



Recovery and Building Towards a New Era for Rail








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Wisconsin Freight Rail Conference, November 7th, 2023

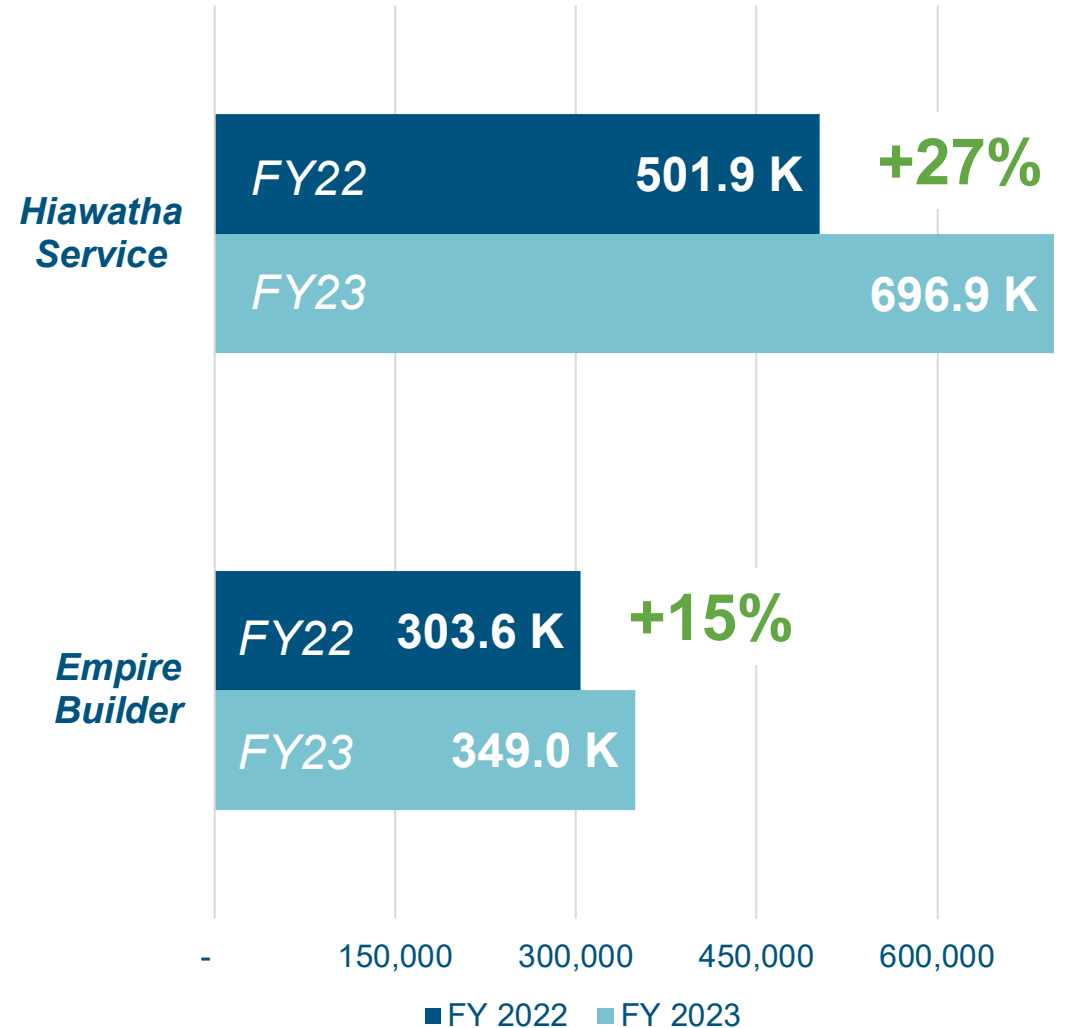


Progress Report: We're working hard to deliver...

	Initiative	Status
	Frequency Restoration	Complete
	Consist Restoration	LD equipment overhauls ongoing; complete by 2024
	Station ADA Work	Underway, completion planned for 2028
	LD Fleet Refresh & Renewal	Refreshes ongoing Locomotives in delivery Fleet renewal program under way
	Food and Beverage	On-track to deliver committee recommendations
	Ridership	Increased ridership in Wisconsin
	Hiring	Over 2,600 employees hired in FY23

Amtrak Ridership: Routes Serving Wisconsin

- Increased ridership on routes serving Wisconsin
 - *Hiawatha Service* had a 27% increase in ridership in FY 2023 vs. FY 2022
 - *Empire Builder* had a 15% increase in ridership in FY 2023 vs. FY 2022
- Top 25: Milwaukee Intermodal Station 14th best performing station in Amtrak's network (out of over 500)
- Nationally, Amtrak is at 88% of FY19 ridership levels, with some services at or exceeding 100% of FY19 levels.



