



# Amtrak IIJA Supplemental Authorizations Fact Sheet

ADVANCED APPROPRIATIONS

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

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 Infrastructure Investment and Jobs Act (IIJA) (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 IIJA for FY22-FY26, for specific project and program types on the Northeast Corridor and National Network (IIJA 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 IIJA 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 (IIJA Division J, Title VIII).

### Eligible Applicants and Application Process

- **Applicant:** Secretary of Transportation
- **Application Process:** Within 180 days of the passage of the IIJA, 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):**
  - o 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
  - o ADA station compliance
  - o Eliminating deferred capital work backlog on Amtrak-owned NEC assets
  - o NEC capital renewal backlog projects
- **National Network:**
  - o 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
  - o ADA station compliance
  - o Eliminating deferred capital work backlog on Amtrak-owned railroad assets not located on the NEC
  - o 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
  - o 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.