i>\$1.200 billion</i> <i>\$3.200 billion</i>	\$22.000 billion <i>\$6.000 billion</i> <i>\$16.000 billion</i>	\$3.300 billion <i>\$1.100 billion</i> <i>\$2.200 billion</i>	\$19.220 billion <i>\$6.570 billion</i> <i>\$12.650 billion</i>
Federal-State Partnership for IPR	\$7.200 billion	\$36.000 billion	\$1.500 billion	\$7.500 billion
Restoration & Enhancement	≥ \$50 million	≥ \$250 million	\$50 million	\$250 million
Interstate Rail Compacts	≤ \$3 million	≤ \$15 million	≤ \$3 million	≤ \$15 million
CRISI	\$1.000 billion	\$5.000 billion	\$1.000 billion	\$5.000 billion
Railroad Crossings Elimination	\$600 million	\$3.000 billion	\$500 million	\$2.500 billion
Total for FRA Grants	\$13.200 billion	\$66.000 billion	\$6.350 billion	\$34.470 billion

All totals correct; figures appear not to sum because advance funding for R&E and IRC grants and authorized funding for IRC grants is technically provided as a takedown from Amtrak grant funding.

- In addition to providing advance appropriations and setting authorized funding levels for FYs 22-26, the IIJA also makes significant changes to rail policy. Highlights include:
 - Corridor Identification and Development – IIJA created a new FRA program to identify and select corridors for development, and to organize necessary capital investments into a prioritized “project pipeline” that will guide the agency’s subsequent investment.
 - New Grant Programs – IIJA also created new FRA discretionary grant programs:
 - *Federal-State Partnership for Intercity Passenger Rail grants* — New source of capital support for NEC infrastructure and National Network corridor development efforts.
 - *Interstate Rail Compact grants* — New source of primarily administrative support for entities implementing interstate rail compacts (e.g., working to initiate new Amtrak State-Supported service that crosses state lines).
 - *Railroad Crossing Elimination grants* — New source of support for projects to improve mobility or safety by eliminating highway- or pathway-railway grade crossings.
 - State-Supported Service — IIJA requires SAIPRC (forum for Amtrak State-Supported service sponsors) to update its cost allocation policy, which will then be implemented in FY 23.

- **Robust annual grant funding** — IIJA provided Amtrak with guaranteed funding for five years—but by law, most of those dollars can only be used for specific capital needs. In order to sustain current operations and meet other pressing needs, Amtrak still needs Congress to provide robust annual grant funding via the regular appropriations process. For FY 23, Amtrak is seeking the authorized level of \$3.3B for its annual grants (\$1.1B for NEC & \$2.2B for National Network).
- **Technical corrections to IIJA** — Amtrak seeks fixes to IIJA drafting errors that could 1) limit its ability to invest in corridor development, and 2) cap the size of DOT RRIF (railroad improvement) loans. Amtrak also seeks clarification of its role in planning how to spend IIJA-provided funds.
- **Long-term policy needs** — While IIJA made important policy changes, Amtrak is still seeking:
 - Predictable Funding — In the long term, Amtrak still needs a dedicated, predictable funding stream to address challenges, plan for the future, and make the most of taxpayer support.
 - Preference Enforcement — On-time performance would improve if Amtrak could enforce its existing right to dispatching preference on host railroads' tracks via federal court.
 - Fair Host Railroad Access — Depending upon the outcome of STB proceedings, Amtrak may seek legislative action to ensure that its trains are able to fairly access host railroads' tracks.



Transforming Chicago's Passenger Rail Experience

- **Upcoming May 2022 MEGA application**
- **Chicago Hub Improvement Program**
- **Chicago Union Station improvements**

