

Gov't Affairs Update to NGECC

February 2022



IJA-Provided Advance Appropriations



Dedicated NEC Funding
up to \$30 billion

**Amtrak
Northeast
Corridor Grant**

\$6 billion

**Fed.-State Partnership for
Intercity Passenger Rail:**

Reserved for NEC

not more than
\$24 billion

Multipurpose Funding
(could benefit NEC or NN or neither)
\$8 billion

**Railroad
Crossing
Elimination**

\$3 billion

Amtrak is not eligible to apply for RCE grant funding directly, but eligible applicants can use such funding in ways that benefit the NEC or the NN.

CRISI

\$5 billion

Amtrak remains an eligible applicant, and previously-allowed project types likewise remain eligible.

Dedicated NN Funding
at least \$28 billion

**Amtrak
National Network Grant**

\$16 billion

**Fed.-State Partnership for
Intercity Passenger Rail:**

Available for NN

at least
\$12 billion

This funding is technically available for "non-NEC" projects.

LEGEND

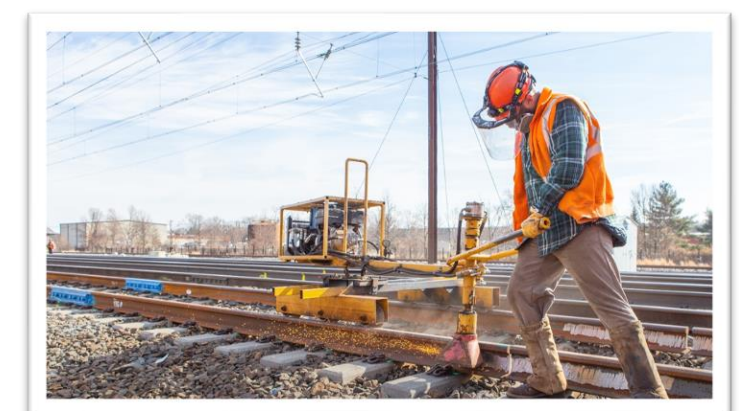
Grant to Amtrak

FRA Discretionary Grant

Key Grant Streams

Grants to Amtrak *(directed; \$22 billion / 5 yrs.)*

- Northeast Corridor — \$6 billion for new rolling stock; ADA compliance at stations; eliminating deferred capital backlog for sole-benefit Amtrak-owned NEC assets; and NEC capital renewal backlog projects
- National Network — \$16 billion for new rolling stock; ADA compliance at stations; eliminating deferred capital backlog for Amtrak-owned non-NEC railroad assets; and eliminating backlog of obsolete Amtrak national system assets (e.g., IT, security, &c.).



FRA Federal-State Partnership Grants *(discretionary; \$36 billion / 5 yrs.)*

- NEC — Not more than \$24 billion for capital projects (to support NEC Commission's C35 service development plan)
- Non-NEC — At least \$12 billion for non-NEC capital projects (to expand or establish new intercity passenger rail service; to achieve / maintain a state of good repair; or to improve performance); preference for projects consistent with selections of FRA's new Corridor Identification & Development Program

Implications for Fleet

Much of Amtrak's equipment is at or beyond the end of its useful service life. IJA-provided funding will help support the re-fleetings needed to sustain and expand service. Ongoing and planned Amtrak re-fleetings include:*

- New diesels for Long-Distance routes (*National Network*)
 - 75 Siemens Charger diesel locomotives (ALC-42s) began entering service earlier in FY 22; Amtrak is exercising option for 50 additional units
- New *Acela* trainsets (*Northeast Corridor*)
 - 28 all-electric high-speed Alstom trainsets expected to begin entering service during CY 22
- New intercity trainsets (ICTs) (*NEC & NN*)
 - Up to 83 mostly dual-powered Siemens ICTs expected to begin entering service as soon as CY 24; option available for up to 130 additional trainsets to support new / expanded service
- Renewal of the Long-Distance passenger car fleet (*NN*)
 - Amtrak developing criteria; RFI, RFP, & contract award envisioned in the coming years



* Amtrak's state partners have procured additional Siemens single-level passenger equipment for use on certain Amtrak State-Supported routes (NN).

The IJA—

- provides robust levels of capital and operating assistance for new / expanded service;
- *guarantees those funding levels for a multi-year period*; and
- creates new processes to help ensure resources are invested predictably and efficiently.

