

United States Railroad Retirement Board

2023 Annual Report



UNITED STATES
RAILROAD RETIREMENT BOARD

2023 Annual Report

For Fiscal Year Ended September 30, 2022

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THE REPORT IN BRIEF

The Railroad Retirement Board (RRB) paid benefits totaling approximately \$13.6 billion, net of recoveries and offsetting collections, to about 528,000 beneficiaries in fiscal year 2022. Financial reports issued in 2023 on the solvency of the railroad retirement and railroad unemployment insurance systems were both favorable. Total railroad retirement system assets equaled \$25.0 billion as of September 30, 2022.

Coronavirus Pandemic

The RRB continued to implement coronavirus relief legislation, primarily in the form of a temporary suspension of sequestration of railroad unemployment benefits until 30 days after the termination of the Presidential declaration of the pandemic national emergency. This occurred on April 10, 2023, so sequestration resumed as of May 10, 2023. The agency also resumed in-person appointments at its nationwide network of 53 field offices on April 25, 2022.

Benefits and Beneficiaries

Benefits paid by the RRB totaled approximately \$13.6 billion in the fiscal year ending September 30, 2022. Retirement and survivor benefits were paid by the RRB to about 506,000 beneficiaries during the fiscal year, of whom 477,000 were on the rolls at the end of the year. Approximately 23,000 railroad employees were paid unemployment and/or sickness insurance benefits. About 1,000 beneficiaries received payments under both the Railroad Retirement Act and the Railroad Unemployment Insurance Act.

Retirement and survivor benefit payments of \$13.4 billion during fiscal year 2022 were \$284.9 million more than payments in the prior year. Employee and spouse annuitants were paid about \$11.3 billion, accounting for 84 percent of the total payments. Employees received approximately \$8.5 billion in age annuities (including \$1.6 billion to annuitants full retirement age and over originally awarded a disability

Note: Statistics are primarily presented on a cash basis of accounting, rather than an accrual basis. The primary difference is that the cash basis recognizes revenue and expenditures when cash is actually received/paid, while the accrual basis recognizes them when earned/incurred. With the exception of income tax transfers and gross unemployment and sickness benefits, the information on pages 2, 6-14, and 26-28 is presented on an accrual basis.

annuity), \$700 million in disability annuities, and \$54.0 million in supplemental annuities, with spouses and divorced spouses getting about \$2.0 billion.¹ Survivors received \$2.2 billion in annuities and nearly \$1.7 million in lump-sum benefits. Beneficiaries receiving retirement and survivor benefits declined by about 12,000 from fiscal year 2021.

Gross unemployment and sickness benefits paid in fiscal year 2022 totaled almost \$121.5 million on a cash basis, including additional benefits authorized under coronavirus relief legislation totaling about \$0.9 million. The relief bills provided for special extended and enhanced unemployment benefits, and eliminated the waiting period for both unemployment and sickness claims. Net benefits totaled about \$86.9 million on an accrual basis after adjustment for recovery of benefit payments, including injury settlements, some of which were made in prior years. Total gross benefit payments decreased by nearly \$174.2 million from the prior year, while net benefit payments decreased by approximately \$184.0 million. Under the Continued Assistance to Rail Workers Act enacted in December 2020, all unemployment and sickness benefits were exempt from sequestration until 30 days after the coronavirus emergency declaration terminated on April 10, 2023.

Gross unemployment benefits decreased by 83 percent from the previous year due to the expiration of special unemployment and sickness benefits paid under coronavirus relief legislation. Gross unemployment benefits totaling \$34.0 million were paid to nearly 6,100 claimants. These benefits include \$0.4 million in enhanced benefits, \$0.3 million in special extended unemployment benefits, and less than \$20,000 in waiting period waiver benefits. Net unemployment benefits were \$24.1 million, a decrease of 87.3 percent from the prior year. Gross sickness benefits decreased 10 percent to \$87.5 million (\$76.8 million net), including \$0.1 million in waiting period waiver benefits, and were paid to almost 17,400 claimants.

Financial Reports

The RRB's 2023 railroad retirement financial report to Congress, which covered the period 2023-2047, was generally favorable. It concluded that barring a sudden, unanticipated, large decrease in railroad employment, or substantial investment losses, the railroad retirement system will experience no cash flow problems during the next 25 years. The long-term stability of the system, however, is still uncertain. Under the current financing structure, actual levels of railroad employment and investment return over the coming years will largely determine whether corrective action is necessary.

The RRB's 2023 railroad unemployment insurance financial report showed continued improvement from the height of the coronavirus pandemic. For example, after a 1.5 percent surcharge in 2023, there is no surcharge in 2024 with none projected for 2025 or 2026 under all employment assumptions. After paying off a loan from the Railroad Retirement Account in fiscal year 2022, a short-term loan is possible in fiscal year 2027 only under the pessimistic assumption.

¹ Prior to the 2015 Annual Report, annuitants who were full retirement age and over and originally awarded a disability annuity were included in the disability counts. Effective with the 2015 Annual Report, they were included in the employee age and service counts because a disability annuity converts to an age and service annuity when the annuitant attains full retirement age.

The National Railroad Retirement Investment Trust's annual management report for fiscal year 2022 showed that, as of September 30, 2022, the net asset value of the Trust-managed assets was \$23.0 billion. This represented a decrease from \$28.5 billion in the previous year, with a net investment return for the year of negative 13.28 percent. The ending balance also reflects a transfer of \$2.0 billion to the U.S. Treasury for the payment of railroad retirement (tier II) benefits. Total railroad retirement system assets, including those maintained at the Treasury, equaled \$25.0 billion.

The 2023 railroad retirement and railroad unemployment insurance financial reports and the National Railroad Retirement Investment Trust's 2022 annual management report are available by clicking on the *Financial & Reporting* tab at **RRB.gov**.

Service Delivery

Customer Service Plan

In fiscal year 2022, customers received benefit services within the timeframes promised in the RRB's Customer Service Plan 98.9 percent of the time.

Service Enhancements

The RRB continued integration of **Login.gov**, which provides identity verification and secure access to online services across the government, processed a cost-of-living adjustment for retirement and survivor benefits, further modernized its information technology systems, took steps to expand use of document imaging for sickness benefits, expanded use of video teleconferencing for medical exams related to disability benefits, and completed one claims examiner training class and initiated three new ones.

Office of Inspector General

During fiscal year 2022 the Office of Inspector General continued its independent oversight of agency operations and its efforts to combat fraud, waste, and abuse. This included the issuance of eight audit reports, two management information reports, and one risk assessment, which included more than \$28.7 million in identified questioned costs and \$16 million in funds that could be put to better use.

Investigative activities resulted in 8 indictments and/or informations, 15 criminal convictions, 14 civil judgments, and approximately \$9.6 million in financial accomplishments. This reflects fraud amounts related to programs administered exclusively by the RRB and fraud amounts from other federal programs, such as Medicare, which were included in the disposition resulting from the investigation. Judicial sentences associated with joint casework are not necessarily delineated by agency.

Selected Data on Benefit Operations

Retirement-Survivor ¹	Fiscal Year 2022	Fiscal Year 2021
Employee age annuities		
Number awarded	5,900	6,200
Awarded Age Annuity		
Number being paid at end of period	179,300	182,700
Average being paid at end of period	\$3,211	\$3,047
Disability converted to age annuity ²		
Number being paid at end of period	47,800	48,600
Average being paid at end of period	\$2,832	\$2,678
Employee disability annuities		
Number of total disability annuities awarded	600	700
Number of occupational disability annuities awarded	800	1,100
Number of total disability annuities being paid at end of period	7,500	7,800
Number of occupational disability annuities being paid at end of period	9,700	10,800
Average total disability annuity being paid at end of period	\$2,425	\$2,254
Average occupational disability annuity being paid at end of period	\$3,612	\$3,414
Supplemental employee annuities³		
Number awarded	1,100	1,700
Number being paid at end of period	105,200	109,800
Average being paid at end of period	\$41	\$42
Spouse and divorced spouse annuities		
Number awarded, total	7,300	7,600
Number being paid to divorced spouses at end of period	4,900	5,000
Number being paid at end of period, total	141,600	144,400
Average being paid to divorced spouses at end of period	\$765	\$719
Average being paid at end of period, total	\$1,160	\$1,108
Survivor annuities		
Number awarded to aged widow(er)s	5,500	5,800
Number awarded, total	7,000	7,300
Number being paid to aged widow(er)s at end of period	75,100	77,200
Number being paid at end of period, total	97,900	100,500
Average being paid at end of period to		
Aged widow(er)s	\$1,987	\$1,904
Disabled widow(er)s ⁴	\$1,532	\$1,472
Widowed mothers (fathers)	\$2,129	\$2,049
Remarried widow(er)s	\$1,314	\$1,223
Divorced widow(er)s	\$1,337	\$1,237
Children	\$1,331	\$1,236
Partition payments⁵		
Number being paid at end of period	2,600	2,400
Average being paid at end of period	\$336	\$324
Lump-sum survivor benefits awarded		
Number of lump-sum death benefits	1,700	2,000
Average lump-sum death benefit	\$922	\$915
Number of residual payments	6/	6/
Average residual payment	\$1,889	\$5,235

Selected Data on Benefit Operations (Continued)

Employees and Earnings ⁷	Fiscal Year 2022	Fiscal Year 2021
Average employment	188,000	187,000
Creditable earnings, Railroad Retirement Act (billions):		
Tier I	\$18.25	\$17.17
Tier II	\$17.12	\$16.01
Creditable earnings, Railroad Unemployment Insurance Act (billions)	\$3.89	\$3.76
Unemployment-Sickness ⁸	Benefit Year 2021-2022	Benefit Year 2020-2021
Qualified employees	208,400	228,400
Unemployment benefits		
Gross amount paid (millions) ⁹	\$66.3	(\$34.0) ¹⁰
Beneficiaries	8,500	(6,100) ¹⁰
Number of payments	95,100	379,700
Normal benefit accounts exhausted	1,800	5,900
Average payment per 2-week registration period ¹¹	\$730	\$656
Sickness benefits		
Gross amount paid (millions) ⁹	\$91.9	(\$87.5) ¹⁰
Beneficiaries	18,800	(17,400) ¹⁰
Number of payments	136,400	164,300
Normal benefit accounts exhausted	3,500	3,800
Average payment per 2-week registration period	\$674	\$580

¹ Benefits are through September 30 for the associated years.

² A disability annuity ends when the retiree attains full retirement age, at which time the annuity converts to an age and service annuity. Consequently, these annuitants are receiving age and service annuities. Full retirement age is age 65 for those born before 1938 and gradually increases to age 67 for those born in 1960 and later.