Michigan Association Railroad Passengers Briefing

September 15, 2022

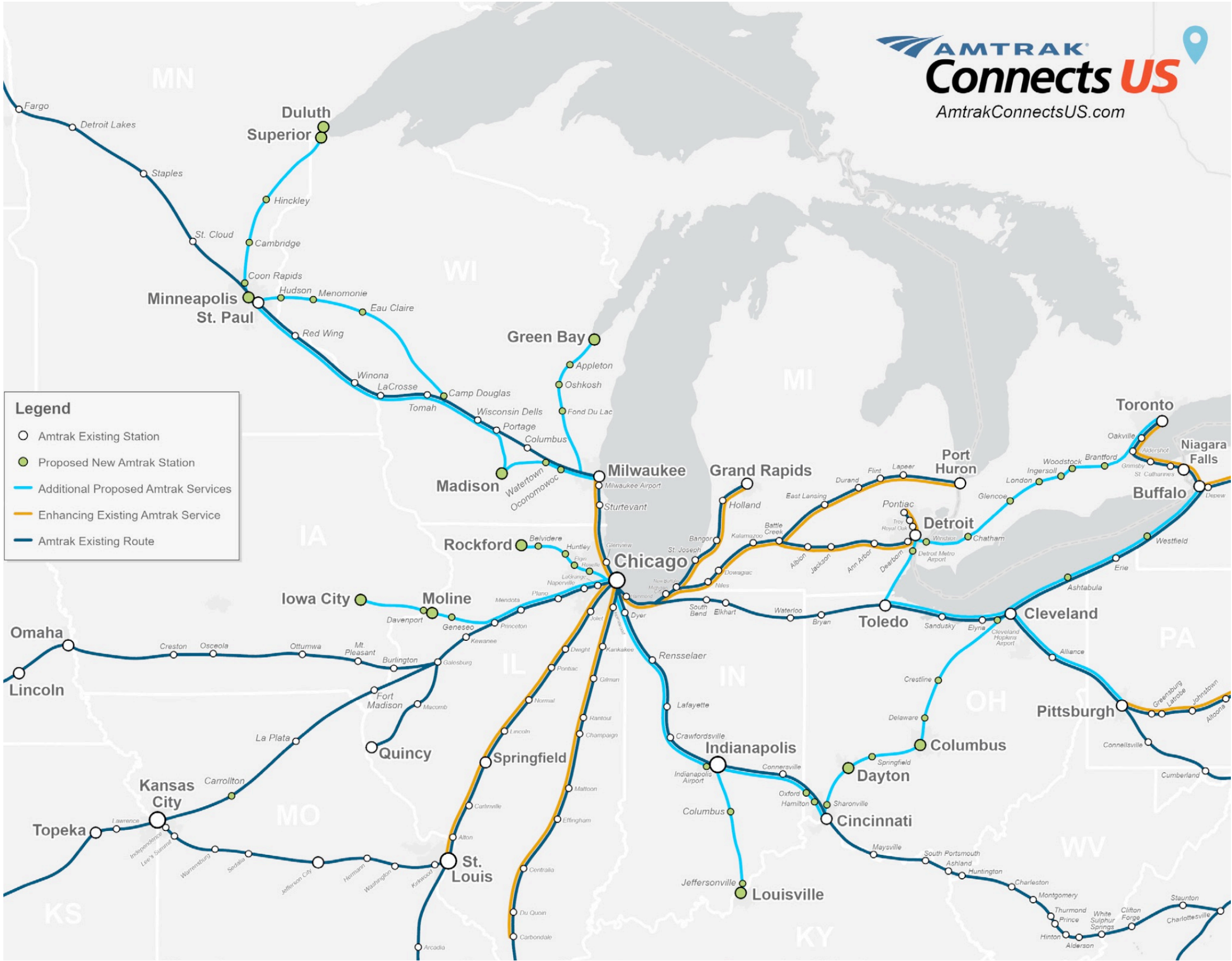
Derrick L. James

Director, Government Affairs



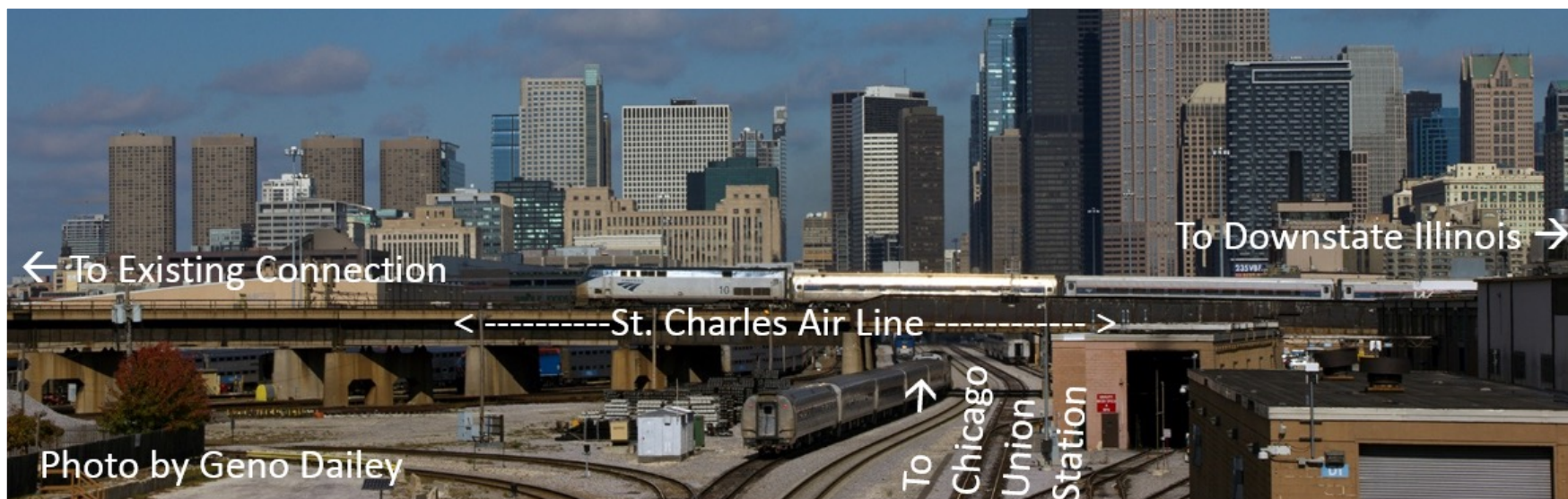
Chicago Access Program

Amtrak Connects US Vision in the Midwest

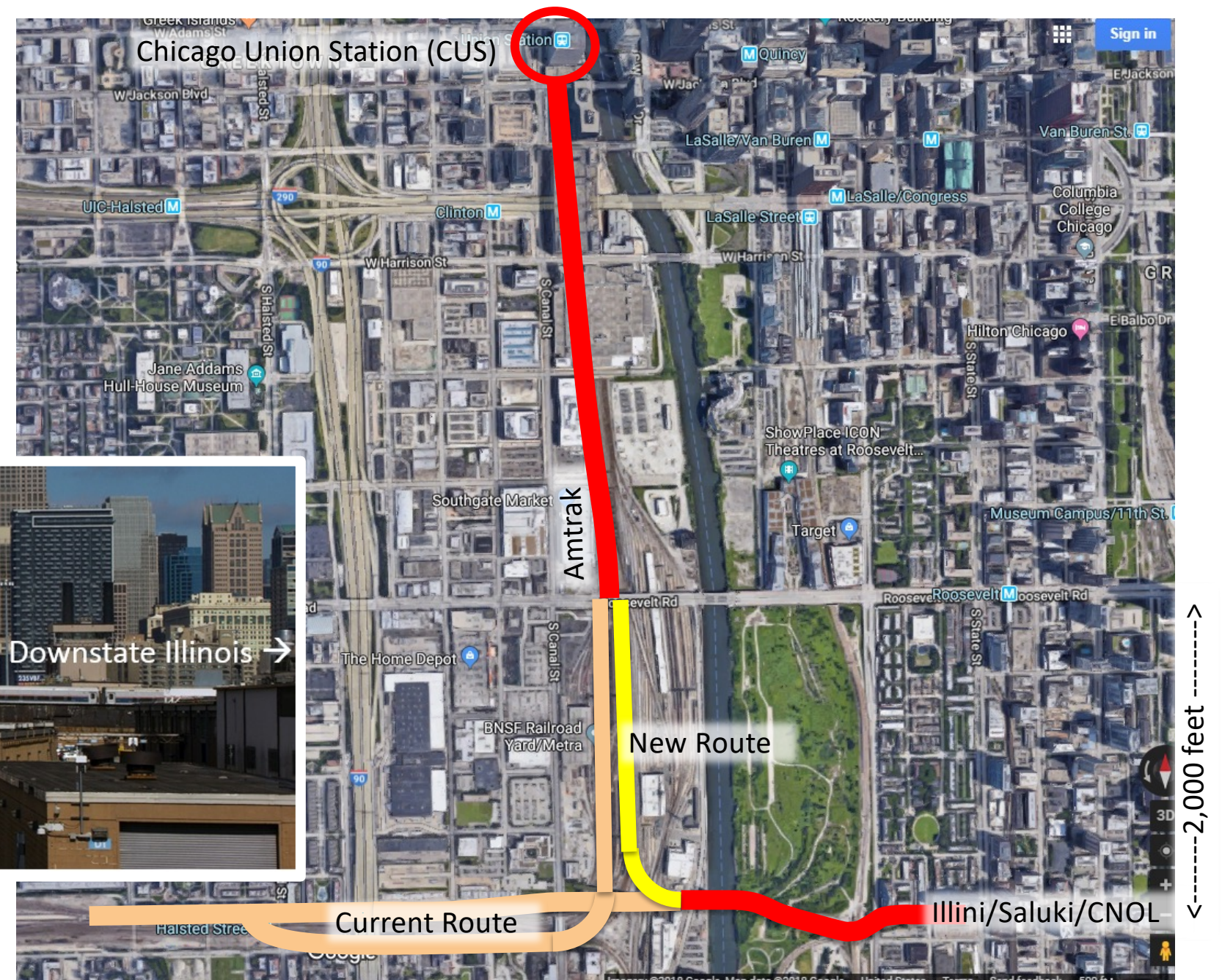


CUS-St. Charles Air Line Connector - Goals

- *Construct* a ramp to safely connect the SCAL and CUS
- *Goal* is to enhance Chicago Amtrak service via:
 - Shorter running times
 - Improved reliability
 - Creation of path for possible O'Hare-McCormick Place service
 - Elimination of Illini/Saluki and City of New Orleans 15- minute back-up maneuver
 - Move Lincoln Service & Texas Eagle trains from CN to Metra Rock Island Corridor
 - Move Michigan trains to Lakefront Line and NICTD, and off Norfolk Southern



