

DETAILED SPEND PLAN FOR FISCAL YEAR 2024

The purpose of this Detailed Spend Plan (“Spend Plan”) is to inform Congress of FRA and Amtrak’s planned uses of the portion of the advance appropriations funded during fiscal year (“FY”) 2024 (“IIJA Supplemental Funding”) that are provided by Title VIII of Division J of the Infrastructure Investment and Jobs Act (“IIJA” or “Bipartisan Infrastructure Law”) (Pub. L. 117-58, as amended), and satisfy the requirements for such a spend plan consistent with IIJA.

The Spend Plan includes summary financial and project detail tables, the project summary appendix (Appendix A), and a project location maps appendix where appropriate (Appendix B).

BACKGROUND

IIJA, enacted on November 15, 2021, reauthorized and expanded FRA’s rail programs. Sections 22101(a) and (b) of IIJA authorize annual appropriations for Amtrak, and Title VIII of Division J provided an additional \$22 billion via supplemental advance appropriations. Of the IIJA Supplemental Funding, \$6 billion is provided to Amtrak’s Northeast Corridor Account, and \$16 billion is provided to Amtrak’s National Network Account. The IIJA Supplemental Funding is made available in one-fifth increments in each of fiscal years 2022 – 2026.

The \$22 billion IIJA Supplemental Funding provides a once-in-a-generation Federal funding opportunity to Amtrak for capital projects for the purpose of eliminating the backlog of obsolete assets and Amtrak’s deferred maintenance backlog of rolling stock, facilities, stations, and infrastructure across the United States. This will provide an opportunity to restore, rebuild, enhance, and modernize Amtrak’s intercity passenger rail rolling stock, facilities, stations, and infrastructure with anticipated outcomes including a significant reduction or elimination of state-of-good-repair deficiencies, improved safety and reliability for the traveling public, and increased demand and use of Amtrak’s services and intercity passenger rail as a mode of travel.

This document satisfies Congress’s requirement for a Spend Plan related to the IIJA Supplemental Funding. Specifically, Congress required that, “for each fiscal year through 2026, as part of the annual budget submission of the President under section 1105(a) of title 31, United States Code, the Secretary of Transportation shall submit a detailed spend plan for that fiscal year, including a list of project locations...” The fiscal year 2024 Spend Plan is being transmitted with the FY 2024 President’s Budget.

FUNDING APPROACH AND ELIGIBILITY

As advance appropriations, the IIJA Supplemental Funding gives FRA and Amtrak an opportunity to provide predictable funding to numerous Amtrak projects on a multi-year basis. Net of anticipated administrative takedowns and congressionally directed set-asides, the total

funding available for capital projects is \$21,585,000,000¹, with \$5,945,000,000 provided for Amtrak’s Northeast Corridor Account and \$15,640,000,000 provided for Amtrak’s National Network Account. In each fiscal year from 2022 to 2026, the advance appropriations make available \$1,189,000,000 for Northeast Corridor grants and \$3,128,000,000 for National Network grants. The IJA Supplemental Funding is available until expended.

FRA anticipates that projects funded by Amtrak’s IJA Supplemental Funding will, to the extent practicable, be wholly and fully funded with available IJA Supplemental Funding. IJA Supplemental Funding will be obligated on an annual basis consistent with the Bipartisan Infrastructure Law. Once obligated, the funds will remain available to an approved project until completion, facilitating Amtrak’s ability to plan and implement the projects in an efficient manner without risks of future funding availability. This degree of funding assurance will reduce funding uncertainties for many significant Amtrak projects. FRA believes this process will result in more straightforward and transparent project implementation, management, and FRA oversight.

As shown in the tables below, FRA anticipates Amtrak will complete multiple projects benefiting a wide array of its infrastructure, rail equipment, and stations across the country with these funds. Note that for projects to be included in this Spend Plan, they must meet the following criteria:

- Eligible under the Bipartisan Infrastructure Law;
- Well-developed scope, schedule, and budget;
- Contain appropriate contingency based on stage of planning and engineering; and
- Project expenditures are ongoing or anticipated to begin in fiscal year 2024.

Other eligible projects that are in development and will begin expenditures in later years or after submission of this Spend Plan will be reflected in future fiscal years’ Spend Plans. Amtrak continues to develop its funding plans for the overall \$22 billion in IJA Supplemental Funding and FRA is working closely with Amtrak on plan development.

