



# Amtrak Annual Grant Program Fact Sheet

AUTHORIZED FUNDING (\* FULLY AUTHORIZED LEVELS)

**FY22-FY26 Funding: \$19.22 Billion/Year\***

The Federal Railroad Administration (FRA) supports the nation’s rail network through a variety of competitive and directed grant programs designed to improve safety and the mobility of people and goods. The Amtrak Annual Grant is a directed grant program that is unique in scope and purpose—Amtrak is the only eligible recipient, and funds are broadly eligible for use on Amtrak’s capital, operating, and debt expenses.

When Congress created Amtrak in 1971, it provided funds to Amtrak through a number of funding mechanisms. In 2003, Congress created the directed grant program as it exists today, including FRA involvement and oversight. From 2003 to 2016, the Amtrak Annual Grant operated as a reimbursable grant program.<sup>1</sup> It currently operates as an advance payment grant with the payment schedule set in statute.

From FY17 to FY19, Amtrak Annual Grant appropriations totaled about \$1.79B per year. The Bipartisan Infrastructure Law (BIL) significantly increased Amtrak Annual Grant funding (see Section 22101). The BIL also provides supplemental funding for the Northeast Corridor and National Network. Those amounts and requirements are addressed in the Amtrak BIL Supplemental Appropriations Fact Sheet.

<sup>1</sup> From FY 2010 through FY 2016, Amtrak’s appropriations included a \$200 million working capital advance.

## Amtrak Annual Grant Program

### Purpose of Grant Program

To provide Amtrak with its annual direct Congressional appropriations under Section 22101 of BIL and to ensure accountability in Amtrak’s use of those funds (49 USC 24319). Amtrak’s funds are administered via two grants: one for Amtrak’s Northeast Corridor Account and one for Amtrak’s National Network Account.

### Eligible Applicants

- **Applicant:** Directed Grant to Amtrak.
- **Application Process:** Amtrak submits an annual grant request to FRA for appropriated federal funds (49 USC 24319). As the government entity responsible for administering grant funds, FRA has substantial involvement in the programmatic management and oversight of Amtrak; FRA assesses Amtrak Annual Grant requests for factors such as eligibility, consistency, timing, reasonableness, readiness, and risk. The selection and prioritization of projects, however, is subject to Amtrak’s business judgment. An annual grant agreement between Amtrak and FRA specifies the operations, services, and other activities to be funded by the grant, as well as grant administration requirements. Grant conditions can change each fiscal year due to appropriations requirements, the needs of Amtrak, and the needs of FRA’s maturing oversight program.

### Eligible Projects

- Amtrak uses federal grant funds for a wide range of projects and costs, including, but not limited to:
  - o Capital improvement projects and annual maintenance activities
  - o Debt service payments
  - o Operating expenses on the National Network.



# Amtrak BIL Supplemental Authorizations Fact Sheet

ADVANCED APPROPRIATIONS

**FY22-FY26 Funding: \$22 Billion/Year**

The Federal Railroad Administration supports the nation’s rail network through a variety of competitive and directed grant programs designed to improve safety and improve the mobility of people and goods. The Bipartisan Infrastructure Law (BIL) (Section 22101) significantly increased Amtrak Annual Grant authorized appropriations. The key elements of the Amtrak Annual Grant program are addressed in the Amtrak Annual Grant Program Fact Sheet.

This fact sheet addresses supplemental authorized amounts for Amtrak in the BIL for FY22-FY26, for specific project and program types on the Northeast Corridor and National Network (BIL Division J, Title VIII) (see Table 2). This is the first time Amtrak has received an advance appropriation that allows them to build a multi-year project schedule.

## Amtrak BIL Supplemental Authorizations

### Purpose of Grant Program

To provide Amtrak with supplemental authorized amounts for FY22-FY26 for specific program and project types on the Northeast Corridor and National Network (BIL Division J, Title VIII).

### Eligible Applicants and Application Process

- **Applicant:** Secretary of Transportation
- **Application Process:** Within 180 days of the passage of the BIL, the Secretary of Transportation will submit to Congress detailed spend plans for these authorized funds on both the Northeast Corridor and the National Network; the Secretary will submit these plans once per fiscal year through 2026.