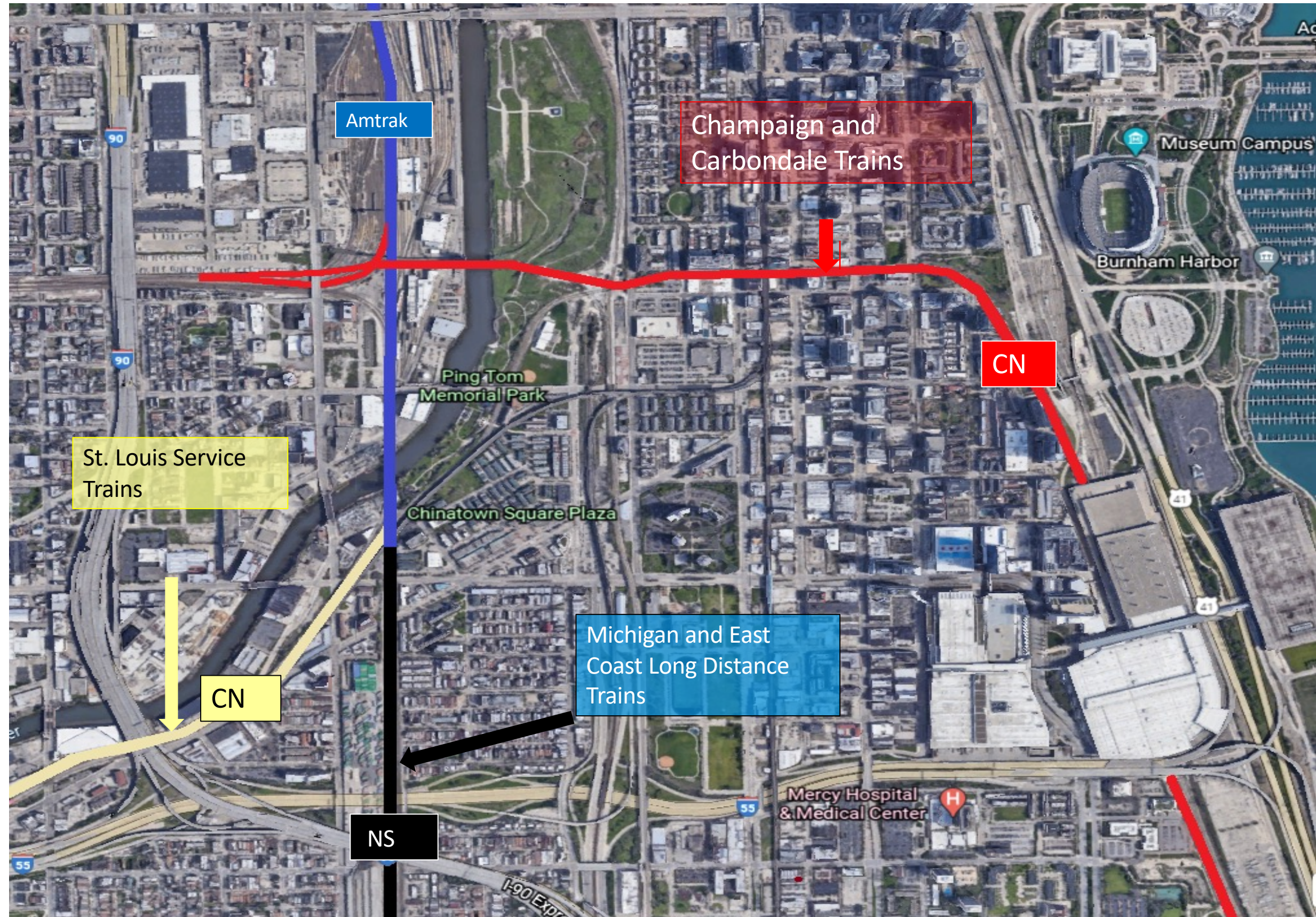
Northward view of St. Charles Air Line and Chicago Loop, taken from 18th St. bridge.