³ Excludes partition payments to spouses and divorced spouses where the employee is deceased. Averages are after court-ordered partitions.

⁴ Average in current-payment status includes annuities to disabled widow(er)s age 60 and over now payable as aged widow(er)s' annuities.

⁵ Limited to partition payments to spouses and divorced spouses where the employee is deceased or not otherwise entitled to an annuity. Partition payments from employees on the rolls are included with the employees' annuities.

⁶ Fewer than 50.

⁷ Except for fiscal year 2021 employment, all figures in this section are preliminary.

⁸ In accordance with the Balanced Budget and Emergency Deficit Control Act of 1985, as amended, amounts reflect a reduction of 5.9% for days after September 30, 2019, and 5.7% for days after September 30, 2020, but before January 3, 2021. Beginning January 3, 2021, the Continued Assistance to Rail Workers Act temporarily suspended sequestration until 30 days after the termination of the Presidential declaration of the national emergency related to the coronavirus pandemic, which occurred April 10, 2023.

⁹ Benefits paid include payments under coronavirus relief legislation. For benefit year 2021-2022, this includes \$29.2 million in unemployment benefits and \$1.2 million in sickness benefits. For benefit year 2020-2021, this includes \$142.9 million in unemployment benefits and \$5.4 million in sickness benefits. For fiscal year 2022, this includes \$0.8 million in unemployment and \$0.1 million in sickness benefits. For fiscal year 2021, this includes \$105.2 million in unemployment benefits and \$4.8 million in sickness benefits.

¹⁰ Data in parentheses are for fiscal year (October 1, 2021 – September 30, 2022).

¹¹ Does not include enhanced unemployment benefits under coronavirus relief legislation.

A REVIEW OF OPERATIONS

At the end of fiscal year 2022, total railroad retirement system assets equaled \$25.0 billion. During fiscal year 2022, benefit payments totaled approximately \$13.6 billion, net of recoveries and offsetting collections. Of this amount, benefit payments totaled \$13.5 billion for the railroad retirement and survivor benefits program, \$90.4 million for the railroad unemployment and sickness insurance benefits program, and negative \$3.1 million due to recoveries under coronavirus relief legislation.

RAILROAD RETIREMENT AND SURVIVOR PROGRAM

As of September 30, 2022, total railroad retirement system assets, including those maintained in U.S. Treasury accounts and those maintained by the National Railroad Retirement Investment Trust (the “Trust” or NRRIT), equaled \$25.0 billion, a decrease of \$5.2 billion during the fiscal year. Amounts in the Railroad Retirement (RR) Account not needed to pay current administrative expenses and amounts in the Social Security Equivalent Benefit (SSEB) Account not needed to pay current benefits and administrative expenses are transferred to the NRRIT, whose Board of 7 trustees is empowered to invest Trust assets in non-governmental assets, such as equities and debt, as well as in governmental securities.

FINANCIAL OPERATIONS - U.S. TREASURY ACCOUNTS

During fiscal year 2022 railroad retirement and survivor benefit payments were financed through four U.S. Treasury accounts.

The SSEB Account, established in fiscal year 1985, pays the portion of railroad retirement benefits equivalent to a social security benefit from various income sources related to these benefits. The RR Account funds retirement, survivor and disability benefits, in excess of social security equivalent benefits, from payroll taxes on employers and employees and other income sources. Supplemental benefit payments are also paid from the RR Account. The Dual Benefits Payments (DBP) Account and Federal Payments (FP) Account, funded by congressional appropriations from general revenues, finance the phase-out costs of certain vested dual benefits and interest on unnegotiated checks, respectively. The four accounts together incurred \$13.5 billion in benefit obligations (including \$92.3 million interest on financial interchange advances and excluding \$2.2 billion in social security benefits which were reimbursed by the Social Security Administration) during fiscal year 2022.

Financing Sources

Payroll Taxes

The primary source of income to the railroad retirement and survivor program is payroll taxes levied on covered employers and their employees. Payroll taxes amounted to \$6.1 billion, representing 42.9 percent of total financing sources (excluding a loss of \$6.1 billion, mostly due to a change in NRRIT net assets) and \$843.9 million more than in fiscal year 2021.

Railroad employees and employers pay tier I taxes which, by law, are the same as social security taxes. The 2022 rate of 7.65 percent was split between 6.20 percent for retirement and 1.45 percent for Medicare hospital insurance. The maximum amount of earnings subject to the 6.20 percent rate in calendar year 2022 was \$147,000, with all earnings subject to the 1.45 percent Medicare tax.

Since 2013, employees pay an additional 0.9 percent Medicare tax on earnings above \$200,000 (for those who file an individual tax return) or \$250,000 (for those who file a joint return). This additional tax rate is not reflected in the tax rates shown above.

Both employees and employers also pay a tier II tax to finance railroad retirement benefit payments over and above social security levels. This tax, on earnings up to \$109,200 and \$106,200 in 2022 and 2021, respectively, was 4.9 percent on employees in both years. It was 13.1 percent on employers in both 2022 and 2021.

Tier I and tier II taxes for fiscal year 2022 amounted to \$2.9 billion and \$3.2 billion, respectively.

Financial Interchange Transfers

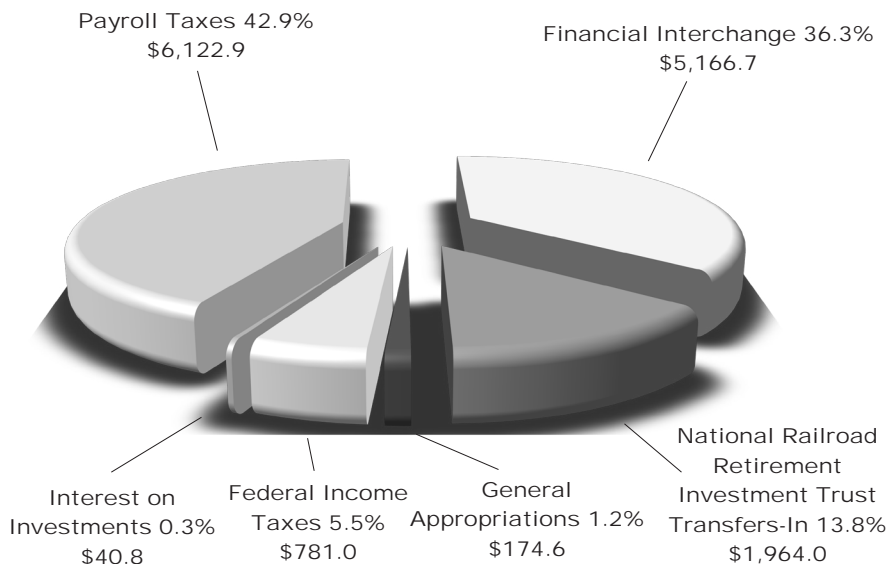
The second major source of income to the railroad retirement and survivor program consists of transfers from the social security trust funds under a financial interchange between the two systems. The financial interchange is intended to place the Social Security Old-Age, Survivors and Disability Insurance and Hospital Insurance Trust Funds in the same position in which they would have been had railroad employment been covered by the Social Security and Federal Insurance Contributions Acts. This involves computing the amount of social security taxes that would have been collected on railroad employment, and computing the amount of additional benefits which social security would have paid to railroad retirement beneficiaries during the same fiscal year.

In the computation of the latter amount, credit is given for any social security benefits actually paid to railroad retirement beneficiaries. When benefit reimbursements exceed payroll taxes, the difference, with an allowance for interest and administrative expenses, is transferred from the Social Security Trust Funds to the SSEB Account. If taxes exceed benefit reimbursements (this has not happened since 1951), a transfer would be made in favor of the Social Security Trust Funds. The net financial interchange transfer to the SSEB Account during fiscal year 2022 amounted to \$5.2 billion.

(text continued on page 9)

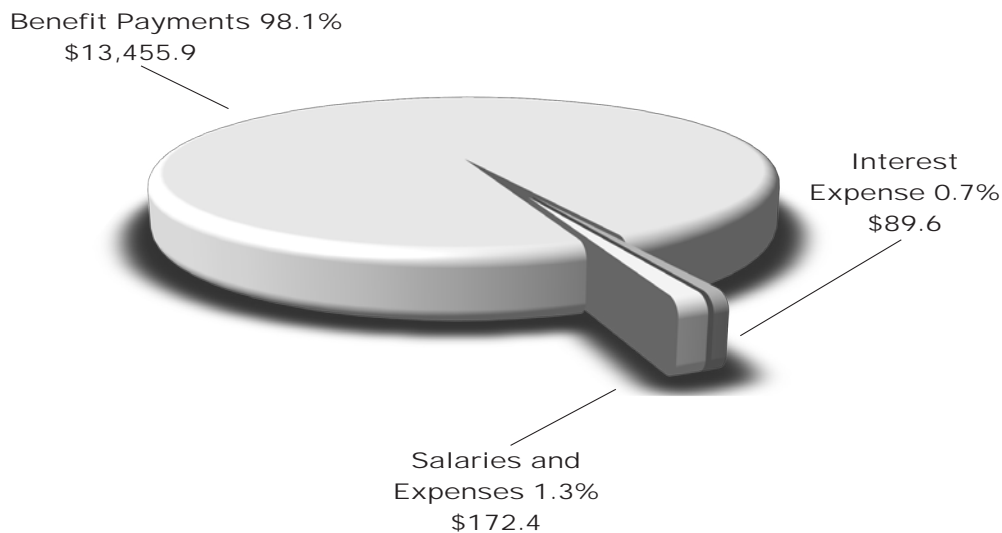
RETIREMENT AND SURVIVOR PROGRAM

Financing Sources - Fiscal Year 2022 (In Millions)
GROSS TOTAL: \$14,240.0¹



¹Excludes (\$6,126.4) million as shown under Other Financing Sources on page 11.

Costs - Fiscal Year 2022 (In Millions)
TOTAL: \$13,717.9¹



¹Excludes (\$8.8) million as shown under Other Costs on page 11

Note.--Percentages may not add to 100 due to rounding.

Interest on Investments and Other Revenue

Interest revenue increased from \$37.8 million in fiscal year 2021 to \$40.8 million in fiscal year 2022. Interest revenue was also earned from financial interchange advances.

Federal Income Tax Transfers

Legislation enacted in 1983 subjecting social security and railroad retirement benefits to Federal income taxes also provided for a transfer of the tax revenues to the social security and railroad retirement systems for the payment of benefits. Most of the revenue from income taxes on social security equivalent railroad retirement benefits is transferred to the SSEB Account, although a portion attributable to higher-income taxpayers is transferred to the Federal Hospital Insurance Trust Fund. Revenue derived from taxing regular railroad retirement benefits in excess of social security equivalent benefits is transferred to the RR Account. Revenue from taxing the vested dual benefits funded by the general revenue appropriations previously described is transferred to the DBP Account.