### Eligible Projects

- **Northeast Corridor (NEC):**
  - New passenger rolling stock to replace single-level passenger cars used in Amtrak’s NEC services, and associated rehabilitation, upgrade, and expansion of related maintenance and storage facilities
  - ADA station compliance
  - Eliminating deferred capital work backlog on Amtrak-owned NEC assets
  - NEC capital renewal backlog projects
- **National Network:**
  - New passenger rolling stock to replace obsolete passenger equipment used in Amtrak’s long-distance and state supported services, and associated rehabilitation, upgrade, or expansion of related maintenance and storage facilities
  - ADA station compliance
  - Eliminating deferred capital work backlog on Amtrak-owned railroad assets not located on the NEC
  - Projects to eliminate the backlog of obsolete assets associated with Amtrak’s national rail passenger transportation system, such as systems for reservations, security, training centers, and technology
  - Restoration and Enhancement Grants: Each fiscal year, at least \$50M shall be used for competitive operating assistance grants to applicants for the purpose of initiating, restoring, or enhancing intercity rail passenger transportation.



# Consolidated Rail Infrastructure & Safety Improvements Grant Program Fact Sheet

ADVANCED APPROPRIATIONS

**FY22-FY26 Funding: \$1 Billion/Year**

AUTHORIZED FUNDING (\* FULLY AUTHORIZED LEVELS)

**FY22-FY26 Funding: \$1 Billion/Year\***

The Federal Railroad Administration supports the nation’s rail network through a variety of competitive and dedicated grant programs designed to develop safety improvements, and encourages the expansion and upgrade of passenger and freight rail infrastructure and services.

The information below highlights the changes in the Consolidated Rail Infrastructure & Safety Improvements grant program that are enacted in Section 22303 of the Bipartisan Infrastructure Law.

## Consolidated Rail Infrastructure & Safety Improvements Grant Program

### Purpose of Grant Program

To fund projects that improve the safety, efficiency, and reliability of **intercity passenger and freight rail**. (49 U.S.C. 22907)

### Eligible Applicants

- States, **NEW** including the District of Columbia.
- A group of States.
- An Interstate Compact.
- A public agency or publicly chartered authority established by 1 or more States.
- A political subdivision of a State.
- Amtrak & other Rail Carriers providing intercity rail passenger transportation.
- Class II/III Railroads and **NEW** **Associations that represent a Class II/III Railroads.**
- Rail Carriers & Equipment Manufacturers, in partnership with at least 1 of the first 5 entities shown above.
- **NEW** **Federally recognized Indian Tribe.**
- Transportation Research Board.
- University Transportation Centers engaged in rail-related research.
- Non-profit labor organizations representing rail employees.

### Eligible Projects

- Wide range of capital projects – such as track, station and equipment improvements, congestion mitigation, grade crossings, and track relocation, and deployment of railroad safety technology.
- Regional rail and Corridor service development plans and corresponding environmental analyses.
- Safety programs and institutes, including workforce development and training activities.
- **NEW** **Measures that prevent trespassing and injuries and fatalities associated with trespassing.**
- **NEW** **Research, development, and testing to advance innovative rail projects.**
- **NEW** **The preparation of emergency plans for communities through which hazardous materials are transported by rail.**
- **NEW** **Rehabilitating, remanufacturing, procuring, or overhauling locomotives, provided that such activities result in a significant reduction of emissions.**



# Federal-State Partnership for Intercity Passenger Rail Grant Program Fact Sheet

ADVANCED APPROPRIATIONS

**FY22-FY26 Funding: \$7.2 Billion/Year**

AUTHORIZED FUNDING (\* FULLY AUTHORIZED LEVELS)

**FY22-FY26 Funding: \$1.5 Billion/Year\***

The Federal Railroad Administration supports the nation’s rail network through a variety of competitive and directed grant programs designed to improve safety and improve the mobility of people and goods. The Federal-State Partnership for Intercity Passenger Rail Grants program provides funding for intercity passenger transportation projects located on the Northeast Corridor and for projects not located on the Northeast Corridor and was significantly revised in Section 22307 of the Bipartisan Infrastructure Law. Changes included broadening project eligibility to include projects to expand or establish new intercity passenger rail services and fund pre-construction project planning, expanding eligible project locations to include the entire intercity passenger rail network, and directing USDOT to publish a project inventory for Northeast Corridor projects to support long-term planning.