A photograph of the interior of an Amtrak train. A conductor in a white uniform and black cap is standing in the aisle, holding a handheld device. Passengers are seated in blue seats, some looking towards the camera. The train's interior features overhead luggage racks and a digital display above the conductor showing "L 011 OTHER END". An "EMERGENCY EXIT" sign is visible above the display. The entire image is overlaid with a semi-transparent blue filter.

FRA's Corridor Identification Program & Amtrak's Corridor Development Initiatives

Recent & Near-Term Service Expansions

Route	Launch
<i>Berkshire Flyer</i> (Massachusetts)	July 8, 2022
Second Roanoke Train (Virginia)	July 11, 2022
Third Norfolk Train (Virginia)	July 11, 2022
<i>Ethan Allen Express</i> Extension to Burlington, Vermont	July 29, 2022
Second <i>Cascades</i> to Vancouver, BC	March 6, 2023
<i>Adirondack</i> to Montreal	April 3, 2023
Fourth Raleigh-Charlotte <i>Piedmont</i>	July 10, 2023
Fifth and Sixth <i>Cascades</i> Trains	Late 2023
Twin Cities – Milwaukee – Chicago (TCMC)	2024
Gulf Coast (Mobile, AL-New Orleans)	2024

Service Implementation

- Implementing 2 new services in 2024
 - St. Paul, MN – Milwaukee, WI – Chicago, IL (TCMC)
 - New Orleans, LA – Mobile, AL (Gulf Coast)
- Development of Route & Service Plan
- Engaging 15+ departments on 100+ implementation tasks including:
 - Mobilization: Crew qualifications, station, turnaround servicing contracts, leases, etc.
 - Host Railroad Agreements, Schedule Approvals, etc.
 - IT tasks: Amtrak.com and Amtrak app
 - Ticket pricing and revenue management strategy
 - Marketing and launch events coordination with Media Relations and Gov. Affairs
 - Identifying new locally-sourced food & beverage items for the café menu
- Documenting and reforming process to make it more efficient for future routes



St. Paul, MN (MSP)



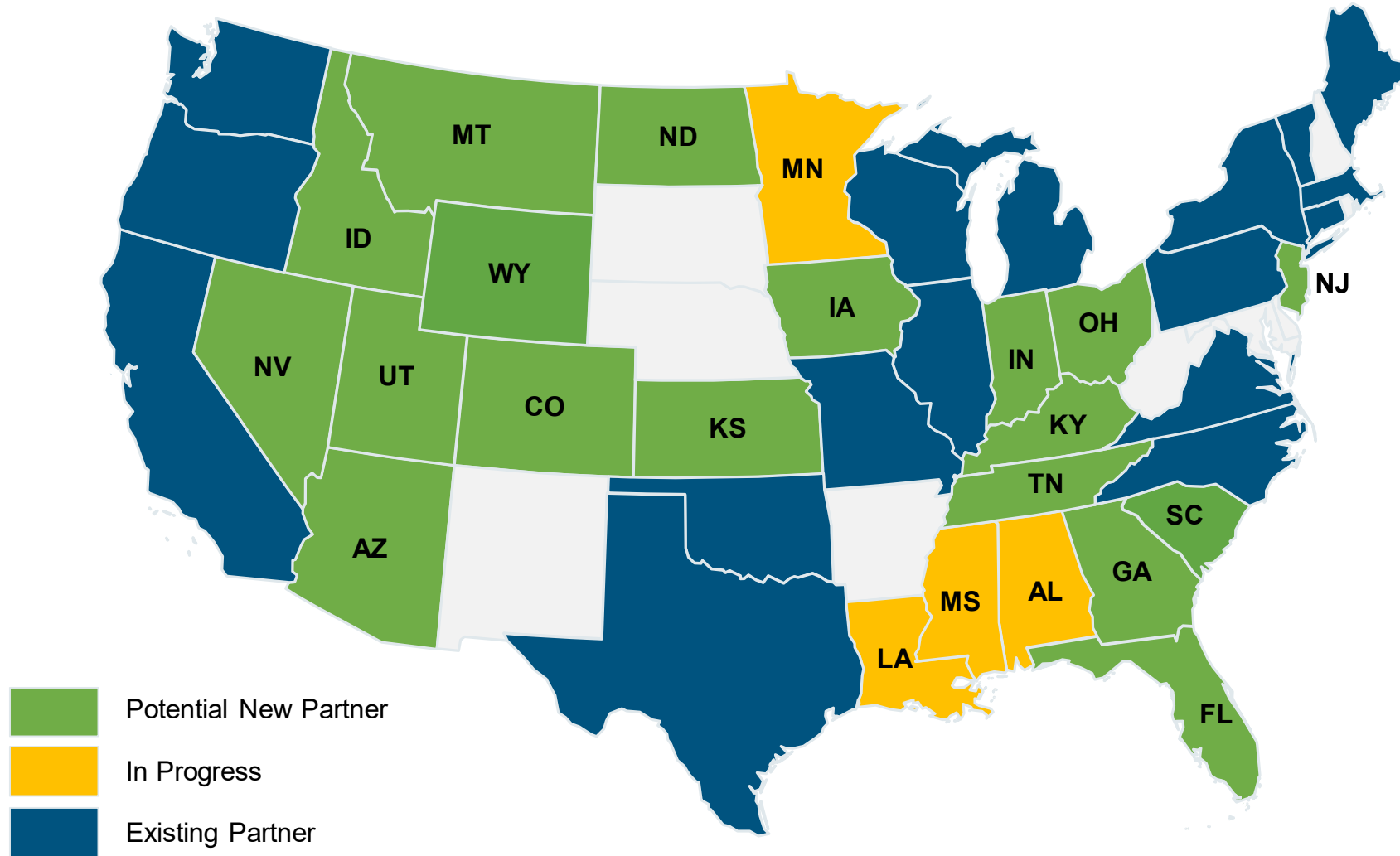
Red Wing, MN (RDW)