At the beginning of each quarter, income tax transfers are made from Treasury general funds to the SSEB, RR and DBP Accounts. These transfers are estimates of expected tax revenues for the quarter. Adjustments are made later to reconcile the estimates for a taxable year with actual tax revenues for the year. On a cash basis, original tax transfers for fiscal year 2022 amounted to \$782 million during the year. Original transfers for fiscal year 2021 totaled \$722 million. Net income tax transfers after adjustments were \$782 million for fiscal year 2022, with no reconciliation adjustments. Net transfers in fiscal year 2021 were \$781 million, including a \$41 million adjustment for calendar year 2015 and an \$18 million adjustment for calendar year 2016.

The information in the preceding paragraph is on a fiscal year basis, while the table on page 10 shows income tax transfers to the accounts for taxable (calendar) years 2013 through 2022, including reconciliation adjustments through 2016.

General Appropriations

General revenue appropriations were provided by the Railroad Retirement Act of 1974 to fund the phase-out costs of certain dual railroad retirement/social security benefits considered vested prior to 1975, and by the Railroad Retirement Solvency Act of 1983 to fund interest on unnegotiated checks. The total amounts appropriated by the Congress for vested dual benefits for fiscal years 2022 and 2021 were \$11.0 million and \$13.0 million, respectively. These amounts include Federal income tax transfers for 2022 and 2021. The amount appropriated for fiscal year 2022 was 15.4 percent less than fiscal year 2021, reflecting the continuing decrease in eligibility for these benefits, which are not increased for the cost of living. The total amount appropriated by the Congress for interest on unnegotiated checks was \$150,000 for fiscal years 2021-2022, and also \$150,000 for fiscal years 2020-2021.

(text continued on page 13)

**Federal Income Tax Transfers by Recipient Account and
Benefit Component, Taxable Years 2013-2022 (Millions)**

<u>Taxable year</u>	Revenue from taxes on		
	RRA benefits treated as SSA benefits	RRA benefits treated as private or public pensions	
	SSEB tier I benefits	Tier II and non-SSEB tier I benefits ¹	Vested dual benefits
	<u>SSEB Account²</u>	<u>RR Account</u>	<u>DBP Account³</u>
Original transfers during the year			
2013	\$199	\$333	\$3
2014	250	348	2
2015	263	386	2
2016	281	412	2
2017	292	422	2
2018	255	393	1
2019	267	401	2
2020	289	405	1
2021	327	423	1
2022	356	425	1
Reconciliation adjustments⁴			
2013 (2018)	31	66	••
2014 (2018)	1	76	1
2015 (2021)	-5	46	••
2016 (2021)	-16	34	••

¹ Includes non-SSEB portion of tier I.

² Receives taxes on social security equivalent benefit (SSEB) portion of tier I.

³ Receives taxes on vested dual benefit component beginning October 1, 1988.

⁴ The year in parentheses is the year the adjustments were made.

Railroad Retirement and Survivor Program

Consolidated Financing Sources, Costs and Net Position (Millions)^{1,2}

For the Fiscal Year Ended September 30	2022	2021
Financing Sources:		
Payroll Taxes	\$6,112.9	\$5,269.0
Financial Interchange	5,166.7	4,174.2
Interest on Investments and Other Revenue	40.8	37.8
Federal Income Taxes	781.0	780.0
General Appropriations	174.6	682.3
Other ³	(6,126.4)	3,793.1
Transfers to the National Railroad Retirement Investment Trust	0.0	0.0
Transfers from the National Railroad Retirement Investment Trust	1,964.0	2,838.0
Total Financing Sources	8,113.6	17,574.4
Costs:		
Benefit Payments	13,455.9	13,162.1
Interest Expense	89.6	98.9
Salaries and Expenses ^{4,5}	172.4	182.6
Other	(8.8)	(6.0)
Total Costs	13,709.1	13,437.6
Financing Sources over Costs	(5,595.5)	4,136.8
Net Position - Beginning of Period	29,468.6	25,331.8
Net Position - End of Period⁵	\$23,873.1	\$29,468.6

¹ Source of data is the RRB's Performance and Accountability Report.

² Loans from the Railroad Retirement Account to the Railroad Unemployment Insurance Account were processed in fiscal years 2021 and paid off in fiscal year 2022.

³ Other financing sources of (\$6,126.4) million include (\$5,507.8) million change in NRRIT net assets, (\$346.7) million accruals for capital transfers, (\$270.1) million capital transfer, (\$9.3) million loss in contingency, and \$7.5 million in imputed financing.

⁴ Includes unemployment and sickness insurance salaries and expenses of approximately \$24.7 million and \$24.9 million in fiscal years 2022 and 2021, respectively.

⁵ Includes funding from all sources.

Note.--Totals may not sum due to rounding.

National Railroad Retirement Investment Trust (NRRIT) Fiscal Year 2022 Summary

Market value of assets managed
by NRRIT on September 30, 2022 \$23.0 billion

Rate of return of investment portfolio
managed by NRRIT for full year
ended September 30, 2022 (13.28)%

Source: *NRRIT*

All NRRIT annual management reports and quarterly updates are available at **RRB.gov**.

Other Financing Sources

Other financing sources consisted of \$7.5 million to be provided by the Office of Personnel Management to pay future retirement benefits to RRB employees. These financing sources were offset by a decrease in NRRIT net assets of \$5.5 billion, a loss on contingent liability of \$9.3 million, and a \$1.1 million decrease in unexpended appropriations.

Costs

The RRB pays all salaries and expenses under a single administrative fund (Limitation on Administration) for both the railroad retirement and survivor program and the unemployment and sickness insurance program. Consequently, of the \$172.4 million and \$182.6 million shown on page 11 for salaries and expenses in fiscal years 2022 and 2021, respectively, about \$24.7 million for fiscal year 2022 and \$24.9 million for fiscal year 2021 were for the unemployment and sickness insurance program. About \$1.0 million in other costs for fiscal year 2022 and \$1.0 million for fiscal year 2021 were for the unemployment and sickness insurance program.

Excluding \$25.7 million from total costs of \$13.7 billion for fiscal year 2022 and \$25.9 million from total costs of \$13.4 billion for fiscal year 2021, total costs for the railroad retirement and survivor program for fiscal year 2022 increased \$271.7 million, or 2.0 percent.

Benefit Payments

In fiscal year 2022, railroad retirement benefit payments increased \$293.8 million, or almost 2.2 percent, to about \$13.5 billion on an accrual basis, including \$9.6 million in vested dual benefits.

Interest Expense

Interest expense of \$89.6 million represents interest on the financial interchange advances made by the U.S. Treasury during the fiscal year.

Salaries and Expenses

Excluding unemployment and sickness insurance salaries and expenses of \$24.7 million for fiscal year 2022 and \$24.9 million for fiscal year 2021, salaries and expenses for the railroad retirement and survivor program were about \$147.7 million for fiscal year 2022 and about \$157.7 million for fiscal year 2021, a decrease of \$10.0 million or 6.3 percent. Adjusted by the \$24.7 million in salaries and expenses and \$1.1 million in other costs for the unemployment and sickness insurance program, fiscal year 2022 administrative expenses for the railroad retirement and survivor program were about 1.07 percent of total costs.

Other Costs

Other costs consisted primarily of post-retirement benefits (pensions, health and life insurance) for RRB employees of \$6.4 million for the railroad retirement and survivor program and \$1.1 million for the unemployment and sickness insurance program. In addition, carrier refunds of \$35.4 million were incurred. These costs were offset by approximately \$13.6 million in reimbursements from the Centers for Medicare & Medicaid Services for Part B Medicare costs and various other revenues of approximately \$51,000.

NATIONAL RAILROAD RETIREMENT INVESTMENT TRUST OPERATIONS

Funds not needed immediately for benefit payments or administrative expenses are invested through the NRRIT. The Trust was established pursuant to section 105 of the Railroad Retirement and Survivors' Improvement Act of 2001 for the sole purpose of investing railroad retirement assets. The Act authorizes the Trust to invest the assets of the RR Account in a diversified investment portfolio in the same manner as those of private sector retirement plans. Prior to the Act, investment of RR Account assets was limited to U.S. Government securities. Although the Trust was created by Congress to hold and invest Federal assets, it is not an agency or instrumentality of the Federal government. It is a tax-exempt entity governed by a seven-member Board, three selected by rail management, three selected by rail labor and one independent trustee selected by the six rail trustees.

During fiscal year 2022, the net asset value of Trust-managed assets decreased from \$28.5 billion on October 1, 2021, to \$23.0 billion on September 30, 2022. This includes \$2.0 billion that the Trust transferred to the U.S. Treasury for the payment of railroad retirement benefits during the year. The rate of return on Trust-managed assets for the year (net of fees) was (13.28) percent.

Total railroad retirement system assets (Trust-managed assets and reserves held in Treasury accounts) grew from \$20.7 billion in 2002 to \$25.0 billion as of the end of fiscal year 2022, after net transfers for benefit payments of approximately \$31.7 billion over the same timeframe.

Trust operations are described in detail in the NRRIT Annual Management Report for fiscal year 2022 and previous years, as well as reports issued on a quarterly basis, which are available by clicking on the *Financial & Reporting* tab at [RRB.gov](https://www.rrb.gov).

BENEFIT OPERATIONS

Retirement and survivor benefits paid, including vested dual benefits and supplemental employee annuities, totaled \$13.4 billion in fiscal year 2022, \$285 million more than in fiscal year 2021. Benefits were paid to about 506,400 beneficiaries in fiscal year 2022, and approximately 477,300 beneficiaries were being paid at the end of the year.

The table shown here presents retirement and survivor benefit payments for fiscal years 2022 and 2021, by type of benefit, and the percent changes in payments between the 2 years.

Under the two-tier railroad retirement formulas, the tier I annuity portion approximates a social security benefit and increases by the cost-of-living percentage applied to social security benefits. The tier II portion, which is comparable to retirement benefits paid over and above social security benefits to workers in other industries, increases by 32.5 percent of the social security percentage.

Effective December 2020, tier I benefits increased by 1.3 percent due to a cost-of-living adjustment, while tier II benefits increased by 0.4 percent. Increases of 5.9 percent for tier I and 1.9 percent for tier II were effective December 2021.

These cost-of-living increases provided additional benefit payments of about \$413 million in fiscal year 2022 compared to fiscal year 2021.