Regarding project eligibility, the IJA Supplemental Funding directed to the Northeast Corridor shall be made available for appropriate costs² required for capital projects for the purpose of eliminating the backlog of obsolete assets and Amtrak’s deferred maintenance backlog of rolling stock, facilities, stations, and infrastructure. Specifically, these amounts shall be made available for the following capital projects:

- (1) Acquiring new passenger rolling stock for the replacement of single-level passenger cars used in Amtrak’s Northeast Corridor services, and associated rehabilitation, upgrade, and expansion of facilities used to maintain and store such equipment;

¹ Net of the following anticipated takedowns and set-asides (five-year amounts): *NEC Account*: up to \$30,000,000 FRA oversight takedown, up to \$25,000,000 NEC Commission set-aside; *National Network Account*: up to \$80,000,000 FRA oversight takedown, up to \$15,000,000 SAIRPC set-aside, up to \$15,000,000 interstate rail compact grants set-aside, not less than \$250,000,000 Restoration & Enhancement grants set-aside, plus an amount to be determined for a daily long-distance train service study.

² In the Spend Plan, Amtrak lists a budget line for “appropriate costs” that includes hiring and training costs necessary to develop and deliver IJA Supplemental Funding capital projects.

- (2) Bringing Amtrak-served stations to full compliance with the Americans with Disabilities Act;
- (3) Eliminating the backlog of deferred capital work on sole-benefit Amtrak-owned assets located on the Northeast Corridor; or
- (4) Carrying out Northeast Corridor capital renewal backlog projects.

In addition, IIJA specifies that Northeast Corridor funding may be used by Amtrak to fund the capital costs of Northeast Corridor capital renewal backlog projects, including the costs of joint public transportation and intercity passenger rail capital projects, notwithstanding the limitations in sections 24319(g) and 24905(c) of title 49, United States Code; and that notwithstanding section 24911(f) of title 49, United States Code, amounts made available for the Northeast Corridor may be used as non-Federal share for Northeast Corridor projects selected for award under such section (i.e., the Federal-State Partnership for Intercity Passenger Rail Grant Program) after the date of enactment of this Act.

Similarly, the IIJA Supplemental Funding directed to the National Network shall be made available for appropriate costs³ required for capital projects for the purpose of eliminating Amtrak’s deferred maintenance backlog of rolling stock, facilities, stations, and infrastructure, including:

- (1) Acquiring 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 facilities used to maintain and store such equipment;
- (2) Bringing Amtrak-served stations to full compliance with the Americans with Disabilities Act;
- (3) Eliminating the backlog of deferred capital work on Amtrak-owned railroad assets not located on the Northeast Corridor; and
- (4) 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.

IIJA also specifies that of the amounts made available to the National Network, in addition to amounts made available for similar purposes to the National Network in prior Acts, Amtrak shall use such amounts as necessary for the replacement of single-level passenger cars and associated rehabilitation, upgrade, and expansion of facilities used to maintain and store such passenger cars, and such amounts shall be for its direct costs and in lieu of payments from States for such purposes, notwithstanding section 209 of the Passenger Rail Investment and Improvement Act of 2008 (Pub. L. 110–432), as amended.

SPEND PLAN: FUNDING AND PROJECT INFORMATION TABLES

Table 1 provides a summary of the Spend Plan organized by Amtrak account and funding purpose. As discussed previously, Congress appropriated the IIJA Supplemental Funding for

³ In the Spend Plan, Amtrak lists a budget line for “appropriate costs” that includes hiring and training costs necessary to develop and deliver IIJA Supplemental Funding capital projects.

specific purposes generally related to Amtrak’s state-of-good-repair and capital backlog needs. A summary of the proposed uses by IIJA Supplemental Funding purpose is provided below, indicating that the majority of funding anticipated to be spent in fiscal year 2024 will support rolling stock acquisition, non-Federal matching requirements for NEC state of good repair and capital renewal projects under the Federal-State Partnership for Intercity Passenger Rail Grant Program, and accessibility projects at Amtrak-served stations, as well as the operating costs associated with hiring and training new employees to carry out the work funded by the IIJA Supplemental Funding.⁴ The total costs of projects included in this Spend Plan with expenditures planned for fiscal year 2024 represent a commitment of approximately \$12.6 billion of the total available IIJA Supplemental Funding, including contingency; expected outlays for these projects in fiscal year 2024 are estimated to be approximately \$1.1 billion. The remainder of the \$22 billion will be committed and funded through each annual Spend Plan beginning with fiscal year 2025 through fiscal year 2026.

