



William J. Flynn  
President and Chief Executive Officer

July 9, 2020

The Honorable David E. Price, Chairman  
Subcommittee on Transportation, Housing and  
Urban Development, and Related Agencies  
Committee on Appropriations  
U.S. House of Representatives  
2358-A Rayburn House Office Building  
Washington, DC 20515

The Honorable Mario Diaz-Balart, Ranking Member  
Subcommittee on Transportation, Housing and  
Urban Development, and Related Agencies  
Committee on Appropriations  
U.S. House of Representatives  
2358-A Rayburn House Office Building  
Washington, DC 20515

Dear Chairman Price and Ranking Member Diaz-Balart:

I write today to thank you for your hard work and leadership on the Fiscal Year 2021 Transportation, Housing and Urban Development, and Related Agencies Appropriations Bill, which includes \$10 billion for Amtrak. It is truly a remarkable bill.

This historic level of investment would allow Amtrak to address the short-term operating challenges we recently highlighted in our supplemental request letter, as well as support the longer-term capital needs that are so critical for the railroad's future. In particular, a \$10 billion investment in Amtrak would enable us to avoid frequency reductions on our Long Distance routes, as well as minimize any further impacts to our workforce. We anticipated that both those actions would be necessary in FY2021, given the devastating lack of ridership and revenue in the wake of the pandemic. At the same time, we would also be able to invest in our aging assets, such as infrastructure, fleet, and stations, on both the Northeast Corridor and National Network. That will enable us to provide more and better service as the nation recovers, and inject billions of dollars into our domestic economy and U.S. workforce.

For illustrative purposes, below are some examples of the types of investment that Amtrak could advance if \$10 billion is provided in FY 2021:

- **Gateway Program** – Advance critical aspects of the Gateway Program, including Portal North Bridge, the Hudson Tunnel Project, and Sawtooth Bridge.
- **Americans with Disabilities Act (ADA)** – Help Amtrak improve accessibility and better comply with ADA laws at stations throughout the nation.
- **Fleet** – Replace our single-level passenger fleet, including Amfleet Is, for *Northeast Regionals* and many of our State Supported corridor routes.



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- **Southwest Chief** – Install Positive Train Control and complete the remaining infrastructure projects needed to ensure the safe operations of this unique route.
- **NEC Bridges and Tunnels** – East River Tunnel Rehab, B&P Tunnel Replacement, Susquehanna River Bridge, Pelham Bay Bridge, and Connecticut River Bridge.
- **Southeast Corridor Expansion** – Provides funding for Amtrak’s partnership with Virginia to expand capacity and improve reliability south of Washington, DC, including acquisition of the S-Line corridor, which ultimately will permit the establishment of a new, high-speed route connecting North Carolina and Virginia to the Northeast Corridor.
- **National Network Infrastructure** – Improve reliability and fluidity on key sections of our National Network, including building additional sidings and upgrading the class of track, and through infrastructure projects focused on state of good repair, trip time improvements, and resiliency, as well as begin to invest in new corridors that will better connect metropolitan areas and underserved communities. Projects could include: restoring Gulf Coast service, Chicago Gateway projects including upgrades to Amtrak infrastructure on the Chicago-Detroit Corridor, the emerging corridor on the heavily populated Front Range in Colorado, and connecting Nashville to Atlanta, among others.
- **Major Stations** – Make repairs and improvements, and advance expansion projects, at Chicago Union Station, Philadelphia’s Gray 30th Street Station, New York Penn Station, Baltimore Penn Station, and Washington Union Station, among other major stations.
- **Positive Train Control and Safety Improvements** – Implement PTC or PTC-equivalency on sections of the approximately 1,654 miles (7.6 percent) of our network where it does not currently exist due to MTEAs; improve training through the use of simulators; introduce state of the art safety data analytics software; and continue our aggressive implementation of our industry-leading Safety Management System.

If enacted, your appropriations bill would safeguard today’s service and lay the foundation for greater success in the future. Amtrak offers a safe, sustainable, trip-time competitive transportation option, and we want to do our part to connect America and help bolster the economy. The funding levels proposed in your bill could make this a reality.

On behalf of Amtrak’s thousands of employees, millions of customers, and the more than 500 communities that we proudly serve, thank you for all that you do.

Sincerely,

A handwritten signature in blue ink that reads "Bill Flynn". The signature is fluid and cursive, with a long horizontal line extending from the end.

William J. Flynn  
*President & Chief Executive Officer*