Monthly retirement and survivor benefits being paid numbered about 591,500 at the end of the 2022 fiscal year, about 15,500 less than at the end of the prior year. Monthly beneficiaries on the rolls declined by approximately 10,700 over the year, from 488,000 to 477,300. The number of monthly benefits paid is always greater than the number of beneficiaries on the rolls, since many annuitants receive more than one type of benefit. Although the second benefit is usually a supplemental employee annuity, some employees also receive a spouse or widow(er)'s annuity.

Regular employee annuities in payment status at the end of fiscal year 2022 numbered 244,200, about 5,600 less than at the end of the previous fiscal year. The number of age annuities being paid, including 47,800 disability annuities converted to age, decreased from 231,200 to 227,100 over the year, while disability annuities decreased from 18,600 to 17,100. Supplemental annuities being paid to employees declined by approximately 4,700, numbering 105,200 at the end of the year. The number of divorced spouse annuities being paid declined by about 100, to 4,900. Spouse and divorced spouse annuities together decreased by approximately 2,800, totaling 141,600 at year-end. About 97,900 monthly survivor benefits were being paid at the end of

Type of benefit	Amount (in millions) ¹		Percent change
	Fiscal year 2022	Fiscal year 2021	
Retirement benefits			
Employee annuities			
Age ²	\$8,502.9	\$8,250.7	+3.1
Disability	709.7	751.2	-5.5
Supplemental ³	54.0	55.9	-3.3
Spouse and divorced spouse annuities	1,988.5	1,943.3	+2.3
Total	11,255.2	11,001.0	+2.3
Survivor benefits			
Annuities	2,168.0	2,138.2	+1.4
Lump-sum benefits	1.6	1.8	-9.8
Total	2,169.6	2,140.0	+1.4
Partition payments⁴	10.3	9.3	+11.7
Grand total	\$13,435.1	\$13,150.2	+2.2
¹ Data is from the Monthly Treasury Statement and the Bureau of Fiscal Operations. ² A disability annuity ends when the retiree attains full retirement age, at which time the annuity converts to an age and service annuity. FY 2022 and FY 2021 include \$1,616.3 million and \$1,553.1 million, respectively, in payments to annuitants full retirement age and over originally awarded a disability annuity. ³ Excludes partition payments to spouses and divorced spouses where the employee is deceased. ⁴ Limited to partition payments to spouses and divorced spouses where the employee is deceased or not otherwise entitled to an annuity. Partition payments from employees on the rolls are included with the employees' annuities. Note. --Detail may not add to total due to rounding.			

fiscal year 2022, a decrease of 2,600 from the previous year. Approximately 2,600 partition payments to spouses and divorced spouses where the employee is deceased or not otherwise entitled to an annuity were being paid at the end of fiscal year 2022, an increase of over 200 from the prior year.

Retirement

Regular employee annuities

Awards of regular employee annuities numbered 7,400 in fiscal year 2022, about 600 less than in fiscal year 2021. Data by type of annuity awarded during the year are given in the table shown here.

Railroad employees with 10 to 29 years of creditable service, or 5 to 9 years of service if at least 5 years were after 1995, are eligible for regular annuities based on age and service at age 62. Early retirement annuity reductions are applied to annuities awarded before full retirement age (the age at which an employee can receive full benefits with no reduction for early retirement). This ranges from age 65 for those born before 1938 to age 67 for those born in 1960 or later, the same as under social security. If an employee had any creditable railroad service before August 12, 1983, the retirement age for tier II purposes is age 65. The reduction for early retirement is 1/180

Employee annuities awarded in fiscal year 2022	Number	Percent	Average		
			Monthly amount	Years of service	Age at retirement
Age					
Beginning at full retirement age or over	1,900	25	\$2,923	20.3	67.9
Unreduced, beginning at age 60 to under full retirement age	1,900	26	4,541	34.9	61.4
Reduced, beginning at age 62 to under full retirement age	2,200	30	2,376	17.0	63.6
Disability	1,400	19	3,315	19.4	54.7
Total	7,400	100	\$3,248	22.9	62.4
<i>Note.</i> --Detail may not add to total due to rounding.					

for each of the first 36 months the employee is under full retirement age when his or her annuity begins and 1/240 for each additional month.

Rail employees with 30 or more years of service are eligible for regular annuities based on age and service at age 60. Certain early retirement reductions were applied if the employee first became eligible for a 60/30 annuity July 1, 1984, or later and retired at ages 60 or 61 *before* 2002. Employees who retire at 60 or older with at least 30 years of railroad service are referred to as 60/30 retirees.

Disability awards are based either on total disability or on occupational disability. A *total disability* annuity is based on disability for all employment and is payable at any age to employees with at least 10 years of railroad service. Employees with 5-9 years of service,

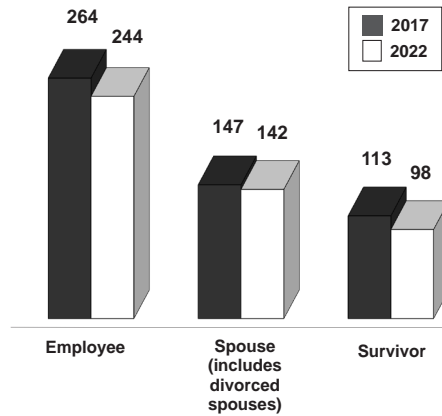
if at least 5 years were after 1995, may qualify for tier I only before retirement age on the basis of total disability if they also meet certain social security earnings requirements. An employee is considered totally disabled if medical evidence shows that a permanent physical or mental condition exists which prevents the performance of any regular work. A condition is considered to be permanent if it has lasted or may be expected to last for at least 12 months.

An *occupational disability* annuity is based on disability for the employee's regular railroad occupation and is payable to employees with a current connection with the rail industry at age 60 if the employee has 10 years of service, or at any age if the employee has at least 20 years of service. An employee is considered occupationally disabled if the physical or mental condition is such that the employee is permanently disabled for work in his or her regular railroad occupation, even though the employee may be able to perform other kinds of work.

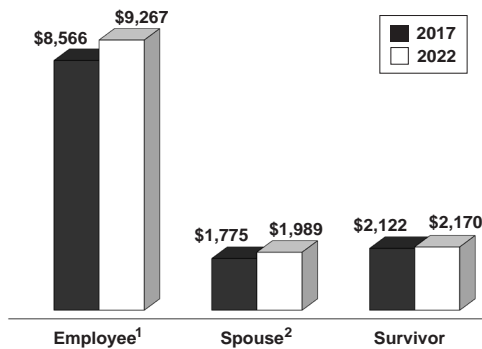
Of the year's 1,400 disability awards, 600 averaging \$2,648 per month were for total disability and 800 averaging \$3,806 were for occupational disability. Many employees who are disabled for all employment but are otherwise qualified for an occupational disability annuity are initially awarded occupational disability annuities in order to expedite payment.

An estimated two-fifths of all employees recently awarded disability annuities will meet the medical criteria for a disability freeze determination. The standards for freeze determinations follow social security law and are

Number of monthly beneficiaries, September 30, 2017, and 2022 (thousands)



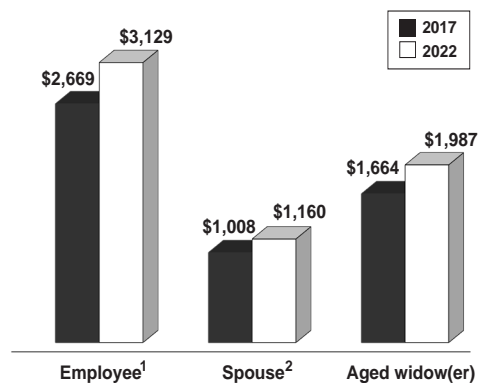
Amount of benefits paid, fiscal years 2017 and 2022 (millions)



¹Includes \$61.2 million in fiscal year 2017 and \$54.0 million in fiscal year 2022 for supplemental annuities.

²Includes divorced spouses.

Average monthly amount, September 30, 2017, and 2022



¹Without supplemental annuity.

²Includes divorced spouses.

comparable to the criteria for granting total disability. Also, an employee granted a disability freeze may qualify for early Medicare coverage and lower Federal income taxes on his or her annuity.

Of the employees who were awarded regular annuities in fiscal year 2022, nearly 4,900, or 66 percent, last worked for a railroad either in the calendar year their annuity began or in the preceding year. Such retirements are termed “immediate,” while those that occur 2 or more calendar years after the year of last railroad employment are called “deferred.” As a group, immediate retirees represent career railroad employees who worked in the industry until retirement. Awards based on immediate retirement averaged \$3,706 per month, compared to \$2,366 for the 2,500 awards based on deferred retirement. Immediate retirees averaged 26 years of railroad service, almost twice the average of 16 years for deferred retirees. Of the year’s awards, 51 percent of normal age retirements were immediate. While 88 percent of all 60/30 retirements were immediate, only 48 percent of the reduced age awards to employees with less than 30 years of service were immediate. Immediate retirements accounted for 83 percent of the year’s disability awards.

The 244,200 retired employees on the rolls as of September 30, 2022, were being paid regular monthly annuities averaging \$3,129. The table shown here presents data by type of annuity for these benefits.

Of the 17,100 disability annuities being paid, 7,500 were for total disability and 9,700 for occupational disability. The two types of disability annuities averaged \$2,425 and \$3,612, respectively. In fiscal year 2022, payments of about \$235 million were for total disability annuities and \$475 million for occupational disability annuities.

About 174,300 employees on the rolls at the end of fiscal year 2022 were immediate retirees and their regular annuities averaged \$3,584 per month. Annuities of the 69,900 deferred

retirees averaged \$1,993. Although their average railroad retirement annuity was much lower, a greater proportion of the deferred annuitants also received social security benefits – 26 percent compared to 6 percent for the immediate retirees. Moreover, the average social

Employee annuities in current-payment status on September 30, 2022	Number	Percent	Average monthly amount	Percent immediate retirements
Age				
Beginning at full retirement age or over	24,200	10	\$2,611	51
Unreduced, beginning at age 60 to under full retirement age	102,300	42	4,051	92
Reduced, beginning at age 60 to under full retirement age	52,800	22	1,859	28
Disability converted to age annuity ¹	47,800	20	2,832	82
Disability	17,100	7	3,094	81
Total	244,200	100	\$3,129	71
¹ A disability annuity ends when the retiree attains full retirement age, at which time the annuity converts to an age and service annuity. Consequently, these annuitants are receiving age and service annuities. Full retirement age is 65 for those born before 1938 and gradually increases to 67 for those born in 1960 and later.				
Note. --Detail may not add to total due to rounding.				

security benefit paid to deferred retirees was higher than that paid to immediate retirees. Combined railroad retirement and social security benefits to deferred retirees who were dual beneficiaries averaged \$2,366, while combined benefits to immediate retirees averaged \$3,442. The table shown here presents numbers of beneficiaries and average benefit amounts for employees on the rolls who were receiving social security benefits, and for those who were not, by type of retirement.