Table 1. Proposed Uses by IIJA Supplemental Funding Purpose for FY 2024*

Northeast Corridor Account	FY22-23 Forecasted Expenditures	FY24 Forecasted Expenditures	Total IIJA Supplemental Funding Request (All Years)
Rolling Stock Acquisition and Associated Facilities	\$183.4 M	\$180.3 M	\$2,747 M
Americans with Disabilities Act (ADA)	\$16.5 M	\$8.6 M	\$50 M
Capital Renewal Backlog	\$0.0 M	\$197.6 M	\$1,487 M
Operating Costs (e.g., hiring, training)	\$24.0 M	\$30.2 M	\$145 M
Contingency for Price and Market Conditions	\$0.0 M	\$27.4 M	\$384 M
Subtotal	\$224.0 M	\$444.1 M	\$4,814 M
National Network Account	FY22-23 Forecasted Expenditures	FY24 Forecasted Expenditures	Total IIJA Supplemental Funding Request (All Years)
Rolling Stock Acquisition and Associated Facilities	\$433.4 M	\$301.2 M	\$4,145 M
Americans with Disabilities Act (ADA)	\$274.6 M	\$211.4 M	\$1,290 M
Backlog Elimination - Transportation System Assets	\$0.4 M	\$65.8 M	\$1,172 M
Operating Costs (e.g., hiring, training)	\$11.4 M	\$36.0 M	\$155 M
Contingency for Price and Market Conditions	\$0.0 M	\$72.6 M	\$1,016 M
Subtotal	\$719.8 M	\$687.0 M	\$7,778 M
Grand Total	\$943.8 M	\$1,131.1 M	\$12,592 M

*This table includes only the subset of projects with expenditures in fiscal year 2024 and the full commitment over the life of those projects. It is not comprehensive of all the projects Amtrak may fund with the \$22 billion of IIJA Supplemental Funding.

⁴ Amtrak proposed in the Spend Plan these operating expenses as representative of the statutory eligibility for appropriate costs.

Table 2 displays the Spend Plan for fiscal years 2022 through 2024, which is a project list that outlines forecasted fiscal year 2024 expenditures and the total IJA Supplemental Funding amounts for the projects and programs. Forecasted expenditures are provided only for the subset of projects expected to begin within these fiscal years. This list will be cumulative and future Spend Plans will show additional projects with planned expenditures as the IJA Supplemental Funding program matures.

Table 2. Amtrak IIJA Supplemental Detailed Spend Plan for FY 2022 through FY 2024

	Project Name	State(s)	Project Lifecycle Stage	FY22-FY23 Forecasted Expenditures	FY24 Forecasted Expenditures	Total IIJA Supplemental Funding Request (All Years)
Projects Underway in FY22-23						
1	ICT Vendor Payments, Acquisition & Support – Base Trainsets	Multiple	Implementation	\$363.3 M	\$104.5 M	\$3,361 M
2	ADA Compliance Stations	Systemwide	Implementation	\$270.0 M	\$214.5 M	\$1,313 M
3	ADA Compliance - Platform Gap Solution	Multiple	Implementation	\$1.8 M	\$1.9 M	\$5 M
4	Passenger Information Display Systems Program (PIDS)	Systemwide	Implementation	\$19.3 M	\$3.6 M	\$23 M
5	ALC-42 Diesel Locomotive	Multiple	Implementation	\$189.5 M	\$39.7 M	\$675 M
6	Funds Management - Long Term Solution (Discovery Stage)	Systemwide	Planning	\$0.4 M	\$1.7 M	\$2 M
ICT Facilities		Systemwide	Various	\$45.1 M	\$294.1 M	\$2,189 M
7	ICT Facilities - ICT Facilities Program Management	Systemwide	Planning	\$0.7 M	\$1.4 M	\$16 M
8	ICT Facilities - Seattle, WA Facility Improvements Design & Construction	Seattle, WA	Planning	\$5.6 M	\$50.6 M	\$360 M
9	ICT Facilities - Eugene, OR Design & Construction	Eugene, OR	Planning starts in mid FY23	\$0.6 M	\$3.5 M	\$12 M
10	ICT Facilities - Portland, OR Modifications	Portland, OR	Planning	\$1.9 M	\$10.0 M	\$28 M
11	ICT Facilities - Philadelphia, PA PCY Facility Improvements Design & Construction	Philadelphia, PA	Development	\$16.3 M	\$53.6 M	\$348 M
12	ICT Facilities - Washington, DC Ivy City Facility Improvements Design & Construction	Washington, DC	Planning	\$4.9 M	\$69.7 M	\$496 M
13	ICT Facilities - Boston, MA SHY Facility Improvements Design & Construction	Boston, MA	Planning	\$5.6 M	\$21.1 M	\$390 M
14	ICT Facilities - New York, NY SSY Facility Improvements Design & Construction	New York, NY	Planning	\$5.6 M	\$69.8 M	\$434 M
15	ICT Facilities - Richmond Staples Mills VA Facility Improvements Design & Construction	Richmond, VA	Planning starts in late FY23	\$0.2 M	\$3.1 M	\$27 M
16	ICT Technology Facilities PCY	Philadelphia, PA	Development	\$1.4 M	\$1.9 M	\$10 M
17	ICT DT Facilities- Portland	Portland, OR	Planning	\$0.4 M	\$1.8 M	\$14 M
18	ICT DT Facilities - Sunnyside Yard	New York, NY	Planning	\$0.4 M	\$1.9 M	\$9 M
19	ICT DT Facilities - Boston Southampton	Boston, MA	Planning	\$0.4 M	\$1.9 M	\$10 M
20	ICT DT Facilities - Seattle	Seattle, WA	Planning	\$0.4 M	\$1.0 M	\$9 M
21	ICT DT Facilities - Ivy City	Washington, DC	Planning	\$0.4 M	\$1.0 M	\$12 M
22	ICT DT Facilities - Eugene	Eugene, OR	Planning starts in mid FY23	\$0.4 M	\$1.8 M	\$14 M
Technology		Systemwide	Planning	\$19.0 M	\$28.1 M	\$281 M
23	ICT Technology Integration (Trainsets)	Systemwide	Planning	\$2.5 M	\$3.0 M	\$53 M
24	ICT Program Management and Support	Systemwide	Planning	\$16.4 M	\$25.1 M	\$228 M
25	Operating Expenses in Support of IIJA-Funded Capital Projects	Systemwide	N/A	\$35.4 M	\$66.1 M	\$300 M
26	Programmatic Contingency	Systemwide	N/A	-	\$100.0 M	\$1,400 M
Subtotal				\$943.8 M	\$854.3 M	\$9,550 M
Anticipated Projects in FY24						
27	ICT Facilities New York Rensselaer Facility Improvements Design & Construction	Rensselaer, NY	Planning starts in FY24	-	\$3.1 M	\$259 M
28	ICT Facilities Norfolk VA Facility Improvements Design & Construction	Norfolk, VA	Planning starts in FY24	-	\$2.6 M	\$35 M
29	ICT Facilities Newport News VA Facility Improvements Design & Construction	Newport News, VA	Planning starts in FY24	-	\$4.0 M	\$35 M
30	ICT Facilities Roanoke VA Facility Improvements Design & Construction	Roanoke, VA	Planning starts in FY24	-	\$1.6 M	\$12 M
31	ICT Facilities Springfield MA Facility Improvements Design & Construction	Springfield, MA	Planning starts in FY24	-	\$3.3 M	\$32 M
32	ICT Facilities Charlotte NC Facility Improvements Design & Construction	Charlotte, NC	Planning starts in FY24	-	\$0.6 M	\$13 M
33	Grant funds authorized for match for Federal-State Partnership	Multiple	N/A	-	\$197.6 M	\$1,487 M
34	National Assets backlog (i.e., IT systems, security, training centers, etc.)	Systemwide	Planning	-	\$64.2 M	\$1,170 M
Subtotal				-	\$276.8 M	\$3,042 M
TOTAL				\$943.8 M	\$1,131.1 M	\$12,592 M