-----St. Charles Air Line (SCAL)-----

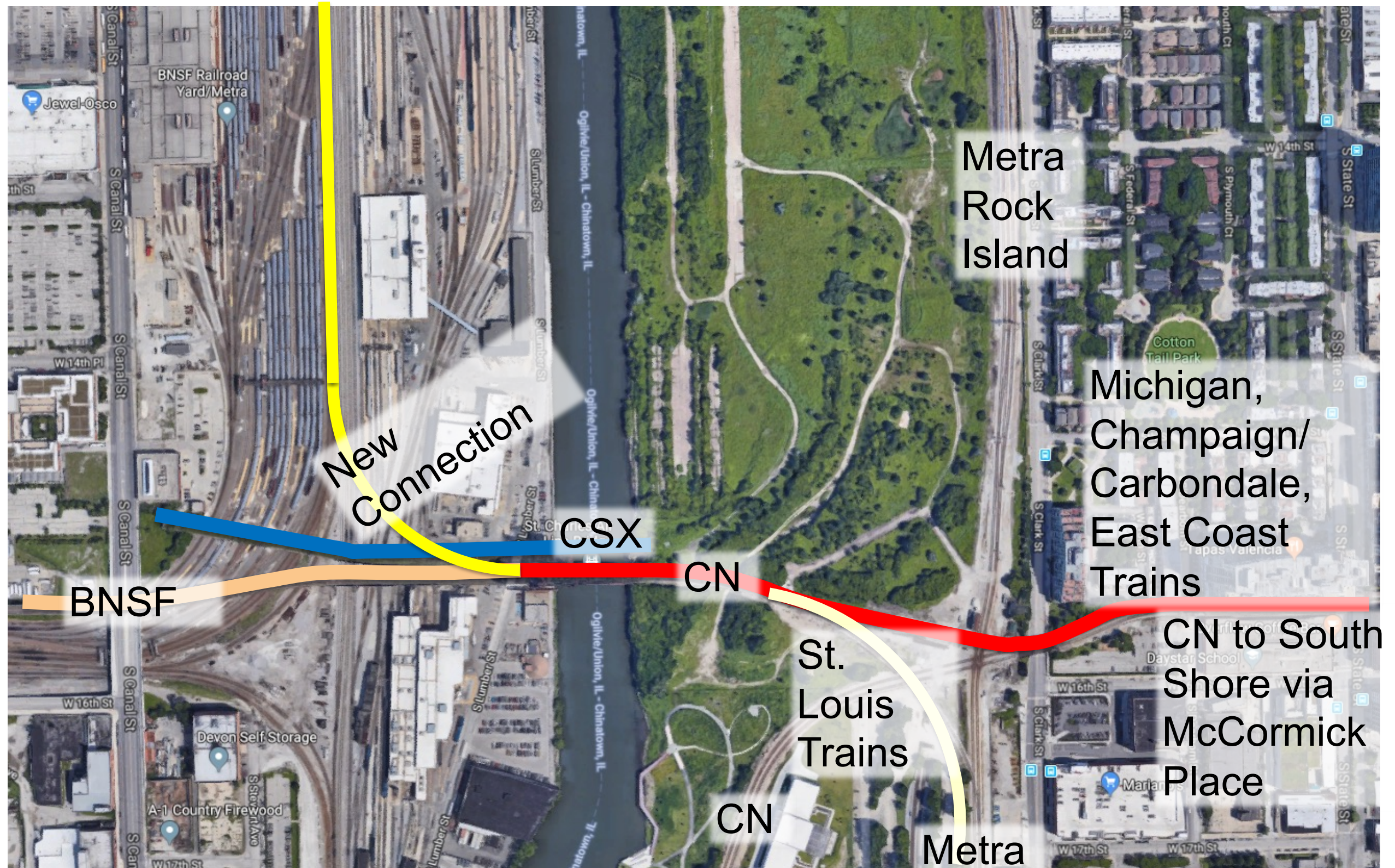
Chicago Union Station Access – Today

13

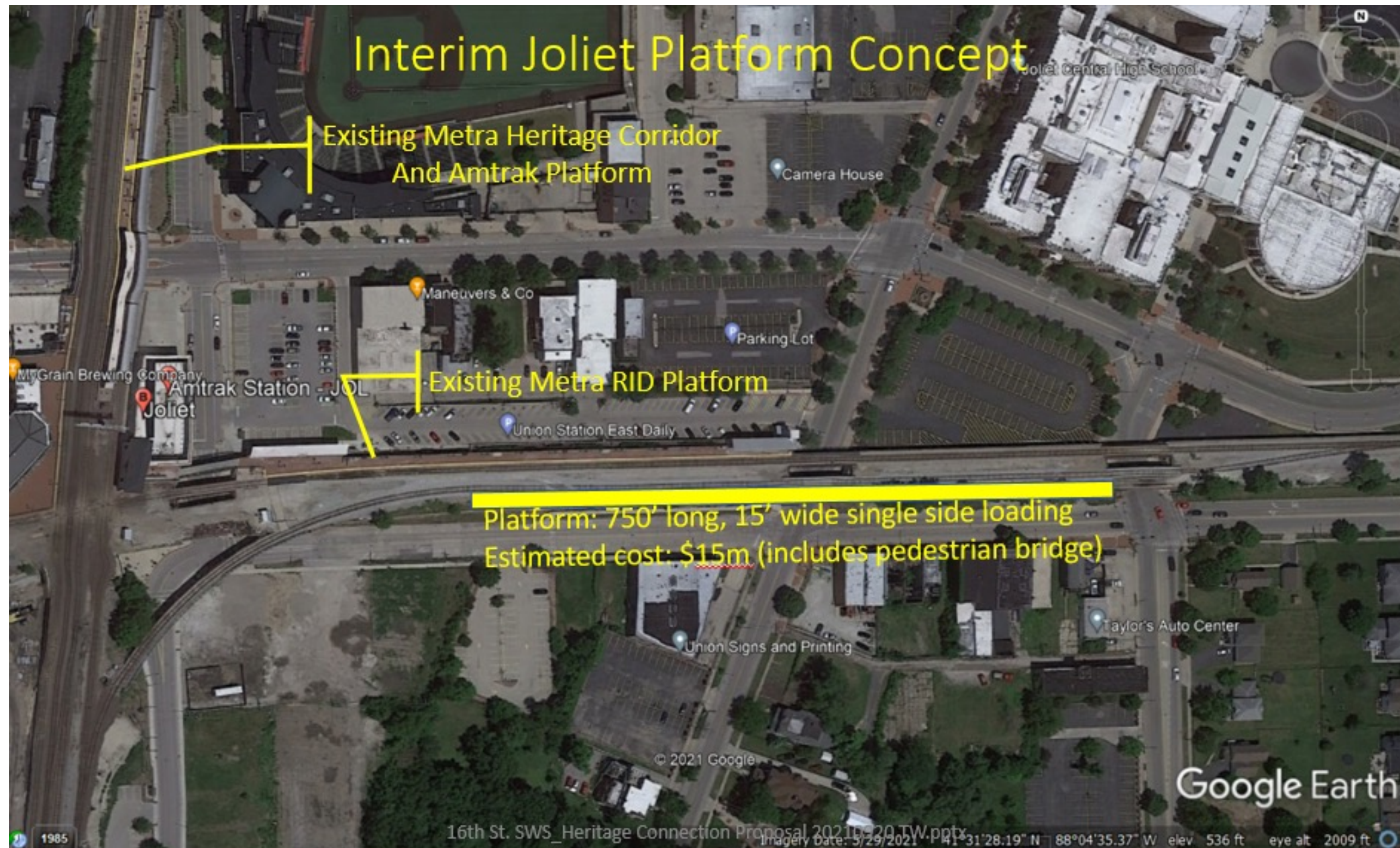


Chicago Union Station Access – With St. Charles Air Line Connector

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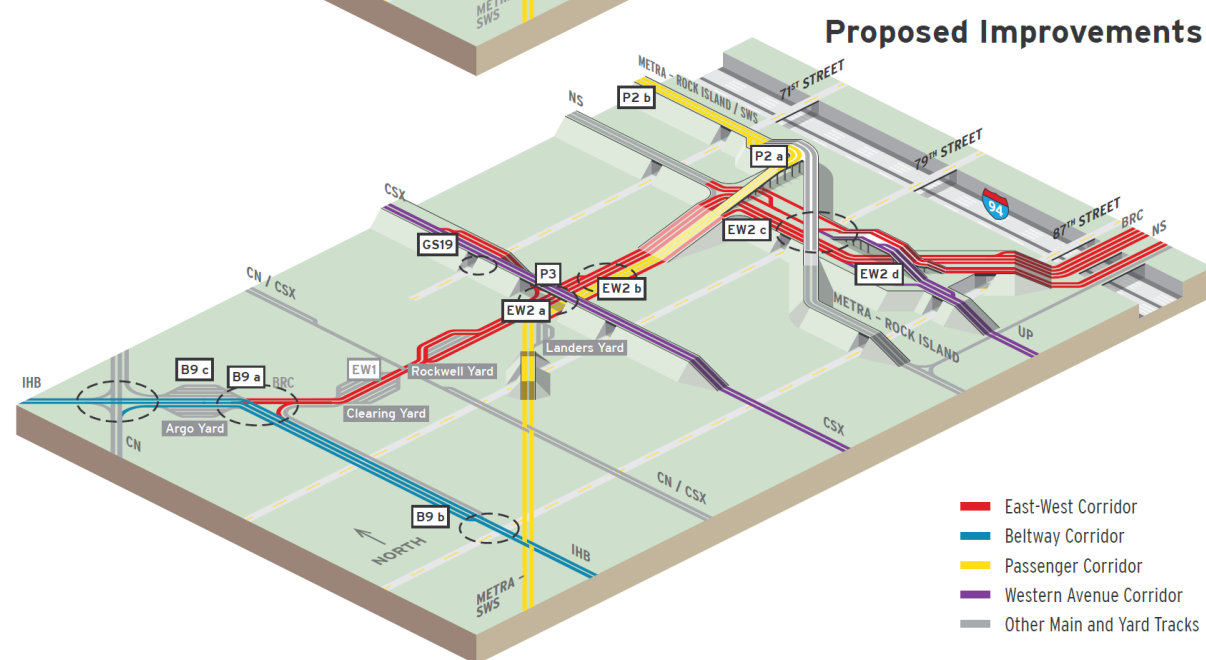
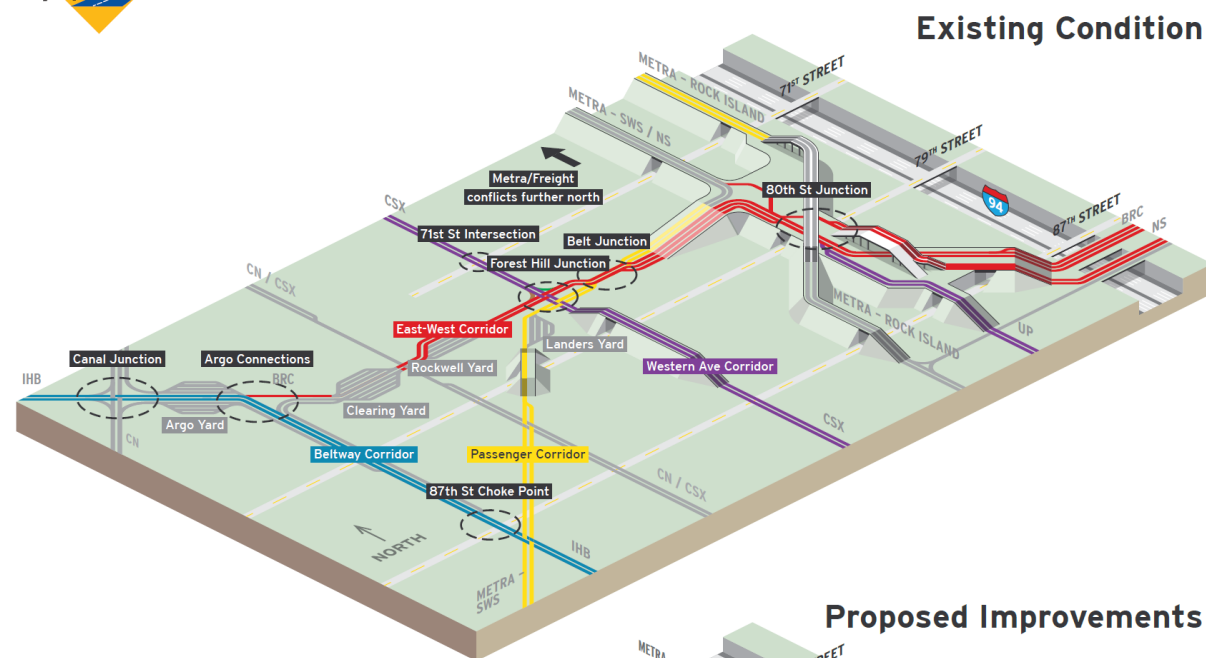
Additional Joliet Platform





CREATE 75th St. CIP

- P2: Amtrak's top priority in the CREATE program
- Moves Metra Southwest Service trains from Union Station to LaSalle St., following additional Metra improvements to Rock Island Corridor
- Now working with Metra to ensure capacity improvements, if needed, could also handle Lincoln Service and Texas Eagle trains
- Creates slots at Union Station for additional Amtrak trains serving Chicago



B9 – Argo Connections

- B9 a** Improved connections at Argo and Canal Junction
- B9 b** Lengthen mainline siding track and improve 87TH Street Choke Point
- B9 c** Argo Yard improvements to increase yard capacity

P3 – Forest Hill Flyover

- P3** CSX flyover eliminates congestion at Forest Hill Junction

GS19 – 71ST Street Grade Separation

- GS19** CSX grade separation over 71st Street

EW1 – Double Tracking through Clearing Yard

- EW1** EW1 to be completed separately, not included

EW2 – Belt Junction and 80TH Street Junction

- EW2 a** Reconfiguration of Forest Hill Junction
- EW2 b** Removal of five-to-two track bottleneck at Belt Junction
- EW2 c** Realignment of tracks and signals (Belt Junction to Dan Ryan)
- EW2 d** Reconstruction of 80th Street Junction

P2 – Metra Rock Island Connection

- P2 a** Flyover connecting Metra SWS to Rock Island
- P2 b** Metra - SWS redirected to LaSalle Street Station