Regular employee annuities consist of as many as three components: tier I, tier II, and a vested dual benefit.

Reductions for early age retirement are made in all components in cases where the employee retired before full retirement age with less than 30 years of railroad service. The tier I component is based on the employee's combined railroad and social security covered earnings, and is reduced by the amount of any social security benefit that the employee receives.

The gross tier I amounts

of employees on the rolls at the end of fiscal year 2022 averaged \$2,417 per month. Tier I amounts of nearly 7,500 employees were completely offset by social security benefits. Tier I amounts being paid averaged \$2,228.

The employee tier II component is based solely on railroad earnings. Tier II amounts being paid at the end of fiscal year 2022 averaged \$990. Employees are eligible for vested dual benefits if, based on their own earnings, they met certain vesting requirements and qualified for both railroad retirement and social security benefits at the end of 1974, or, in some cases, at the end of an earlier year of last railroad service. Some 4,400 retirees were receiving vested dual benefits averaging \$155 at the end of the fiscal year.

Supplemental employee annuities

A supplemental annuity is payable to employees with a current connection with the rail industry at age 60 if the employee has at least 30 years of service, or at age 65 if the employee has 25-29 years of service. The employee must also have had some rail service before October 1981.

Approximately 1,100 supplemental annuities were awarded in fiscal year 2022, about 600 less than in fiscal year 2021. Over 700 of the awards (67 percent) began concurrently with the employee's regular annuity, while the remaining 400 were to employees already receiving a regular annuity. Supplemental annuity awards averaged nearly \$39 per month after court-ordered partitions; 65 percent were at the current maximum rate of \$43.

Dual benefit status	Total	Type of retirement	
		Immediate	Deferred
Receiving social security benefit			
Number	29,200	11,000	18,200
Average monthly amount:			
Railroad retirement (regular)	\$1,197	\$2,062	\$ 671
Social security	1,575	1,379	1,694
Combined benefit	<u>2,772</u>	<u>3,442</u>	<u>2,366</u>
Not receiving social security benefit			
Number	215,000	163,300	51,700
Average monthly amount	\$3,391	\$3,687	\$2,457
Note. --Detail may not add to total due to rounding.			

Supplemental annuities are reduced for any part of a private railroad pension attributable to employer contributions. During the fiscal year, 200 supplemental annuities were not awarded because they were entirely offset by private pensions. There were no cases in which the supplemental annuity was partially offset by the pension, or the supplemental annuity was not offset because the pension was reduced.

Supplemental annuities averaged \$41 and were being paid to nearly 105,200, or 43 percent, of the retired employees on the rolls at the end of the 2022 fiscal year.

Spouse and divorced spouse annuities

Annuity awards to spouses and divorced spouses of retired employees numbered 7,300 in fiscal year 2022, 300 less than in the previous year. The table on page 21 presents numbers and average amounts of spouse and divorced spouse annuities awarded during the year and being paid at the end of the year, by type of annuity and whether subject to age reduction.

If an employee is at least age 62 and retires with 10-29 years of railroad service, or has 5-9 years of service and at least 5 years were after 1995, the employee's spouse is eligible for an annuity at age 62. Full retirement age for a spouse varies depending on the year of birth. Early retirement reductions are applied to the spouse annuity if the spouse retires before full retirement age. The reduction for early retirement is 1/144 for each of the first 36 months the spouse is under full retirement age when her or his annuity begins and 1/240 for each month (if any) over 36.

If an employee retires with at least 30 years of service and is at least age 60, the employee's spouse is eligible for an annuity at age 60. Prior to 2002, certain early retirement reductions were applied to the tier I component of such a spouse annuity if the employee retired before age 62, unless the employee attained age 60 and completed 30 years of service prior to July 1, 1984. If a 30-year employee retired at age 62, no age reduction applied to the spouse annuity. December 2001 legislation liberalized early retirement benefits for 30-year employees retiring at ages 60 or 61 after 2001 and their spouses. A spouse of an employee qualified for an age and service annuity is eligible for a spouse annuity at any age if caring for the employee's unmarried child, and the child is under age 18 or the child became disabled before age 22.

Of the approximately 2,200 reduced spouse annuities awarded in fiscal year 2022, fewer than 10 averaging \$811 per month were to spouses of 30-year employees, and over 2,100 averaging \$710 were to spouses of employees with less than 30 years of service.

At the end of fiscal year 2022, about 136,600 spouse annuities averaging \$1,175 per month were being paid. Approximately 4,900 divorced spouse annuities averaging \$765 per month were also being paid. These included nearly 70, averaging \$835, where the employee was not yet entitled to an annuity. Families with an employee and spouse on the rolls were paid combined railroad retirement benefits averaging \$4,573. This included \$3,398 in regular and supplemental employee annuities and \$1,175 in spouse annuities.

Almost 59,000, or 42 percent, of the spouses and divorced spouses on the rolls were also receiving social security benefits. Combined railroad retirement and social security benefits to these annuitants averaged \$1,936 per month, including \$463 in railroad retirement benefits and \$1,472 in social security benefits. Railroad retirement annuities to the 79,700 spouses not receiving social security benefits averaged \$1,681, while railroad retirement annuities to the 2,900 divorced spouses not receiving social security benefits averaged \$1,029.

Monthly spouse benefits	Awarded in fiscal year 2022		In current-payment status on September 30, 2022	
	Number	Average amount	Number	Average amount
Beginning at full retirement age or over	1,700	\$686	18,600	\$677
With minor or disabled child in care	100	1,433	1,200	1,549
Unreduced, beginning at age 60 to under full retirement age	2,800	1,727	77,500	1,608
Reduced rate	2,200	710	39,400	546
Total	<u>6,700</u>	1,140	<u>136,600</u>	1,175
Divorced spouse annuities	600	806	4,900	765
Grand total	7,300	\$1,114	141,600	\$1,160

Note.--Detail may not add to total due to rounding.

Like regular employee annuities, spouse annuities consist of up to three components. The tier I component equals one-half of the employee's tier I amount before any reduction for the employee's social security benefit. The spouse tier I amount is reduced for the spouse's receipt of a social security benefit and may be reduced for a spouse's public service pension. The tier I portion may also be reduced if the spouse receives a railroad retirement employee annuity, but this reduction may be restored through an addition to the spouse tier II amount. Divorced spouses receive only a tier I benefit.

The spouse tier II component equals 45 percent of the employee's tier II amount. Railroad retirement amendments in 1981 precluded further awards of vested dual benefits to spouses. The last payments of vested dual benefits to spouses occurred in fiscal year 2019.

Of the 136,600 spouses on the rolls at the end of fiscal year 2022, 87,100 were being paid tier I amounts averaging \$1,070 per month. The tier I amounts of 49,500 spouses were completely offset by other benefits also due. Spouse tier II amounts averaged \$528. The 4,900 divorced spouses on the rolls at the end of fiscal year 2022 were paid tier I amounts averaging \$772 per month at that time, not reflecting all annuity adjustments.

Lump-sum retirement benefits

A lump-sum benefit may be payable at retirement to employees who received separation or severance payments after 1984. This benefit approximates the tier II payroll taxes deducted from separation or severance payments that did not yield additional service credits for retirement. About \$0.2 million was paid in separation/severance lump-sum benefits during fiscal year 2022.

Employees who have at least 10 years of railroad service and are not entitled to a vested dual benefit may be eligible for a dual retirement tax refund if they had concurrent railroad retirement and social security earnings within the period 1951-74. The refund is equal to the social security taxes that the employee paid on the combined railroad and social security earnings in excess of the annual railroad retirement creditable earnings maximum. During the 2022 fiscal year, the RRB paid approximately 50 dual retirement tax refunds averaging \$57. Most of the payments were to employees retiring during the year. Fewer than 20 refunds were to survivors, mostly widows, of employees who died before receiving the refund. Employees entitled to dual retirement tax refunds for years after 1974 may claim them on their Federal income tax returns.

Survivor

Monthly benefits

Annuity awards to survivors of deceased railroad employees numbered 7,000 during fiscal year 2022, about 300 less than the previous year. Over 97,900 survivor annuities were being paid at the end of the fiscal year, including 400 temporarily paid at spouse or divorced spouse annuity rates pending recomputation to widow(er)s' rates. Approximately 75,100, or 77 percent, of the survivor annuities were to aged widows and widowers.¹

The table on page 23 presents numbers and average monthly amounts of survivor annuities, by type, awarded in the year and being paid at the end of the year.

Survivor annuities, like regular employee and spouse annuities, consist of as many as three components: tier I, tier II and, for widows and widowers only, a vested dual benefit. As with spouses, legislation in 1981 precluded new awards of vested dual benefits to widow(er)s. The tier I component is computed according to social security formulas and is based on the deceased employee's combined railroad and social security earnings. A reduction is made for the survivor's receipt of a social security benefit. There may also be a tier I reduction if the survivor receives a railroad retirement employee annuity or public pension. Remarried and divorced widow(er)s receive a tier I benefit only. A dependent parent receives only a tier I amount if another family member is also receiving benefits or if the parent has remarried.

Survivor tier II amounts are calculated as a percentage of an employee tier II benefit. Prior to 2002, the percentages were 50 percent for a widow(er), 15 percent for a child, and 35 percent for a parent. The total tier II amount for a survivor family was subject to a minimum of 35 percent and a maximum of 80 percent of the employee tier II benefit, and all survivor tier II amounts were proportionately adjusted when either limit applied. December 2001 legislation established an "initial minimum amount" for widow(er)s which provides a tier II benefit equal to 100 percent of the tier II amount of the deceased employee. The maximum tier II amount payable to a family rose to 130 percent of the employee's tier II amount. Widows and widowers are guaranteed a total tier I and tier II amount not less than what they were paid as a spouse, any necessary increase being added to tier II.

¹Aged widow(er) statistics in the Survivor section exclude benefits to disabled widow(er)s age 60 and over now payable as aged widow(er)s' annuities, as disability annuities convert to age and service annuities at full retirement age.

Aged widow(er)s, who are eligible for benefits at age 60, have their tier I and tier II amounts reduced if the annuity begins before full retirement age. The eligibility age for unreduced annuities varies. The maximum age reduction also varies, depending on the widow(er)'s date of birth, and is 20.36 percent for those born in 1962 or later. Excluding over 300 annuities temporarily paid at spouse or divorced spouse rates, aged widow(er)s' annuities being paid at the end of the 2022 fiscal year included 37,300 which were reduced for age. Aged widow(er)s' tier I amounts being paid averaged \$1,606 per month. In about 6,300 cases, the tier I amount was wholly offset by reductions for other benefits. Approximately 25,900 aged widow(er)s were also receiving social security benefits, and these averaged \$1,335. Tier II amounts averaged \$518. Less than 20 vested dual benefits, averaging \$76, were being paid to aged widow(er)s.

