



Long Distance & Washington Update

RPA -RailNation:DC 2023

March 27, 2023

Washington, D.C.



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Progress Report: We're working hard to deliver...

	Initiative	Status
	Frequency Restoration	Complete
	Consist Restoration	LD equipment overhauls ongoing
	Station ADA Work	Underway, completion planned for 2028
	LD Fleet Refresh & Renewal	Refreshes ongoing Locomotives in delivery RFI Review Underway
	F&B Working Group	On-track to deliver recommendations by May deadline
	OTP Enforcement	STB complaint and petition: Filed 12/22, decision pending 2022 report card: Released this Month
	Hiring	2,000 hired YTD, FY23 goal: 4,000+

Long Distance Fleet

\$28 million interior refresh underway.

- 400+ Superliner cars, (4) sleepers completed!
- Viewliner I cars in refresh design.

Working to return idled cars to service.

New ALC-42 diesels entering service.

- 22 of 125 locomotives delivered.

LD Fleet Renewal kicked-off!

- RFI feedback under review.
- RFP to be issued later this year.
- Stakeholder engagement, research in 2023.



Superliners in Beech Grove

Investing in Stations

Accessibility

- Amtrak's ADA Stations Program has brought 104 stations to full compliance in FY 2022.
- On track to meet 100% ADA compliance by 2028 at all Amtrak-responsible stations.

Modernizing Stations

- Major stations projects in:
 - Chicago
 - New York City
 - Philadelphia
 - Washington, D.C.
 - Baltimore

Laurel, MS ADA Station Improvement Ribbon Cutting



Chicago Union Station



Completed
March
2023

Refurbished (and rebranded!): Metropolitan Lounge in DC



You Deserve Reliable Trains

Here's what we're doing to make that happen:

- The FRA's Metrics & Standards set a minimum customer on time performance standard (OTP) at 80% and took effect in July 2021.
- The *Sunset Limited* was the worst performing route for two consecutive quarters (9-10%).
- In December, Amtrak submitted a complaint and petition to the STB to investigate the poor OTP of the *Sunset Limited*. Supplemental filing submitted earlier this month.



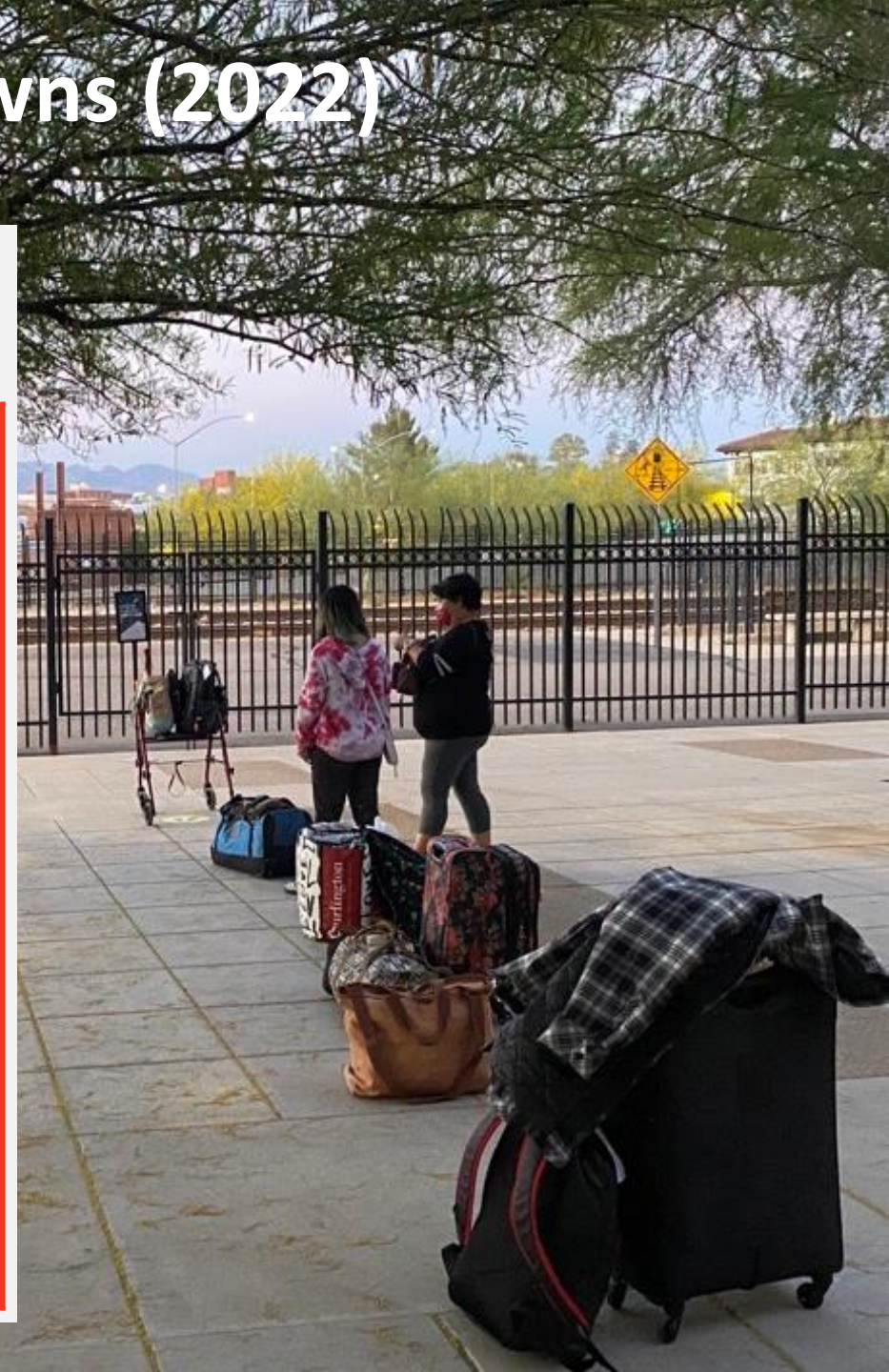
NEW: Host Report Card (2022)