APPENDIX A:

Amtrak IIJA Supplemental Funding Project Summaries for FY 2022 through FY 2024

Projects Underway in FY22-23 and continuing in FY24		
1	Project Name	Intercity Trainsets (ICT) Vendor Payments, Acquisition & Support – Base Trainsets
	State(s)	Multiple
	FY22-23 Forecasted Expenditures	\$363.3M
	FY24 Forecasted Expenditures	\$104.5M
	Total Funding Commitment	\$3,360.8M
	Project Summary: This project will replace Amtrak’s current rail fleet of 458 active Amfleet I, 17 ex-Metroliner rail cars, and 7 Talgo trainsets that are reaching the ends of their useful service lives. It includes acquisition, design, manufacturing, testing, delivery, commissioning, and acceptance of up to 83 base order trainsets.	
2	Project Name	ADA Compliance Stations
	State(s)	Systemwide
	FY22-23 Forecasted Expenditures	\$270.0M
	FY24 Forecasted Expenditures	\$214.5M
	Total Funding Commitment	\$1,312.8M
	Project Summary: This project will bring all stations (e.g., structure, platform(s), parking) where Amtrak has Americans with Disabilities Act (ADA) responsibility into compliance.	
3	Project Name	ADA Compliance – Platform Gap Solution
	State(s)	Multiple
	FY22-23 Forecasted Expenditures	\$1.8M
	FY24 Forecasted Expenditures	\$1.9M
	Total Funding Commitment	\$4.7M
	Project Summary: This project will address ADA compliance with boarding/deboarding and make improvements to existing ramps and station bridge plates.	
4	Project Name	Passenger Information Display Systems Program (PIDS)
	State(s)	Systemwide
	FY22-23 Forecasted Expenditures	\$19.3M
	FY24 Forecasted Expenditures	\$3.6M
	Total Funding Commitment	\$22.9M
	Project Summary: This project will provide ADA-compliant audio/visual train status and boarding information to customers in stations.	
5	Project Name	ALC-42 Diesel Locomotive
	State(s)	Multiple
	FY22-23 Forecasted Expenditures	\$189.5M
	FY24 Forecasted Expenditures	\$39.7M
	Total Funding Commitment	\$675.5M
	Project Summary: This project will acquire 125 Siemens Charger Locomotives (ALC-42) for replacement of legacy diesel locomotive fleet used for long-distance services, which are unsustainable due to structural,	