Monthly survivor benefits	Awarded in fiscal year 2022		In current-payment status on September 30, 2022	
	Number	Average amount	Number	Average amount
Aged widow(er)s	5,500	\$2,527	75,100	\$1,987
Disabled widow(er)s ¹	*	1,892	2,900	1,532
Widowed mothers (fathers)	100	2,257	600	2,129
Remarried widow(er)s	100	1,378	2,300	1,314
Divorced widow(er)s	800	1,456	9,700	1,337
Children:				
Under age 18	400	1,737	1,800	1,669
Student	*	1,868	*	1,867
Disabled	100	1,590	5,500	1,215
Parents	**	**	*	1,144
Total	7,000	**	97,900	**

¹Number and average in current-payment status include annuities to disabled widow(er)s age 60 and over now payable as aged widow(er)s' annuities.
 *Fewer than 50.
Note.--Detail may not add to total due to rounding.

The tier I and tier II amounts of disabled widow(er)s' annuities, which begin at ages 50-59, are reduced 28.5 percent for age. At the end of fiscal year 2022, tier I amounts being paid to disabled widow(er)s on the rolls averaged \$1,296. (In about 100 cases, the tier I amount was wholly offset by reductions.) Social security benefits being paid to nearly 1,300 disabled widow(er)s averaged \$1,119. Tier II amounts averaged \$291, while the less than 10 vested dual benefits being paid averaged \$106.

Tier I amounts paid to widowed mothers and fathers (widows and widowers caring for children) generally equal 75 percent of the full amount payable to an aged widow(er) before any reductions, similar to a social security mother's/father's benefit. Eligible children and grandchildren are paid this same tier I amount. However, if the sum of the tier I amounts of all members of a survivor family exceeds the social security family maximum, then tier I amounts are proportionately reduced so that the total equals the maximum. Reductions for the family maximum usually occur when the family includes three or more beneficiaries. Tier I amounts being paid as of the end of fiscal year 2022 averaged \$1,616 for widowed mothers and fathers and \$1,231 for children. Fewer than 50 mothers/fathers and

approximately 1,700 children received social security benefits averaging \$1,302 and \$736, respectively. Tier II amounts paid mothers/fathers and children averaged, respectively, \$563 and \$130.

Lump-sum survivor benefits

A lump-sum death benefit can be payable at the time of an employee's death only if there are no survivors immediately eligible for monthly benefits. For survivors of employees who had at least 10 years of railroad service before 1975, the lump-sum death benefit is based on the employee's earnings through 1974, with a maximum amount of approximately \$1,200. If the employee completed the 10th year of service after 1974, the lump-sum death benefit is limited to \$255, the maximum benefit payable under social security law, and only the widow or widower living in the same household is eligible for the benefit. Lump-sum benefits may also be payable to survivors of employees with less than 10 years of service, but at least 5 years after 1995, if the employee met the social security insured status requirements. About 1,700 lump-sum death benefits averaging \$922 were awarded during fiscal year 2022. Approximately 300 benefits were to widow(er)s, while nearly 1,500 were to other individuals who paid the funeral expenses.

Another lump-sum survivor benefit, the residual payment, can be made if no other benefits based at least in part on an employee's railroad service will be payable in the future, and the total of prior benefit payments is less than what the employee paid in pre-1975 railroad retirement taxes. Fewer than 10 residual payments were awarded in the 2022 fiscal year, and they averaged \$1,889.

Partition Payments

The Pension Protection Act of 2006, as amended, continues the court-ordered partitioned portion of the tier II, vested dual and supplemental benefit payments to former spouses after the death of the employee. It also allows for payment of court-ordered partitioned payments where the employee is not entitled to an annuity if (1) the employee has 120 months of railroad service or 60 months of service after 1995, and (2) both the employee and spouse or divorced spouse are 62 for a full month, or, if the employee is deceased, the employee would be 62 for a full month.

At the end of fiscal year 2022, there were about 2,600 spouses and divorced spouses receiving payments averaging \$336 where the employee was deceased or not otherwise entitled to an annuity. While all but one received a partitioned tier II benefit, only 3 percent received a partitioned vested dual benefit and 40 percent received a partitioned supplemental benefit.

Medicare Enrollments

The Medicare program provides health insurance to persons ages 65 and older, as well as persons under age 65 who have been entitled to monthly benefits based on total disability for at least 24 months. In the case of some disability diagnoses, the waiting period is waived.

Medicare has several parts to its program. Basic hospital insurance, or Medicare Part A, is financed through payroll taxes. There is also an elective supplementary medical insurance, or Medicare Part B, plan for which monthly premiums are charged. Medicare also offers Medicare Part C (Medicare Advantage) plans that include both Parts A and B coverage and additional benefits, sometimes at an additional cost. Finally, Medicare Part D provides optional prescription drug coverage for an additional premium. Medicare Parts C and D are offered through private insurance companies approved by Medicare.

Eligible railroad retirement annuitants and social security beneficiaries whose benefits are payable by the RRB are automatically enrolled under Part A and Part B; however, Part B may be declined by the annuitant or beneficiary. Eligible nonretired persons must apply in order to obtain Medicare coverage. The RRB automatically enrolled nearly 17,700 beneficiaries for Medicare during fiscal year 2022. As of the end of the fiscal year, about 452,900 persons were enrolled in the Part A plan, and approximately 435,800 (96 percent) of them were also enrolled in Part B.

Except for benefits for services in Canada, which are paid from the Railroad Retirement Account, Part A benefits for railroad enrollees are paid from the Federal Hospital Insurance Trust Fund, the same as for persons covered under the social security system. Part B benefits are paid from the Federal Supplementary Medical Insurance (SMI) Trust Funds. The carrier for Part B claims of railroad Medicare enrollees made payments totaling \$924 million in the 2022 fiscal year.

The regular monthly premium for Part B during fiscal year 2022 was \$148.50 for coverage through December 2021, and \$170.10 thereafter. Beneficiaries with modified adjusted gross incomes above certain thresholds pay higher Part B and Part D premiums under the Income Related Monthly Adjustment Amount (IRMAA) provisions of law. At the end of fiscal year 2022, approximately 18,000 Part B premiums and about 14,900 Part D premiums were increased by an IRMAA amount.

The RRB generally withholds Part B premiums from the annuitant's benefit payments, and at the end of fiscal year 2022, about 417,400 annuitants were having their premiums withheld. Of the remaining Part B enrollees, almost 3,300 were paying premiums to the RRB, either directly or through an intermediary, and 15,100 had their premiums paid by State agencies. The RRB periodically transfers premiums to the SMI Trust Funds.

The agency is also able to collect Part C and Part D premiums from monthly benefits through an exchange process. While this option has grown in popularity, many annuitants pay their Part C and Part D premiums directly to their plan. At the end of fiscal year 2022, about 8,700 Part C premiums and approximately 65,600 Part D premiums were deducted from benefits paid by the RRB.

RAILROAD UNEMPLOYMENT AND SICKNESS INSURANCE PROGRAM

FINANCIAL OPERATIONS

Costs for the railroad unemployment and sickness insurance program during fiscal year 2022 were less than financing sources by \$188.1 million, and the net position increased by \$188.1 million from \$310.6 million at the end of fiscal year 2021 to \$498.7 million at the end of fiscal year 2022. For fiscal year 2022, as compared to fiscal year 2021, total financing sources for the railroad unemployment and sickness insurance program increased by \$245.7 million, or 838.6 percent, to \$275.0 million.

(text continued on page 28)

Unemployment and Sickness Insurance Program

Consolidated Financing Sources, Costs and Net Position (Millions)^{1,2}

For the Fiscal Year Ended September 30	2022	2021
Financing Sources:		
Employer Payroll Taxes	\$278.8	\$112.1
Interest Income	0.9	0.1
General Appropriations ^{3,4}	(4.7)	(82.9)
Other	0.0	0.0
Total Financing Sources	275.0	29.3
Costs:		
Benefit Payments:		
Unemployment ⁵	24.1	189.7
Sickness	76.8	94.8
Other	(14.0)	(13.6)
Total Costs	86.9	270.9
Financing Sources over Costs	188.1	(241.6)
Net Position - Beginning of Period	310.6	552.2
Net Position - End of Period	\$498.7	\$310.6

¹ Source of data is the RRB's Performance and Accountability Report.

² Loans to the Railroad Unemployment Insurance Account from the Railroad Retirement Account were processed in fiscal year 2021 and paid off in fiscal year 2022.

³ Total financing sources include a \$0.0 million and \$2.0 million appropriation for activity under the Coronavirus Aid, Relief, and Economic Security (CARES) Act in fiscal years 2022 and 2021, respectively.

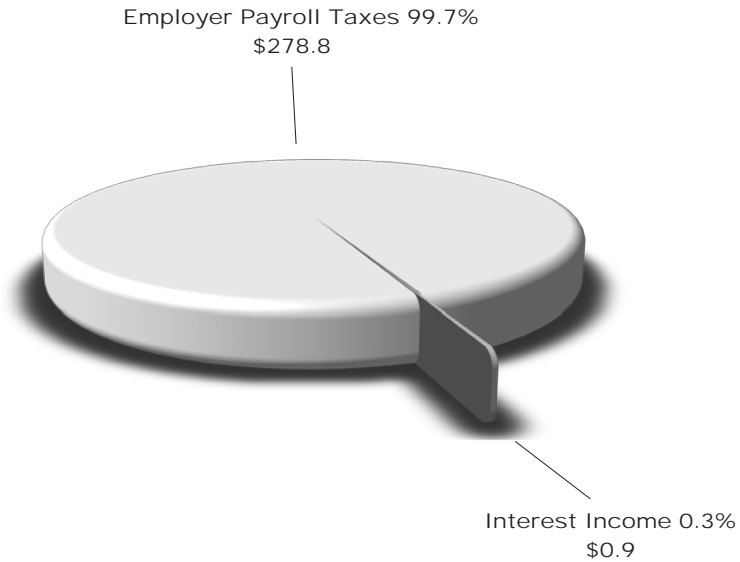
⁴ General Appropriations includes unexpended appropriations from the CARES Act activity.

⁵ Unemployment benefit payments include recoveries of (\$3.1) million and \$112.7 million for CARES Act activity in fiscal years 2022 and 2021, respectively.

Note.--Totals may not sum due to rounding.