FRA Corridor ID Program

- FRA received over 90 eligible applications under the Corridor ID program
- Applications are currently under review by FRA
- Selection announcement is expected in late November
- FRA has released additional guidance on the process for selected corridors

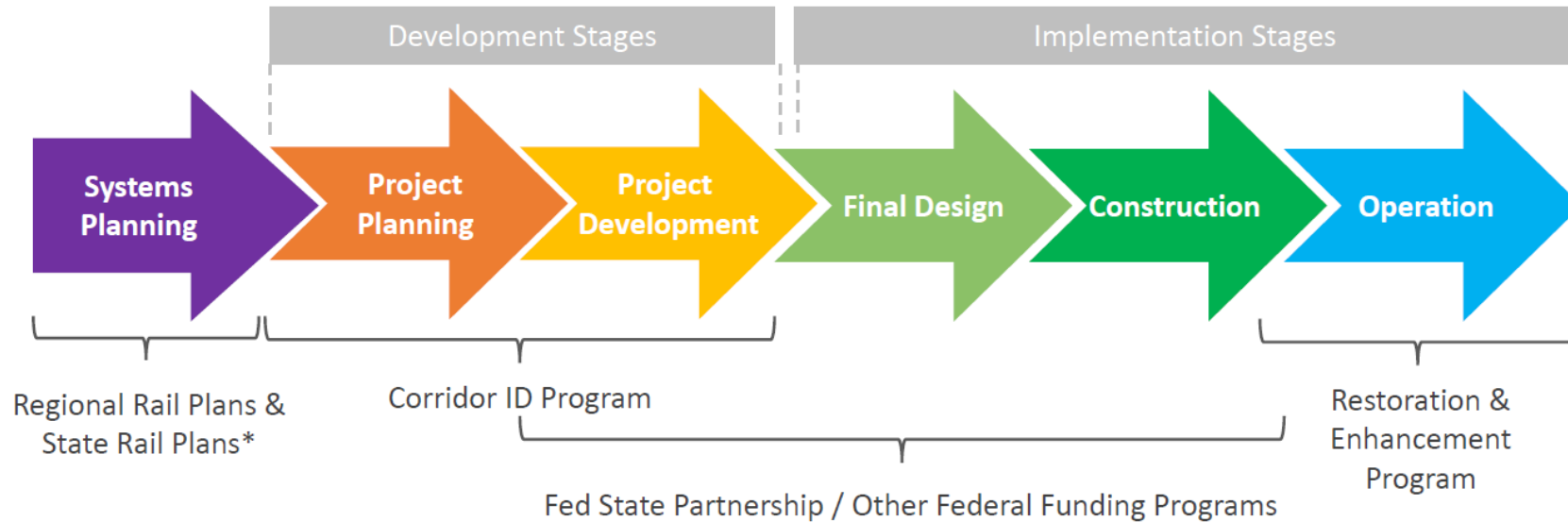


Potential New State Partners



FRA Corridor ID Program

Creates a foundational framework for identifying and developing new or improved intercity passenger rail services