	environmental, reliability, and cost challenges. The new ALC-42 locomotives will replace existing P40 and P42 locomotives with new Tier 4 and Alternating Current (AC)-propulsion technology that will increase reliability and performance. This acquisition project includes design review, production, testing, shipment, commissioning, training, and deployment.	
6	Project Name	Funds Management – Long-Term Solution (Discovery Stage)
	State(s)	Systemwide
	FY22-23 Forecasted Expenditures	\$0.4M
	FY24 Forecasted Expenditures	\$1.7M
	Total Funding Commitment	\$2.1M
	Project Summary: This project will provide new capabilities and connect current/future systems to improve Amtrak’s management and oversight of the various funding sources that support their operations and capital projects. The business requirements for the Fund Source and Portfolio Management lifecycle will be supported through enhancements of current systems and future system(s). This project will be completed in phases. The first will include discovery and a technical solution assessment. Future phases will include implementation of the chosen solution and business process improvements.	
ICT Facilities		
7	Project Name	ICT Facilities – ICT Facilities Program Management
	State(s)	Systemwide
	FY22-23 Forecasted Expenditures	\$0.7M
	FY24 Forecasted Expenditures	\$1.4M
	Total Funding Commitment	\$16.2M
	Project Summary: This project will include program management support to ensure the use of standards and industry best practices, coordinate resources, and provide contract management support and outputs of key deliverables such as the operations plan, the maintenance transition plan, the equipment transition plan, the commercialization plan, and other necessary deliverables to support the program.	
8	Project Name	ICT Facilities – Seattle, WA, Facility Improvements Design & Construction
	State(s)	Washington
	FY22-23 Forecasted Expenditures	\$5.6M
	FY24 Forecasted Expenditures	\$50.6M
	Total Funding Commitment	\$359.9M
	Project Summary: This project will focus on design and construction for the ICT Facility in Seattle, Washington. It includes the design and construction of renovations to the existing two-bay Maintenance of Equipment (MOE) maintenance facility into a two-bay Maintenance and Inspection (M&I) facility and two-track Service and Cleaning (S&C) facility.	
9	Project Name	ICT Facilities – Eugene, OR, Design & Construction
	State(s)	Oregon
	FY22-23 Forecasted Expenditures	\$0.6M
	FY24 Forecasted Expenditures	\$3.5M
	Total Funding Commitment	\$12.2M
	Project Summary: This project will focus on design and construction for the ICT Facility in Eugene, Oregon. It includes the repurposing of two tracks into S&C tracks.	
10	Project Name	ICT Facilities – Portland, OR, Modifications
	State(s)	Oregon

	FY22-23 Forecasted Expenditures	\$1.9M
	FY24 Forecasted Expenditures	\$10.0M
	Total Funding Commitment	\$27.6M
	Project Summary: This project will focus on design and construction for the ICT Facility in Portland, Oregon. It includes the repurposing of two tracks into S&C tracks.	
11	Project Name	ICT Facilities – Philadelphia, PA, Penn Coach Yard Facility Improvements Design & Construction
	State(s)	Pennsylvania
	FY22-23 Forecasted Expenditures	\$16.3M
	FY24 Forecasted Expenditures	\$53.6M
	Total Funding Commitment	\$348.0M
	Project Summary: This project will focus on design and construction for the ICT Facility at Penn Coach Yard in Philadelphia, Pennsylvania. It includes the design and construction of a two-bay heavy maintenance facility.	
12	Project Name	ICT Facilities – Washington, DC, Ivy City Facility Improvements Design & Construction
	State(s)	Washington, DC
	FY22-23 Forecasted Expenditures	\$4.9M
	FY24 Forecasted Expenditures	\$69.7M
	Total Funding Commitment	\$495.9M
	Project Summary: This project will focus on design and construction for the ICT Facility in Washington, DC. It includes design and construction of the renovation of the existing four-bay regional maintenance facility into a two-bay M&I and two-bay S&C facility, renovation of the existing three-bay High-Speed Rail facility into a three-bay M&I facility, and the repurposing of four-yard tracks into dedicated S&C tracks.	
13	Project Name	ICT Facilities – Boston, MA, Southampton Yard Facility Improvements Design & Construction
	State(s)	Massachusetts
	FY22-23 Forecasted Expenditures	\$5.6M
	FY24 Forecasted Expenditures	\$21.1M
	Total Funding Commitment	\$390.3M
	Project Summary: This project will focus on design and construction for the ICT Facility at Southampton Yard in Boston, Massachusetts. It includes design and construction of a two-bay M&I facility, renovation of the existing two-bay regional service and inspection facility into a two-bay S&C facility, renovation of the two-bay high-speed rail facility into a Maintenance and Inspection facility, and repurposing two existing tracks into S&C tracks.	
14	Project Name	ICT Facilities – New York, NY, Sunnyside Yard Facility Improvements Design & Construction
	State(s)	New York
	FY22-23 Forecasted Expenditures	\$5.6M
	FY24 Forecasted Expenditures	\$69.8M
	Total Funding Commitment	\$433.7M
	Project Summary:	