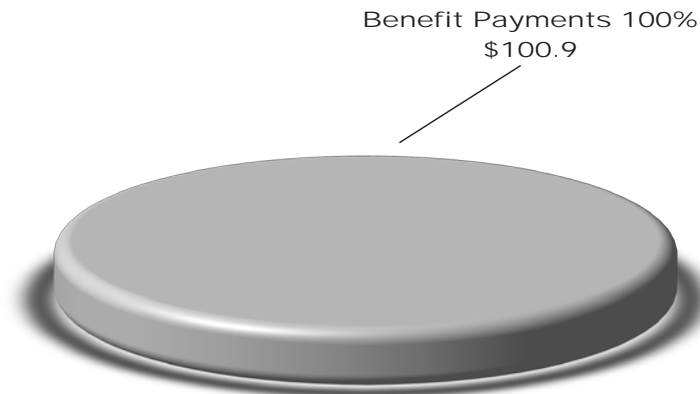
**UNEMPLOYMENT AND SICKNESS
INSURANCE PROGRAM**

Financing Sources - Fiscal Year 2022 (In Millions)
GROSS TOTAL \$279.7¹



¹Excludes (\$4.7) million as shown under General Appropriations on page 26.

Costs - Fiscal Year 2022 (In Millions)
TOTAL \$100.9¹



¹Excludes (\$14.0) million as shown under Other Costs on page 26.

Financing Sources

The primary ongoing financing source of the railroad unemployment and sickness insurance program is a payroll tax on railroad employers, based on the taxable earnings of their employees. The employees themselves are not taxed.

Each employer pays taxes at a rate which takes into consideration its employees' actual incidence of benefit usage. Under experience rating, employers whose employees have low incidences of unemployment and sickness pay taxes at a lower rate than those with higher levels of benefit usage. Each employer's rate also has a component for administrative expenses and a component to cover costs shared by all employers. The rate applies to monthly earnings up to an indexed maximum. In calendar year 2022, the taxable earnings base was the first \$1,755 of each employee's monthly earnings. The earnings base is indexed each year by a rate which is equal to approximately two-thirds of the annual rate of increase in the maximum base for railroad retirement tier I taxes.

In 2022, the basic tax rates on railroad employers, including covered commuter railroads, ranged from a minimum of 4.15 percent to a maximum of 12.5 percent. There was also a surcharge of 3.5 percent in 2022. Most employers were assessed the minimum rate in 2022. New employers in 2022 paid an initial rate of 2.62 percent.

Employer Payroll Taxes

Payroll taxes by employers totaled \$278.8 million during fiscal year 2022. This was an increase of 148.7 percent or \$166.7 million more than the previous year.

Interest

Cash not needed immediately for unemployment and sickness insurance benefits or operating expenses is held in the Federal Unemployment Insurance Trust Fund and invested by the Secretary of the Treasury. The fund earned an average rate of return of 1.6 percent in fiscal year 2022, of which the RRB earned \$0.9 million as its pro rata share.

Costs

Total costs for the railroad unemployment and sickness insurance program decreased by \$184.0 million, or 67.9 percent, to \$86.9 million.

Benefit Payments

During fiscal year 2022, unemployment insurance benefit payments decreased by \$165.6 million, or 87.3 percent, to \$24.1 million. Sickness insurance benefit payments decreased by \$18.0 million, or 19.0 percent, to \$76.8 million.

BENEFIT OPERATIONS

Net unemployment and sickness benefits totaling about \$132.9 million were paid in the 2021-2022 benefit year, \$218.4 million less than in the prior year. Coronavirus relief legislation accounted for \$31.3 million of the \$60.9 million in unemployment benefits. In accordance with the Balanced Budget and Emergency Deficit Control Act of 1985, as amended, amounts reflect a reduction of 5.7 percent for days of unemployment and sickness after September 30, 2020. Coronavirus relief legislation temporarily suspended sequestration from January 3, 2021, until 30 days after the Presidential emergency declaration ends, which occurred on May 10, 2023. Beneficiaries numbered 26,600, compared to the prior year's total of 48,900. About 700 employees received both unemployment and sickness benefits during the 2021-2022 benefit year. The number of unemployment benefit claimants decreased by 68 percent, and sickness benefit claimants decreased by 27 percent. Total net unemployment benefit payments decreased 78 percent and net sickness benefits decreased by 8 percent. The number of employees qualified for benefits under the Railroad Unemployment Insurance Act decreased 9 percent to 208,400.

Benefits are payable for each day of unemployment or sickness in excess of 7 during the first 14-day registration period in a benefit year. During benefit year 2021-2022, there were 5,000 and 16,400 unemployment and sickness benefit waiting period claims, respectively.

Unemployment

Approximately 8,500 railroad workers were paid \$60.9 million in net unemployment benefits during the 2021-2022 benefit year. The number of benefit claimants decreased by about 18,000 from the prior year total of 26,500, while the benefit amount paid decreased by \$212.0 million from the prior year's total of \$272.9 million. The average number of compensable days per unemployment benefit claimant was 73 in benefit year 2021-2022, 11 fewer than the previous year, due to the expiration of special extended unemployment benefits and waiting period waiver benefits authorized by coronavirus relief legislation.

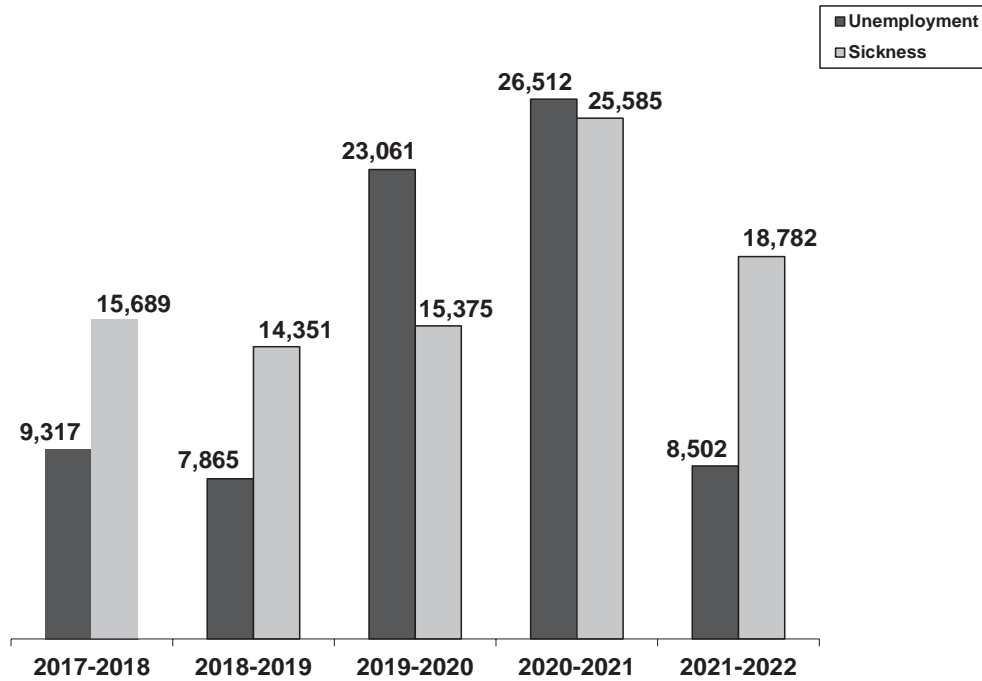
The mid-month unemployment count in the 2021-2022 benefit year started at a high, with a July count of 4,400 claimants. The count declined every month before hitting a benefit year low of 900 in May 2022, and then increased slightly to 1,000 in June 2022. For the 2021-2022 benefit year, the weekly number of claimants averaged 2,500 compared to 8,400 in the previous benefit year. The overall unemployment benefit claimant rate, measured in relation to the number of employees qualified to receive benefits under the Railroad Unemployment Insurance Act during a particular time period, decreased 65 percent to 4.1 per 100 qualified, from the previous year's 11.6 per 100 qualified. The median age for all unemployment benefit claimants was 43 years, compared to 40 in the previous benefit year.

NOTE.—Railroad unemployment and sickness benefits are paid on the basis of benefit years beginning July 1 and ending June 30 of the following year. Consequently, operational data in this "Benefit Operations" section are generally presented for this time span, rather than fiscal years beginning October 1 and ending September 30.

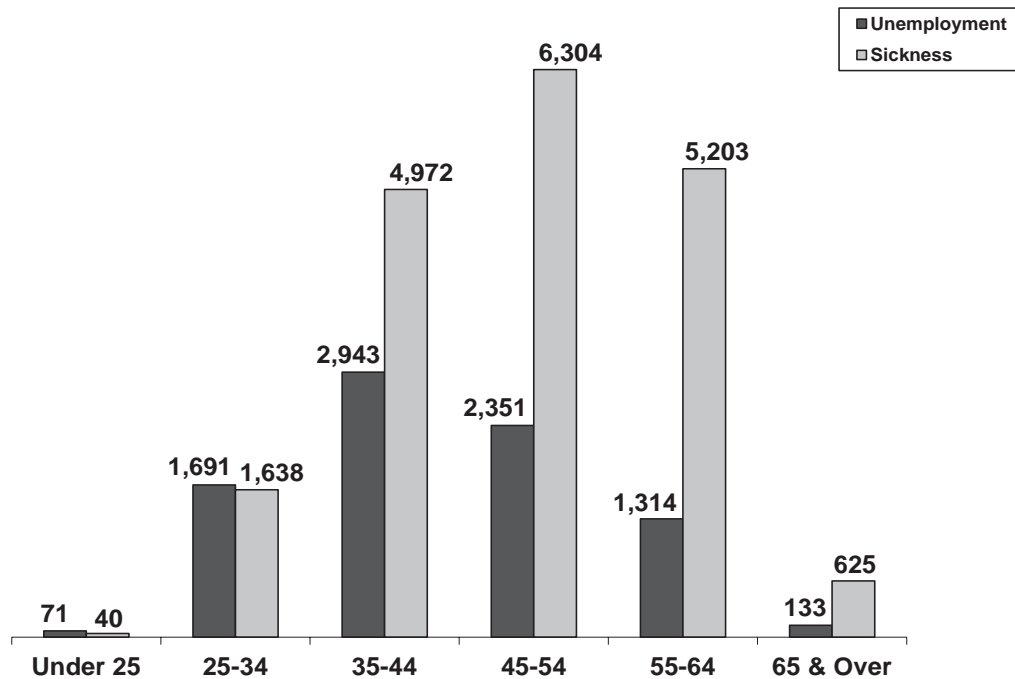
**Major unemployment and sickness benefit operations,
benefit years 2021-2022 and 2020-2021**