	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

Host Report Card – LD Route Breakdowns (2022)

Long Distance: 15 of 15 routes fail to meet standard

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



Enhancing the Customer Experience

Traditional Dining on more routes

- Traditional dining pilot is underway now on the *Silver Star*
- Expect to launch TD on *Silver Star* and *Silver Meteor* later this spring

Traditional Dining offered to coach customers

- Onboard offer to coach customers on all Western TD routes in March
- TD experience offered at a fixed price per meal period

Improved status updates during delays/disruptions

- Communication via email, text, and Amtrak app notifications
- Consistent updates provided to onboard staff to inform customers

Growing and investing in our workforce

- On track for 2023 hiring goal of 4,000+



Key Federal Programs to Invest in the Amtrak Network

Corridor Identification and Development Program (March 27, 2023)

Due Today!

- A comprehensive intercity passenger rail planning and development program to create a pipeline of intercity passenger rail projects ready for implementation.

Federal-State Partnership for Intercity Passenger Rail Grant Program (April 21, 2023)

- Provides funding for capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service.



Investing in the New Era for Rail

The Bipartisan Infrastructure Law is America's greatest level of investment in passenger and freight rail than all 51 years of Amtrak combined.

\$66B

in passenger and freight rail
Investment over 5 years

- \$22B is for Amtrak to focus on improving and upgrading our assets.
- \$44B will flow through FRA discretionary grant programs.



FY24 Annual Grant Request

Amtrak is requesting the total authorized level of \$3.65 billion:

Amtrak's FY24 Annual Grant Request		
National Network	Northeast Corridor	Total
\$1,949,595,669	\$1,700,404,332	\$3,650,000,000

With this investment, Amtrak will be able to:

- Operate our current train service, including all 15 Long Distance routes
- Maintain the railroad on a day-to-day basis
- Advance several modernization initiatives that improve the railroad's quality and performance, building on separate IJA investments that simply replace aged assets



General and Legislative Annual Report & Fiscal Year 2024 Grant Request



Key FY24 Policy Requests:

- Provide Amtrak with a Stable, Predictable Long-Term Funding
- Enable Amtrak to Uphold Its Right to Preference
- Allow Amtrak's Grant Dollars to Count towards the Non-Federal Cost Share Required of Federal-State Partnership Projects
- Harmonize DOT Modal Agencies' Grant Conditions
- Prevent Assaults of Passenger Rail Employees







We're excited to work
with all of you to
deliver a New Era for
Rail!

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