Grant	Step 1: Scoping	Step 2: Service Development Plan	Step 3: Preliminary Engineering / NEPA
Funding	\$500k / 0% match	\$X / 10% match (<i>\$X determined during Step 1</i>)	\$X / 20% match (<i>\$X determined during Step 2</i>)


Source: FRA

Preparing to Support States in FRA's Corridor ID Program

Near-Term Strategic Initiatives



Service Implementation Complexity Rating Tool

?
Service Implementation Complexity Rating Tool


Service:

1. Is this an existing service? No

2. Are the state partners existing state partners?

3. Will the service require a new border screening facility? No

4. Does the service overlap with an existing service for all or a majority of the routing? No

5. Will new stations need to be constructed?

6. Will new maintenance facilities need to be constructed? No

7. Will new equipment need to be identified/acquired? No

8. Will all or a majority of the proposed route utilize an existing, publicly owned alignment? No

9. Have agreements with the host railroads been reached?

Complexity Rating:

High

Moderate

Low

Phase	Schedule Assumption
Project Planning	0.5 - 1 years
Project Development	1.5 - 2 years
Final Design	1 - 2 years
Construction	2 - 3 years
Total Duration	5 - 8 years



Corridor ID Toolkit

Corridor ID Toolkit

DRAFT Corridor ID Toolkit Sections

1. Corridor ID Toolkit Introduction & Overview
2. Amtrak Roles and Contact Information
3. Agreements
4. Host Railroad and State Supported Partnerships
5. Service Development Plan Methodology Reports
6. Service Development Plan Support
7. New Service Implementation Checklist
8. Service Implementation Complexity Rating Tool

Toolkit Purpose:

Provide Amtrak resources to Corridor ID state sponsors to expedite CID activities

Corridor Development Complexity Ratings

Factors that determine complexity:

- Existing vs. new service
- Existing vs. new partners
- Overlap with existing services vs. new territory
- Construction of new stations
- Infrastructure improvements needed
- Equipment and maintenance facility availability
- Host Railroad arrangement
- Route ownership
- New int'l border screening facilities

Low Complexity

3.5 – 5 years

Moderate Complexity

5 – 8 years

High Complexity

7 – 12 years

FRA Corridor ID Applications (Central Region)

- Chicago – Quad Cities (IDOT)
- Illini/Saluki (IDOT) –
(includes 3rd RT Champaign)
- Illinois Zephyr (IDOT)
*(Extension to Hannibal, MO)**
- Lincoln Service (IDOT)
- Cardinal* (Amtrak)
- Chicago – Indianapolis (INDOT)
- Louisville-Indianapolis-Chicago
(Louisville)
- Louisville – Nashville* (Louisville)
- Heartland Flyer (KS, OK)
(Extension to Newton, KS)
- New Orleans – Baton Rouge
(LADOTD)
- New Orleans – Mobile (LADOTD)
- New Orleans – Orlando* (SRC)
- Shreveport – Baton Rouge*(SRC)
- Blue Water (MIDOT)
- Pere Marquette (MIDOT)
- Wolverine (MIDOT)
(6 RT + Extension to Windsor, ON)
- Northern Lights Express (MnDOT)
- Missouri River Runner* (MODOT)
(3rd RT + Extensions)
- NW & SW Missouri (MODOT)
- Kansas City Regional Rail (KCTA)
- Chicago – Pittsburgh*
(MORPC & City of Ft. Wayne)
(via Ft. Wayne – Columbus)
- Chicago – Peoria (City of Peoria)
- Chicago – Cleveland* (NOACA)
- Cleveland – Pontiac (ORDC)
(via Toledo – Detroit)
- Cleveland – Pittsburgh (NOACA)
- Ohio 3C+D (ORDC)
- Texas Triangle (TXDOT)
(DFW-Houston-San Antonio)
- Sunset Limited* (Amtrak)
- Hiawatha (WisDOT)
*(10 RT + Extensions to Madison,
Green Bay)*
- TCMC (WisDOT)
*(via Columbus/Madison –
Eau Claire/La Crosse)*