	This project will focus on design and construction for the ICT Facility at Sunnyside Yard in New York, New York. It includes design and construction of a two-bay M&I facility, and renovations to the existing two-bay high-speed rail facility into M&I facility and six S&C tracks.	
15	Project Name	ICT Facilities – Richmond Staples Mills, VA, Facility Improvements Design & Construction
	State(s)	Virginia
	FY22-23 Forecasted Expenditures	\$0.2M
	FY24 Forecasted Expenditures	\$3.1M
	Total Funding Commitment	\$27.0M
	Project Summary: This project will focus on the design and construction of an S&C track at the ICT Facilities in Richmond, Virginia. This track will be utilized for daily service and cleaning of new trainset fleets.	
16	Project Name	ICT Digital Technology (DT) Facilities – Portland, OR
	State(s)	Oregon
	FY22-23 Forecasted Expenditures	\$0.4M
	FY24 Forecasted Expenditures	\$1.8M
	Total Funding Commitment	\$14.2M
	Project Summary: This project will deliver all aspects of planning, design, deployment, and transition to maintenance of IT products and services for the Portland ICT Facility. Specifically, the Project includes the scope, costs, and activities associated with the purchase, configuration, relocation, installation, test, and deployment of technology equipment such as security systems, computer and communication systems, and network infrastructure related to the implementation of digital technology service execution for the Portland Facility.	
17	Project Name	ICT DT Facilities – Sunnyside Yard (SSY), NY
	State(s)	New York
	FY22-23 Forecasted Expenditures	\$0.4M
	FY24 Forecasted Expenditures	\$1.9M
	Total Funding Commitment	\$9.3M
	Project Summary: This project will deliver all aspects of planning, design, deployment, and transition to maintenance of IT products and services for the SSY ICT Facility. Specifically, the Project includes the scope, costs, and activities associated with the purchase, configuration, relocation, installation, test, and deployment of technology equipment such as security systems, computer and communication systems, and network infrastructure related to the implementation of digital technology service execution for the SSY Facility.	
18	Project Name	ICT DT Facilities – Boston Southampton, MA
	State(s)	Massachusetts
	FY22-23 Forecasted Expenditures	\$0.4M
	FY24 Forecasted Expenditures	\$1.9M
	Total Funding Commitment	\$10.2M
	Project Summary: This project will deliver all aspects of planning, design, deployment, and transition to maintenance of IT products and services for the Boston Southampton ICT Facility. Specifically, the Project includes the scope, costs, and activities associated with the purchase, configuration, relocation, installation, test, and deployment of technology equipment such as security systems, computer and communication systems, and network infrastructure related to the implementation of digital technology service execution for the Boston Southampton Facility.	

19	Project Name	ICT DT Facilities – Seattle, WA
	State(s)	Washington
	FY22-23 Forecasted Expenditures	\$0.4M
	FY24 Forecasted Expenditures	\$1.0M
	Total Funding Commitment	\$8.5M
	Project Summary:	
		This project will deliver all aspects of planning, design, deployment, and transition to maintenance of IT products and services for the Seattle ICT Facility. Specifically, the Project includes the scope, costs, and activities associated with the purchase, configuration, relocation, installation, test, and deployment of technology equipment such as security systems, computer and communication systems, and network infrastructure related to the implementation of digital technology service execution for the Seattle Facility.
20	Project Name	ICT DT Facilities – Ivy City
	State(s)	Washington, DC
	FY22-23 Forecasted Expenditures	\$0.4M
	FY24 Forecasted Expenditures	\$1.0M
	Total Funding Commitment	\$11.9M
	Project Summary:	
		This project will deliver all aspects of planning, design, deployment, and transition to maintenance of IT products and services for the Ivy City ICT Facility. Specifically, the project includes the scope, costs, and activities associated with the purchase, configuration, relocation, installation, test, and deployment of technology equipment such as security systems, computer and communication systems, and network infrastructure related to the implementation of digital technology service execution for the Ivy City Facility.
21	Project Name	ICT DT Facilities – Eugene, OR
	State(s)	Oregon
	FY22-23 Forecasted Expenditures	\$0.4M
	FY24 Forecasted Expenditures	\$1.8M
	Total Funding Commitment	\$14.2M
	Project Summary:	
		This project will deliver all aspects of planning, design, deployment, and transition to maintenance of IT products and services for the Eugene ICT Facility. Specifically, the project includes the scope, costs, and activities associated with the purchase, configuration, relocation, installation, test, and deployment of technology equipment such as security systems, computer and communication systems, and network infrastructure related to the implementation of digital technology service execution for the Eugene Facility.
ICT Program Management, Support and Technology		
22	Project Name	ICT Technology Integration (Trainsets)
	State(s)	Systemwide
	FY22-23 Forecasted Expenditures	\$2.5M
	FY24 Forecasted Expenditures	\$3.0M
	Total Funding Commitment	\$53.1M
	Project Summary:	
		This project will support the ICT Program by overseeing the design and delivery of technology components for the new trainsets, executing as established by the ICT Procurement Program. This project includes facility modifications and the transition to trainset operation and maintenance plans to gain efficiencies provided by a trainset model.
23	Project Name	ICT Technology Facilities Penn Coach Yard (PCY)
	State(s)	Systemwide