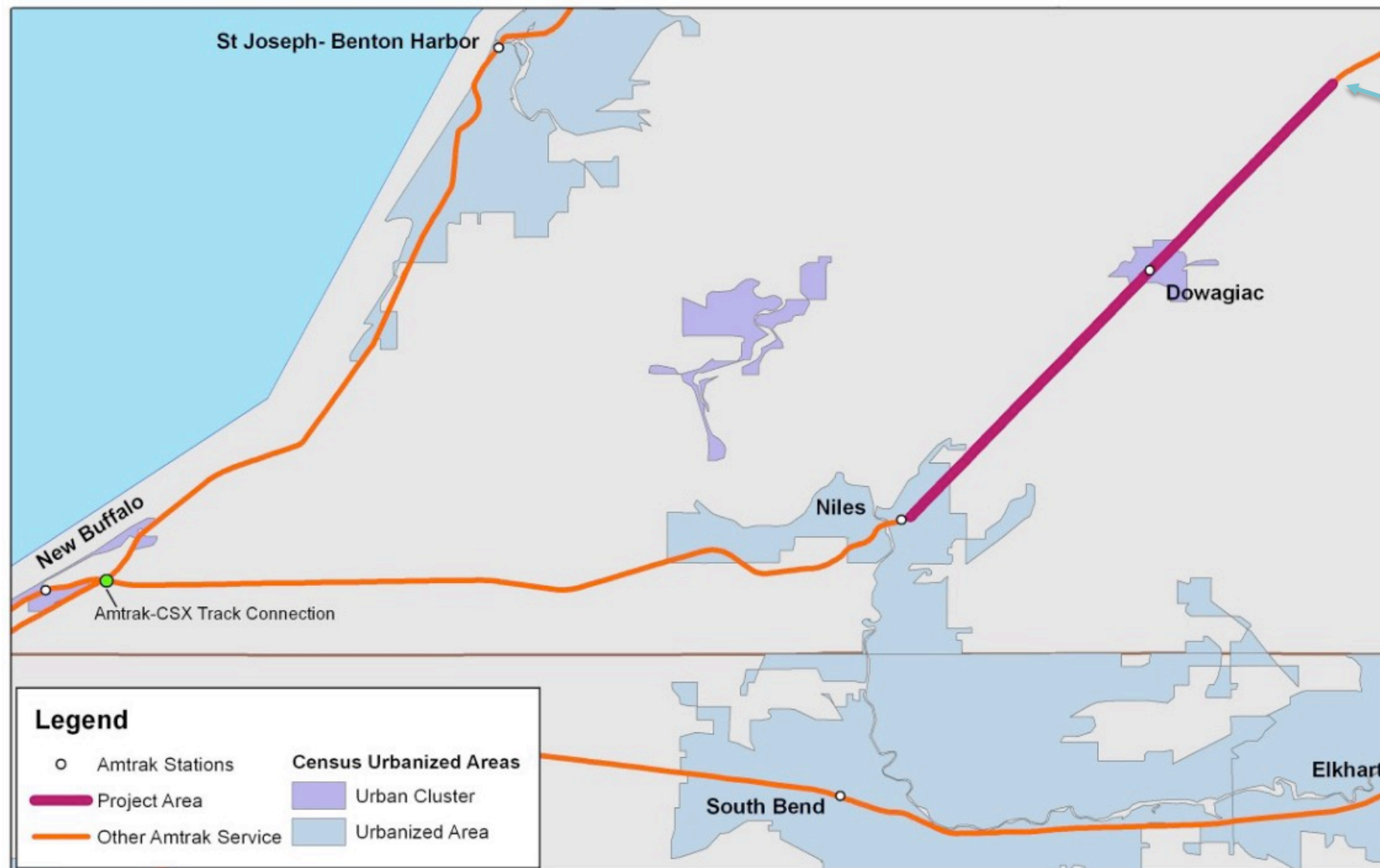


Envisioned Property Acquisition

- UP Canal Street yard south of Union Station needs to be acquired to provide storage space for equipment needed for future services between Chicago and:
 - Twin Cities
 - Quad Cities
 - Rockford, as well as
 - Additional frequencies to Milwaukee, St. Louis, and Detroit
- Yard acquisition will also offset space lost to Air Line connector during construction and thereafter.
- Other alternatives under consideration should UP acquisition stall



Niles-Glenwood Rd. Double-Track



Glenwood Rd.

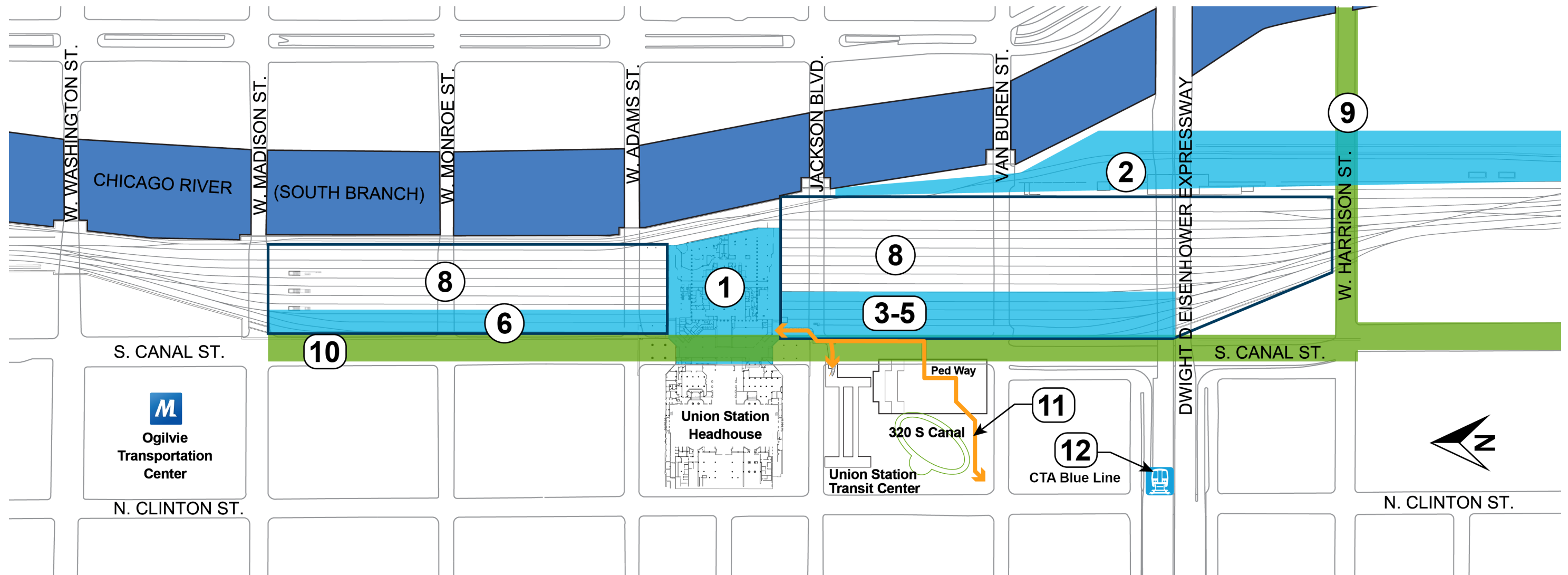
Niles-Glenwood Rd. Second Track Restoration

- 19 mile project area, with 16 miles of new track saving estimated 5 minutes
- Expect to receive NEPA categorical exclusion
- Estimated cost by Amtrak Engineering: \$169M
- MEGA application includes \$20M for design/engineering; construction to be funded from future grant application with Michigan DOT
- This is only the first Michigan East project...several more to come