* Not in Amtrak Connects US

Federal Funding Opportunities

FRA Discretionary Grant Programs

Program	NOFO	Award
FY22 Corridor ID	<i>Dec-2022</i>	Nov 2023
FY22-23 Fed-State Partnership (FSP-NN)	<i>Dec-2022</i>	Dec 2023
FY22-23 Interstate Rail Compacts	<i>May-2023</i>	Dec 2023
FY22-23 Restoration & Enhancement	Nov/Dec 2023	April/May 2024
FY23 Railroad Crossing Elimination	Nov/Dec 2023	June/July 2024
FY23-24 CRISI	Dec 2023/Jan 2024	Aug/Sep 2024
FY24 Fed-State Partnership (FSP-NN)	Feb/Mar 2024	Sep/Oct 2024

Amtrak-led Grant Applications

FRA Corridor Identification and Development Program

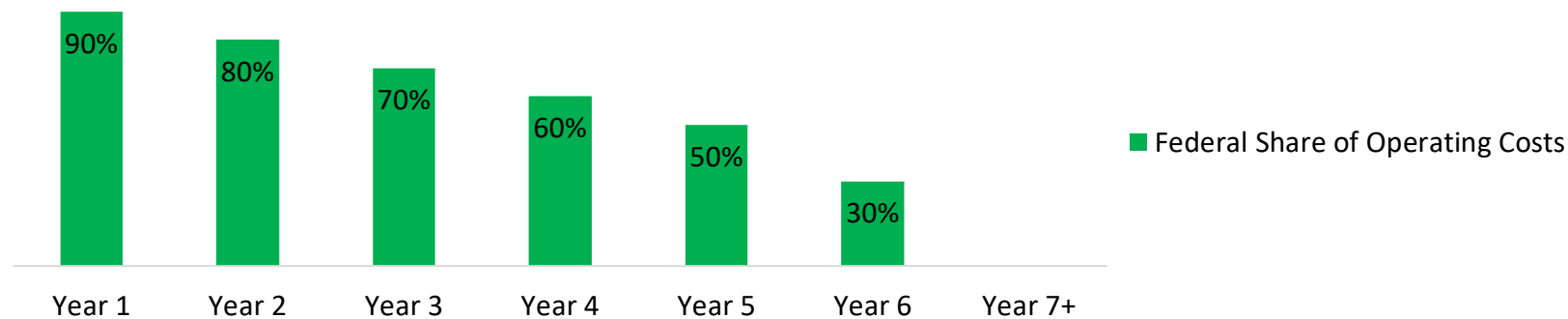
- *Daily Cardinal Service*
- *Daily Sunset Limited Service*

FRA Federal-State Partnership for Intercity Passenger Rail

- *Cardinal Indianapolis-Dyer Speed Improvements*
- *I-20 Crescent Extension*

State Operating Support for Amtrak Service and New Federal Funds to Reduce Cost to States

- Calculation of state's financial operating responsibility
 - Amtrak forecasts ridership, revenue, operating costs, and state operating support
- 209 cost categories include
 - Third Party Costs that are typically based on actuals (fuel and host RR expenses)
 - Direct Route Costs
 - Shared Costs (if there is also Amtrak Long Distance service on all or part of the route)
 - Additives for overhead and other items
 - Equipment Capital Charges for use of Amtrak owned equipment
- FRA Rail Restoration & Enhancement (R+E) program



State sponsor pays remainder of operating costs as allocated pursuant to Section 209 of PRIIA