	FY22-23 Forecasted Expenditures	\$1.4M
	FY24 Forecasted Expenditures	\$1.9M
	Total Funding Commitment	\$10.4M
	Project Summary: This project will provide planning, design, deployment, and transition to maintenance of IT products and services for the Intercity Trainset Facilities. It includes technological upgrades for the incoming ICT trainsets.	
24	Project Name	ICT Program Management and Support
	State(s)	Systemwide
	FY22-23 Forecasted Expenditures	\$16.4M
	FY24 Forecasted Expenditures	\$25.1M
	Total Funding Commitment	\$228.3M
	Project Summary: This project will ensure the use of standards and industry best practices, coordinate resources, and provide contract management support and outputs of key deliverables such as the operations plan, the maintenance transition plan, the equipment transition plan, the commercialization plan, and other necessary deliverables to support the program.	
25	Project Name	Operating expense in support of IIJA-Funded Capital Projects
	State(s)	Systemwide
	FY24 Forecasted Expenditures	\$66.1M
	Total Funding Commitment	\$300.0M
	Project Summary: This project will allow Amtrak to have resources in place to support the delivery of capital projects funded by IIJA Supplemental funds. These funds will be used to train Amtrak employees hired to work on IIJA projects and other expenses related to the oversight of capital projects. These funds will also be used for hiring efforts across the organization to support IIJA capital projects and to complete potential studies and planning activities for IIJA capital projects.	
26	Project Name	Programmatic Contingency
	State(s)	Systemwide
	FY24 Forecasted Expenditures	\$100.0M
	Total Funding Commitment	\$1,400.0M
	Project Summary: This project will provide contingency for price and market conditions.	
New Anticipated Projects in FY24		
27	Project Name	ICT Facilities New York Rensselaer Facility Improvements Design & Construction
	State(s)	New York
	FY24 Forecasted Expenditures	\$3.1M
	Total Funding Commitment	\$258.7M
	Project Summary: This project will focus on the design and construction for the ICT Facility in Rensselaer, New York. It includes the design and construction of a two-bay M&I facility and modifications to existing yard track systems, power distribution, and utilities.	
28	Project Name	ICT Facilities Norfolk, VA, Facility Improvements Design & Construction
	State(s)	Virginia
	FY24 Forecasted Expenditures	\$2.6M
	Total Funding Commitment	\$34.8M

	Project Summary: This project will focus on the design and construction of an S&C track at the ICT Facility in Norfolk, Virginia. This track will be utilized for daily service and cleaning of new trainset fleets.	
29	Project Name	ICT Facilities Newport News, VA, Facility Improvements Design & Construction
	State(s)	Virginia
	FY24 Forecasted Expenditures	\$4.0M
	Total Funding Commitment	\$34.9M
	Project Summary: This project will focus on the design and construction of an S&C track at the ICT Facility in Newport News, VA.	
30	Project Name	ICT Facilities Roanoke, VA, Facility Improvements Design & Construction
	State(s)	Virginia
	FY24 Forecasted Expenditures	\$1.6M
	Total Funding Commitment	\$11.8M
	Project Summary: This project will focus on the design and construction for the ICT Facility in Roanoke, Virginia. It includes renovations of the existing servicing infrastructure, including the existing ground-level platforms, utility service connections, walkways, lighting, track, storm drainage, and site grading.	
31	Project Name	ICT Facilities Springfield, MA, Facility Improvements Design & Construction
	State(s)	Massachusetts
	FY24 Forecasted Expenditures	\$3.3M
	Total Funding Commitment	\$31.7M
	Project Summary: This project will focus on the design and construction for the ICT Facility in Springfield, Massachusetts. It includes improving the existing servicing infrastructure, including platforms and storage tracks.	
32	Project Name	ICT Facilities Charlotte, NC, Facility Improvements Design & Construction
	State(s)	North Carolina
	FY24 Forecasted Expenditures	\$0.6M
	Total Funding Commitment	\$13.1M
	Project Summary: This project will focus on the design and construction for the ICT Facility in Charlotte, North Carolina. It includes renovating the existing servicing infrastructure, including the existing ground-level platforms, utility service connections, walkways, lighting, track, storm drainage, and site grading.	
33	Project Name	Grant funds authorized for match for Federal-State Partnership
	State(s)	Northeast Corridor
	FY24 Forecasted Expenditures	\$197.6M
	Total Funding Commitment	\$1,487.5M
	Project Summary: This project will provide funds set aside for match for awarded Federal-State Partnership Program grants (projects to be determined, as applicable).	
34	Project Name	National Assets backlog (i.e., IT systems, security, training centers)

State(s)	Systemwide
FY24 Forecasted Expenditures	\$64.2M
Total Funding Commitment	\$1,138.8M
Project Summary:	
This project reserves IJA Supplemental funds for future eligible projects that eliminate the backlog of obsolete assets associated with Amtrak's national rail passenger transportation system. Project planning is underway and multiple projects may be implemented in the future.	