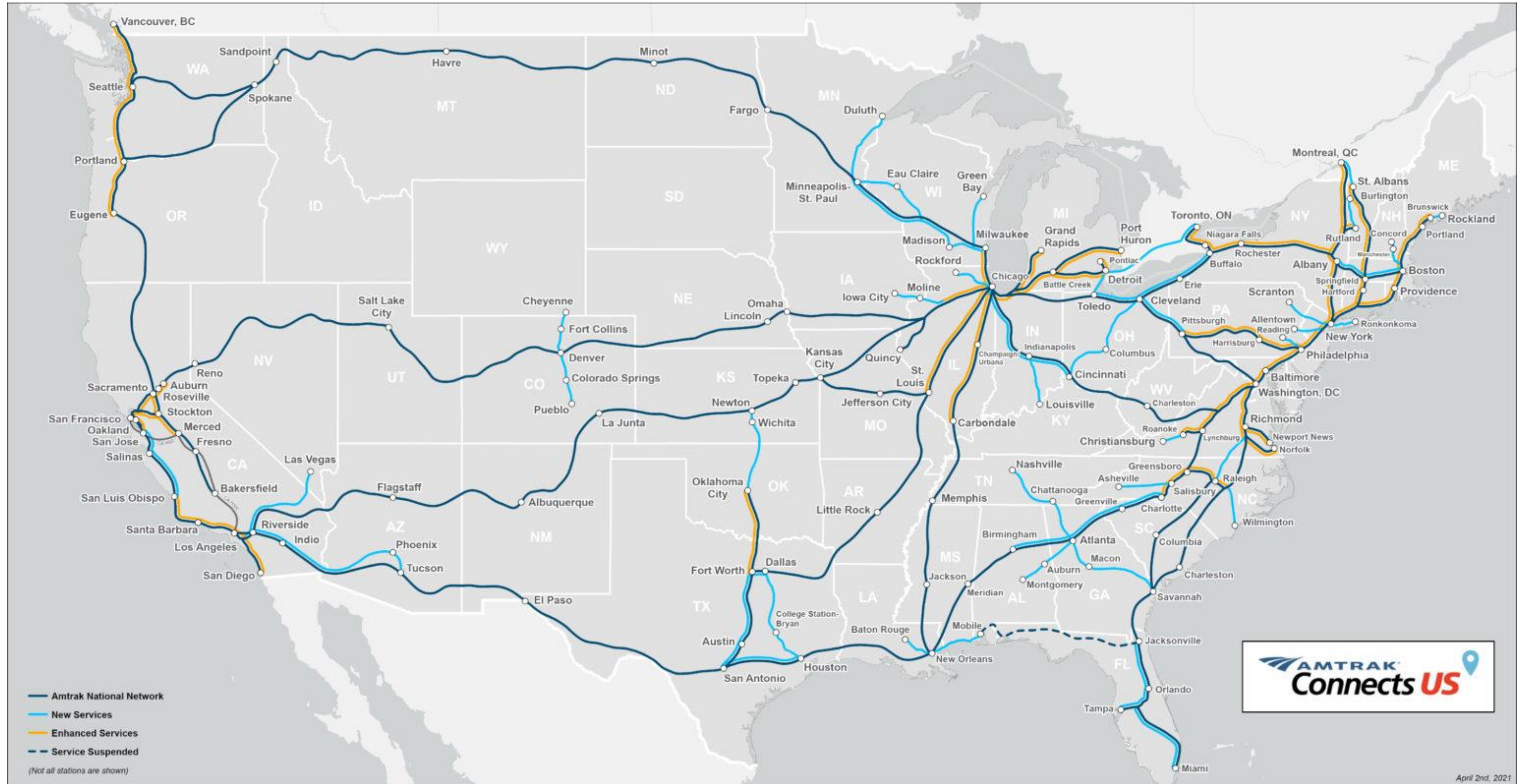
Amtrak will work closely with the FRA, states, and other partners to—

- prepare and advance service proposals via FRA's new Corridor Development Program;
- secure funding for FRA-selected corridors; and
- initiate / operate high-quality, trip time-competitive service along funded routes.

Near-Term Plans Include...

- **Gulf Coast** — Begin State-Supported service between New Orleans and Mobile, AL with two daily round trips
- **Chicago-Twin Cities** — Begin State-Supported service between Chicago and St. Paul, MN with one daily round trip
- **Ethan Allen** — Extend one daily round trip from Rutland, VT to Burlington, VT
- **Virginia Service** — Increase from one to two daily round trips between the NEC & Roanoke, VA, and from two to three round trips between the NEC & Norfolk

The 'Amtrak Connects US' Vision



Amtrak remains interested in working with any state to establish or expand any route, regardless of whether the route was included in the Amtrak Connects US vision.

IIJA Implementation

- Amtrak’s proposed “detailed spend plan” for NEC & NN grant funding recently shared with FRA
- Final FRA plan due to Congress by 14 May

Regular (Annual) Appropriations

- Amtrak still needs robust annual grant funding!
- We support the **\$2.7 billion** topline for directed grants to Amtrak (NEC + NN) in the House-passed and Senate-proposed FY 22 bills
- Appropriations bill as vehicle for IIJA technical corrections?

Upcoming Amtrak Publications

- FY 23 legislative and grant request
- New five-year service and asset line plans