Modernizing Our Assets

Modernizing Stations in Wisconsin

*Design Underway
Construction FY25*



La Crosse

Construction FY24



**Wisconsin
Dells**

Construction FY24



Columbus

Under Construction



**Milwaukee
Airport**

Tomah



*Under Construction
Complete FY24*

Portage



*Station Upgrades
Complete*

**Milwaukee
Intermodal**

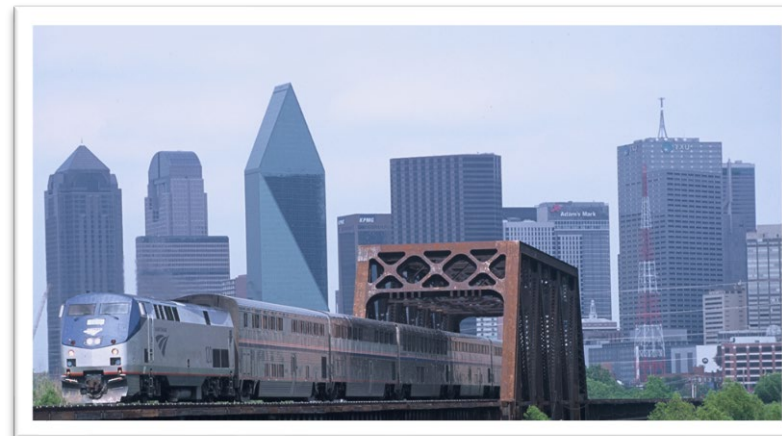


*Improved Station
Amenities*

Sturtevant

Short-Term Fleet Availability Improvements

- In FY 23, increased overhaul capacity (supported by hiring) enabled restoration of 11 long-distance cars.
- FY 24 plan calls for bringing 47 more long-distance cars back into service:
 - 33 in long-term storage per COVID
 - 14 affected damage repair
- Potential resolution of a longstanding signal issue in the Midwest may enable several more Superliners to be restored.
- 20 Horizon coaches restored and added to revenue service pool in 2024
- P42 cab car conversions coming in 2024



Amtrak's Texas Eagle (Chicago - San Antonio / LA) underway.



Exterior view of typical Superliner equipment, as used on the Texas Eagle & other LD routes.

New Trains for State Routes and Northeast Corridor



Amtrak is replacing 20th century fleet with modern trains to transform the customer experience:

- State-acquired Venture cars (In the Midwest, 88 cars entering revenue service in 2023 and 2024)
- New Acela fleet for Northeast Corridor (expected in service late 2024)
- New Amtrak Airo intercity trainsets (including for *Cascades*, *Carolinian* and *Piedmont Services*)
 - New Siemens facility in Lexington, NC

Long Distance Fleet

Fleet Refresh



- \$28 million interior refresh underway
- 400+ *Superliner* cars, more than half of coaches and first 9 sleepers completed
- Lounges and diners underway now
- *Viewliner I* cars in refresh design
- Working to return idled cars to service

New Locomotives



- New ALC-42 diesels entering service
- 24 of 125 locomotives delivered

Next-Gen Fleet



- LD Fleet Renewal kicked-off
- RFI feedback from car builders (6 responses)
- RFP to be issued late 2023
- Review proposals, make selection, award a contract, and issue a notice to proceed (NTP) in 2024

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



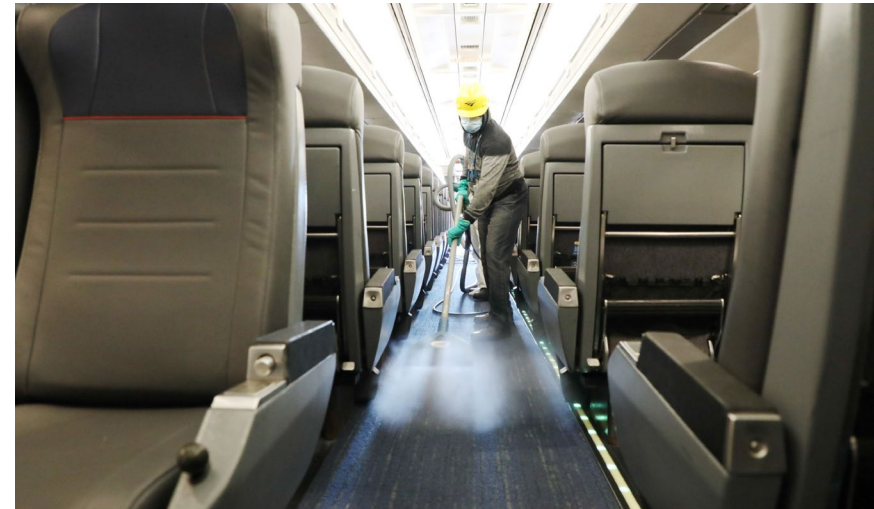
Amtrak's Workforce

FY23

In FY23, Amtrak brought on more than thousands of new employees as part of an aggressive push to grow our workforce and deliver the historic investment in our nation's rail network.

FY24

Looking ahead, we plan to build on this progress. Based on our current understanding of FY24 service and project delivery needs, we plan to continue an aggressive hiring to fill open positions and grow our company.



Highway-Rail Grade Crossing Safety



As you approach a railroad crossing, always expect a train. Trains can arrive on any track, at any time, from either direction.



 **AMTRAK**[®]

New Amtrak Airo™ Coach

22A 22B