## Federal-State Partnership for Intercity Passenger Rail Grant Program

### Purpose of Grant Program

To fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service if an eligible applicant is involved. (49 U.S.C. 24911)

### Eligible Applicants

- States, including the District of Columbia.
- A group of States.
- An Interstate Compact.
- A public agency or publicly chartered authority established by 1 or more States.
- A political subdivision of a State.
- Amtrak, acting on its own behalf or under a cooperative agreement with 1 or more States.
- **NEW** Federally recognized Indian Tribe.
- **NEW** Any combination of the entities above.

### Eligible Projects

- A project to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair.
- **NEW** A project to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary.
- **NEW** A project to expand or establish new intercity passenger rail service.
- A group of related projects as described above.
- **NEW** The planning, environmental review, and final design of an eligible project or group of projects described above.

# Railroad Crossing Elimination Grant Program Fact Sheet

ADVANCED APPROPRIATIONS

**FY22-FY26 Funding: \$600 Million/Year**

AUTHORIZED FUNDING (\* FULLY AUTHORIZED LEVELS)

**FY22-FY26 Funding: \$500 Million/Year\***

The Federal Railroad Administration supports the nation's rail network through a variety of competitive and dedicated grant programs designed to improve highway-rail grade crossing safety and improve the mobility of people and goods.

**The Railroad Crossing Elimination grant program is a new grant program enacted in Section 22305 of the Bipartisan Infrastructure Law.**

## Railroad Crossing Elimination Grant Program

**Purpose of Grant Program**

To fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. (49 U.S.C. 22909)

**Eligible Applicants**

- States, including the District of Columbia, Puerto Rico, and other United States territories and possessions.
- Political subdivision of a State.
- Federally recognized Indian Tribe.
- A unit of local government or a group of local governments.
- A public port authority.
- A metropolitan planning organization.
- A group of the entities described above.

**Eligible Projects**

- Grade separation or closure, including through the use of a bridge, embankment, tunnel, or combination thereof.
- Track relocation.
- Improvement or installation of protective devices, signals, signs, or other measures to improve safety related to a separation, closure, or track relocation project.
- Other means to improve the safety if related to the mobility of people and goods at highway-rail grade crossings (including technological solutions).
- The planning, environmental review, and design of an eligible project type.

# Restoration and Enhancements Grant Program Fact Sheet

AUTHORIZED FUNDING (\* FULLY AUTHORIZED LEVELS)

**FY22-FY26 Funding: \$100 Million/Year \* [\$50 Million from Amtrak National Network Account]**

The Federal Railroad Administration supports the nation's rail network through a variety of competitive and dedicated grant programs designed to develop safety improvements, and encourages the expansion and upgrade of passenger and freight rail infrastructure and services.

The information below highlights the changes to the Restoration & Enhancement grant program that are enacted in Section 22304 of the Bipartisan Infrastructure Law.

## Restoration and Enhancements Grant Program

### Purpose of Grant Program

To provide **operating assistance** to initiate, restore, or enhance intercity passenger rail service. (49 U.S.C. 22908)

### Eligible Applicants

- States, including the District of Columbia.
- An entity implementing an interstate compact.
- A public agency/publicly chartered authority established by 1 or more States.
- A political subdivision of a State.
- **NEW** **Federally recognized Indian Tribe.**
- Amtrak & Other IPR Carriers.
- **NEW** **Rail Carriers in partnership with at least 1 of the entities described above.**

### Eligible Projects

- Establishing new services.
- Additional frequencies.
- Service extensions.
- Offering new on-board services.
- Examples of eligible expenses: train engineer staffing, fuel, train dispatching, station management, and overhead.

### Other Changes

- **NEW** **New priority to applications for routes selected under the Corridor Identification and Development Program and operated by Amtrak.**
- **NEW** **Grants may provide operating assistance for up to 6 years, and may not exceed:**
  - o 90 percent of the projected net operating costs for the first year of service.
  - o 80 percent...for the second year of service.
  - o 70 percent...for the third year of service.
  - o 60 percent...for the fourth year of service.
  - o 50 percent...for the fifth year of service.
  - o 30 percent...for the sixth year of service.