**APPENDIX B:
IIJA Supplemental Spend Plan Related Maps**

Figure 1: Intercity Trainsets (ICT) Routes to be Served

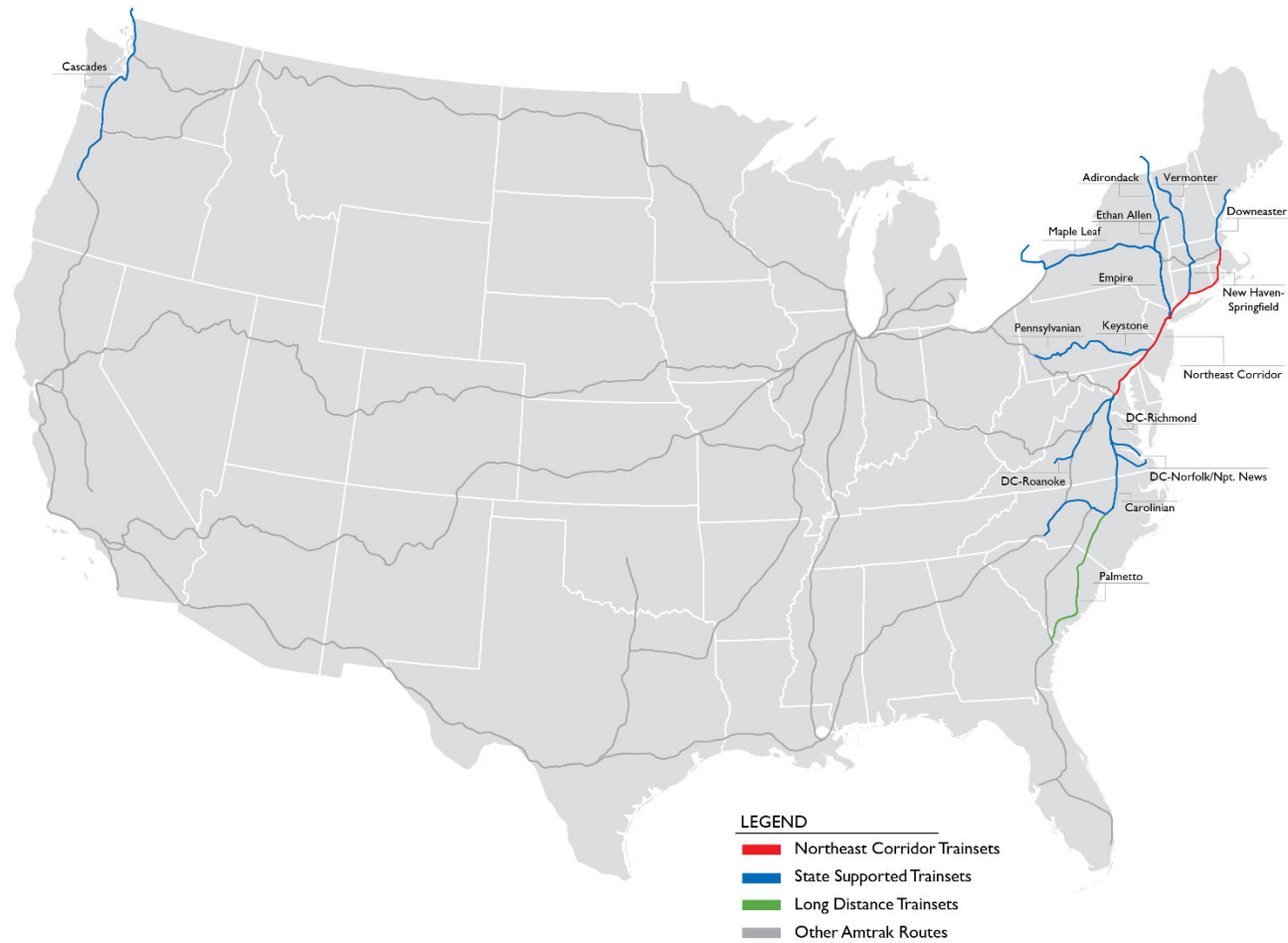


Figure 2: ADA Station Programs – IIJA Supplemental FY 2024 Projects



*The three-letter codes provide the Amtrak code for the station.

Figure 3: ADA Passenger Information Display System (PIDS) – IIJA Supplemental FY 2024 Projects



Figure 4: ICT Facilities Map