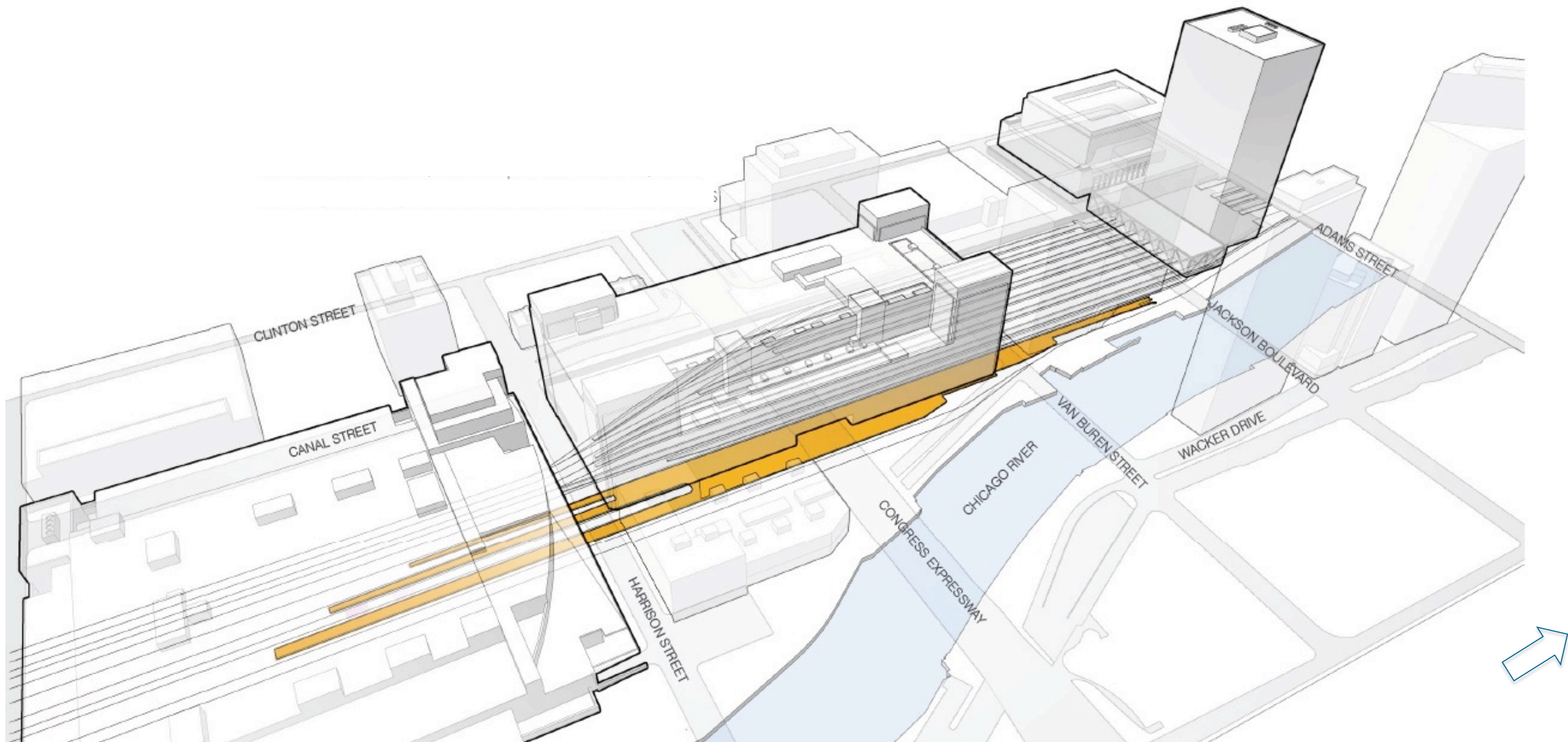
Chicago Union Station Improvements

Station Area Infrastructure Projects Site Plan

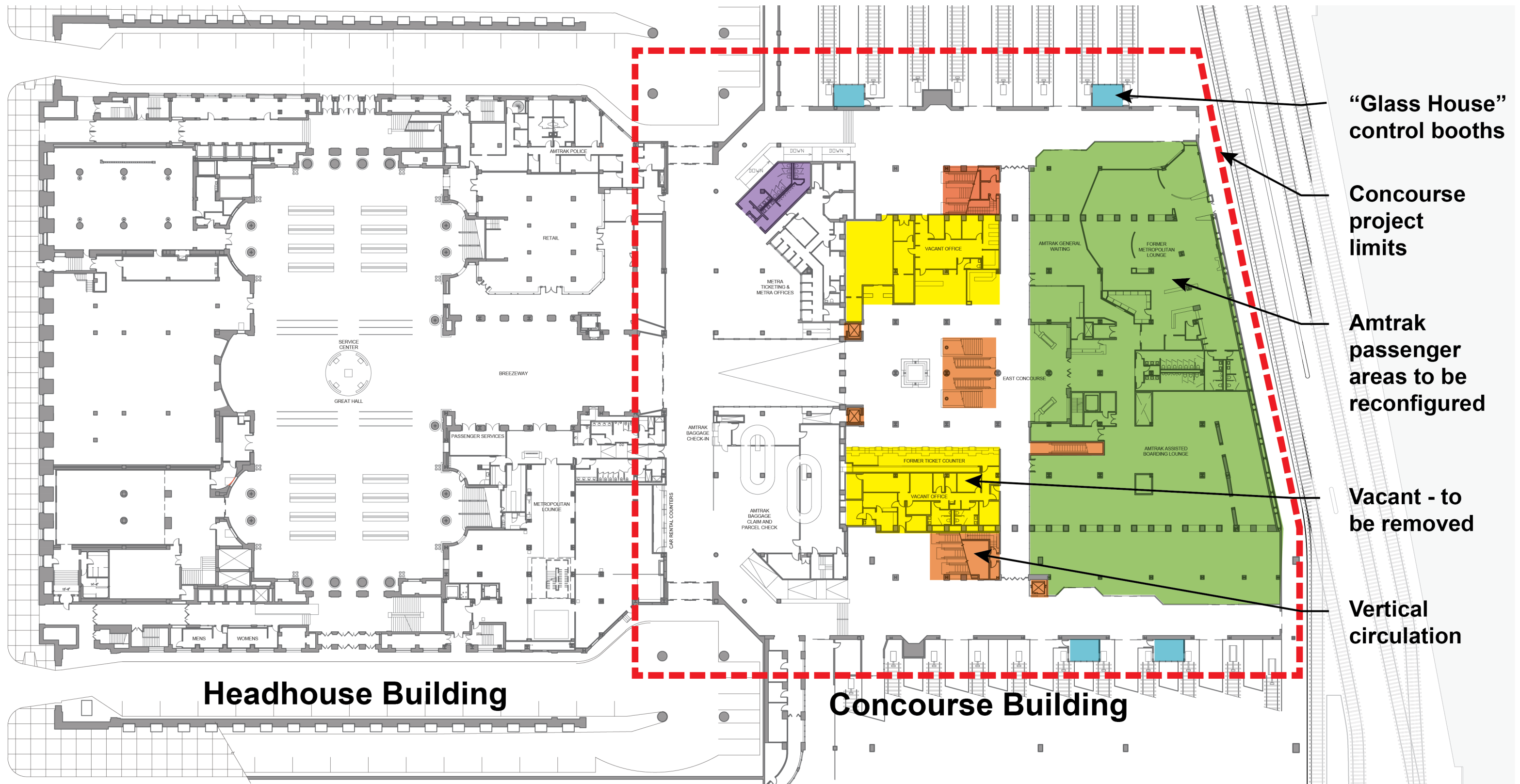


- | | |
|---|--|
| 1. Concourse Capacity Improvements | 9. Harrison Street viaduct reconstruction (by CDOT) |
| 2. Mail Platform Reactivation | 10. Canal Street viaduct reconstruction (by CDOT) |
| 3-6. Commuter Platforms Capacity Expansion | 11. Pedestrian Passageway to Clinton |
| 7. Various Interlocking Improvements | 12. CTA Clinton Blue Line Station Rehabilitation (by CTA) |
| 8. Trainshed Ventilation Improvements | |

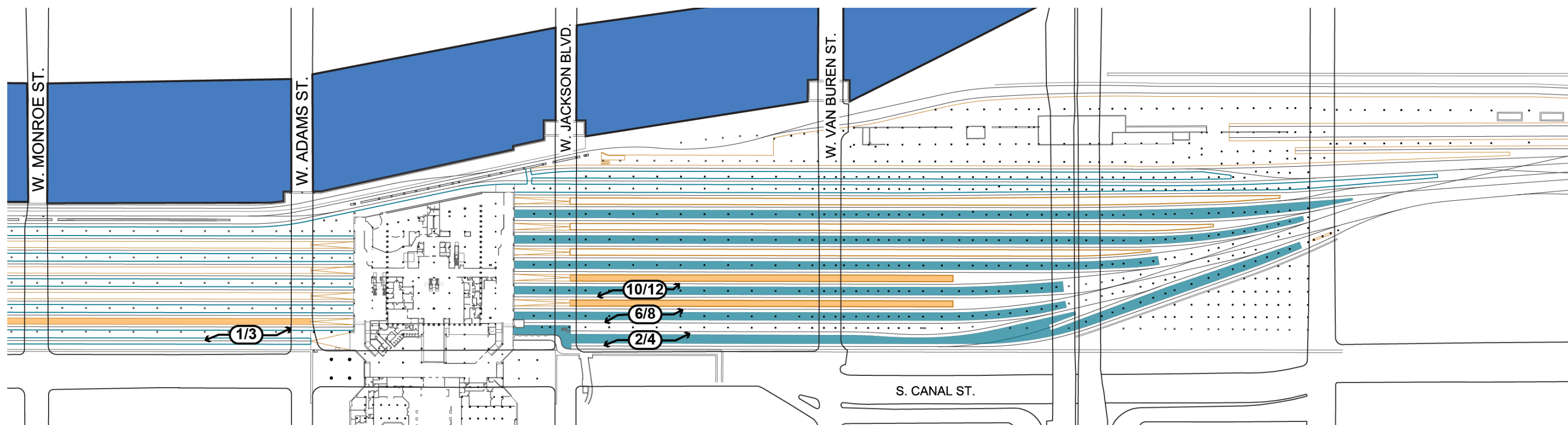
Mail Platform: Reactivation for Passenger Use



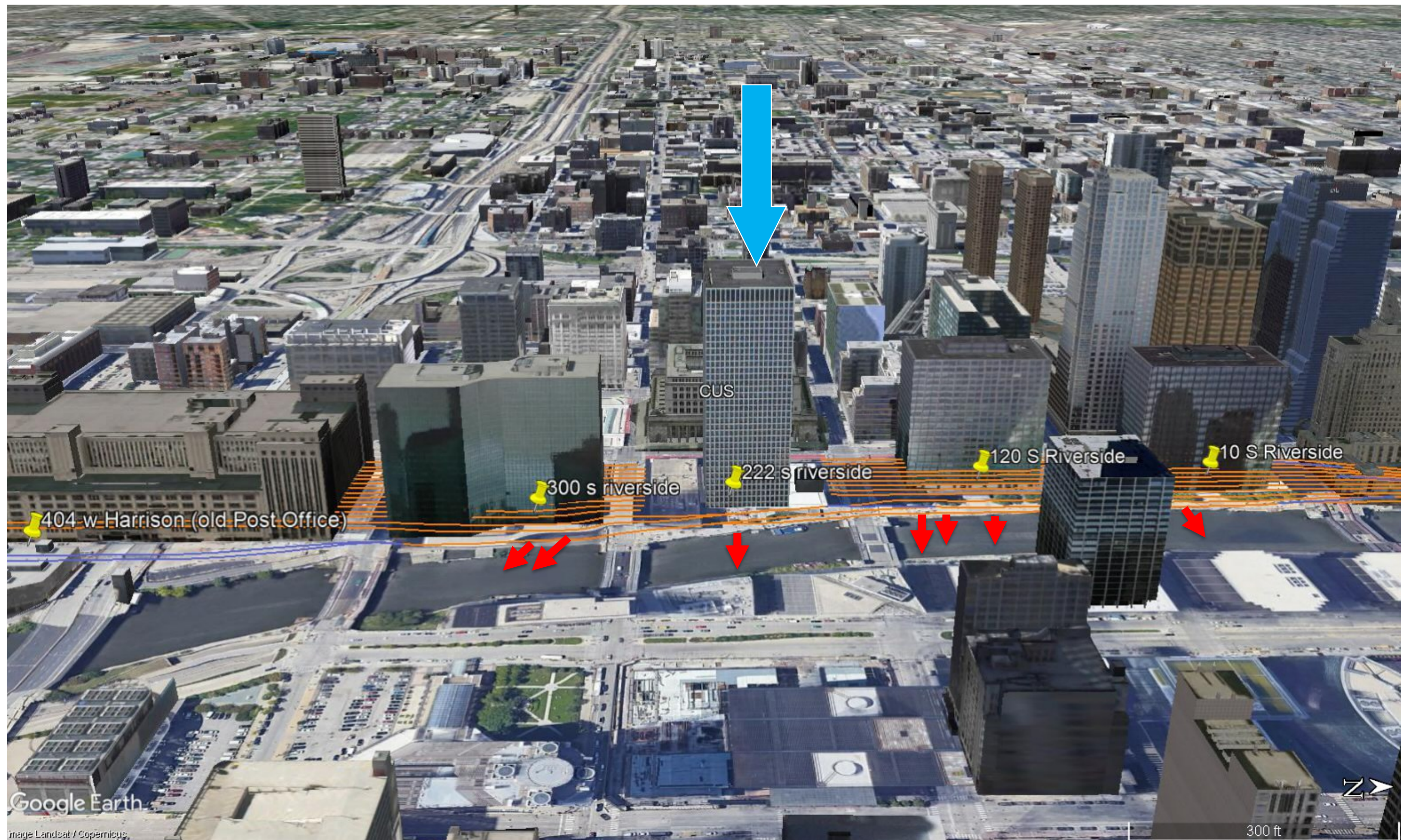
Concourse: Existing Conditions & Scope



Platform Capacity Expansion



Trainshed Ventilation Solution: Air Flow Concept



Fresh Air
Exhaust Air

MEGA Proposal

- FRA has encouraged Amtrak to apply for MEGA funding for this program
- Amtrak is serving as Lead Applicant, with IDOT and MDOT serving as Joint Applicants
- \$418.5 M Application Breakdown:
 - \$251.1 M - 60% MEGA grant
 - \$ 83.7 M - 20% Amtrak Annual Federal Grant dollars
 - \$ 83.7 M - 20% Non-Federal match
- Non-Federal matching fund contributions:
 - \$37.0 M – IDOT
 - \$15.0 M – CDOT
 - \$15.0 M – Cook County
 - \$ 7.5 M – Metra
 - \$ 5.0 M – MDOT
 - \$ 4.2 M – Amtrak (*Amtrak Program Income*)