Item	Benefit year 2021-2022 ¹			Benefit year 2020-2021 ¹		
	Total	Unemploy- ment	Sickness	Total	Unemploy- ment	Sickness
Applications	36,600	11,700	24,900	60,000	26,000	34,100
Claims	211,400	73,100	138,300	390,600	241,400	149,200
Claimants	² 26,600	8,500	18,800	² 48,900	26,500	25,600
Gross amount of benefits ³	\$158,160,400	\$66,267,700	\$91,892,700	\$368,458,100	\$273,066,400	\$95,391,700
Number of payments						
Normal	167,000	46,100	120,900	351,300	201,900	149,300
Extended	38,000	22,600	15,500	64,900	49,900	15,000
Enhanced	26,300	26,300	••	127,900	127,900	••
Total	231,400	95,100	136,400	544,000	379,700	164,300
Average amount per 2-week registration period ³						
Normal	\$683	\$720	\$669	\$609	\$638	\$569
Extended	738	756	711	720	729	691
Enhanced	600	600	••	840	840	••
Total	683	697	674	677	719	580
<p>¹ Beginning in May 2020, includes special extended unemployment benefits, enhanced unemployment benefits, and waived waiting period benefits for both unemployment and sickness beneficiaries that were paid under the Coronavirus Aid, Relief, and Economic Security (CARES) Act of 2020, the Continued Assistance to Rail Workers Act of 2020 (CARWA), and the American Rescue Plan Act of 2021. In benefit year 2021-2022, special extended unemployment benefits were \$13.0 million, enhanced unemployment benefits were \$16.0 million, waived waiting period unemployment benefits were \$0.2 million and waived waiting period sickness benefits were \$1.2 million. In benefit year 2020-2021, special extended unemployment benefits were \$29.4 million, enhanced unemployment benefits were \$107.9 million, waived waiting period unemployment benefits were \$5.6 million and waived waiting period sickness benefits were \$5.4 million.</p> <p>² Benefits for both unemployment and sickness were paid to approximately 3,200 employees in benefit year 2020-2021 and 700 employees in benefit year 2021-2022. Those claimants who had only a non-compensable waiting period are not included in the beneficiary counts since no benefits were paid. Includes claimants who were paid under the RUIA or coronavirus relief legislation.</p> <p>³ In accordance with the Balanced Budget and Emergency Deficit Control Act of 1985, as amended, amounts reflect a reduction of 5.9% for days after September 30, 2019, and 5.7% for days after September 30, 2020. Beginning January 3, 2021, CARWA temporarily suspended sequestration until 30 days after the termination of the Presidential emergency declaration concerning the coronavirus pandemic.</p> <p>Note.--Detail may not add to totals due to rounding.</p>						

**Claimants under the Railroad Unemployment Insurance Act,
Benefit Years 2017-2018 through 2021-2022**



**Unemployment and Sickness Benefit Claimants by Age,
Benefit Year 2021-2022**



Sickness

The number of sickness benefit claimants during the 2021-2022 benefit year was 18,800, about 6,800 less than the previous year. This corresponds with a decrease in sickness claims related to coronavirus illnesses. Gross sickness benefits of \$91.9 million were paid, including \$1.2 million under coronavirus relief legislation, \$3.5 million less than in the prior benefit year. Net sickness benefits totaled \$71.9 million, reflecting repayment of a large amount of benefits following settlements of suits for injuries. Benefits payable for an injury are recoverable if the claimant is awarded damages or receives a settlement for the injury. Net benefits decreased by approximately \$6.5 million in comparison with the previous year.

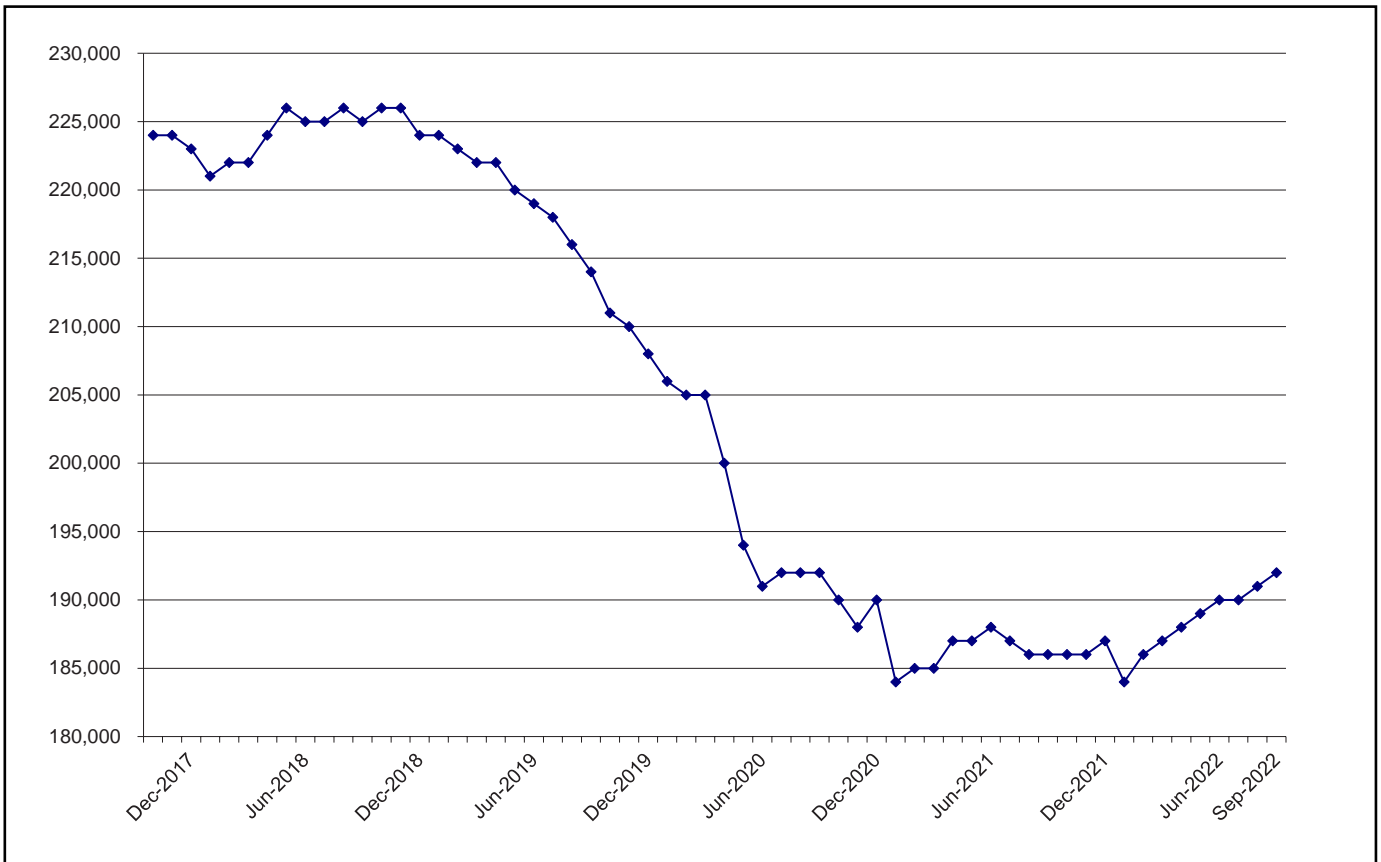
The utilization rate for sickness benefits was 9.0 percent of qualified employees, 20 percent lower than the previous benefit year's rate of 11.2 percent, which was the highest since the 1984-1985 benefit year. The average duration of sickness was 63 days in benefit year 2021-2022, up from 53 in the previous benefit year.

Among the most common causes of sickness were infectious and parasitic diseases (affecting 24 percent of beneficiaries), injuries that included fractures or wounds (23 percent), diseases of the musculoskeletal system and connective tissue (15 percent), mental disorders, including drug and alcohol addictions (10 percent), and symptoms and ill-defined conditions (6 percent.). Coronavirus cases were largely grouped into the infectious and parasitic diseases category. The median age of all sickness benefit claimants was 49 years, compared with 48 years the previous benefit year.

RAILROAD EMPLOYMENT

The preliminary average monthly railroad employment in fiscal year 2022 increased less than 1 percent to 188,000 from the 187,000 average average of the previous fiscal year. After a decline in employment at the end of 2017, there was a moderate recovery through November 2018. The downturn resumed in December 2018 through March 2020. The coronavirus pandemic then began to affect the railroad industry starting in April 2020 and the decline in employment accelerated through January 2021. Employment generally stabilized through 2021, and has been increasing since February 2022, ending the fiscal year at 192,000 employees.

**Average Railroad Employment
Fiscal Years 2018 through 2022**



Note.--Numbers for 2022 are preliminary.

ADMINISTRATIVE DEVELOPMENTS

The following describes major activities and issues addressed primarily in 2021 and 2022 as part of the RRB's efforts to improve operations and customer service.

Coronavirus Pandemic

Throughout the pandemic emergency, the RRB made significant efforts to serve its customers while protecting its employees. This included implementation of legislation that provided expanded benefits to railroad employees, primarily in the form of enhanced unemployment benefits and waiver of waiting periods for both unemployment and sickness benefits.

An ongoing provision in the pandemic relief legislation was contained in the Continued Assistance to Rail Workers Act, enacted December 27, 2020. That bill exempted unemployment and sickness benefits from reduction due to sequestration from January 3, 2021, until 30 days after the Presidential declaration of a national emergency due to the coronavirus pandemic terminates. Since President Biden signed legislation declaring an immediate end to the national emergency on April 10, 2023, sequestration resumed for railroad unemployment and sickness benefits effective May 10, 2023. As a result, those benefits will be reduced by 5.7 percent through September 30, 2031.

In terms of agency operations, the RRB had closed its offices to the public and adopted a maximum telework policy on March 16, 2020, three days after the coronavirus pandemic emergency declaration. While employees continued to process and pay benefits, customer interaction was largely limited to telephone or electronic communication and online services. After RRB employees started returning to in-office work on March 28, 2022, with appropriate safeguards (i.e., masking in common areas based on local coronavirus infection rates), the agency started offering in-person appointments at its nationwide network of 53 field offices on April 25, 2022. Since that time, the RRB has looked to expand in-person work and customer service while maintaining flexibilities offered by telework.

Performance Management

Customer Service Plan

The RRB's Customer Service Plan promotes the principles and objectives of customer-driven quality service agencywide. An important part of the plan is to keep customers

informed of how well the RRB is meeting timeliness standards. The RRB publicizes the Customer Service Plan and performance results and posts them in every field office. The plan is reviewed and updated periodically based on agency experience, customer feedback and comparison with similar best-in business models, and also shared with the Office of Management and Budget (OMB) in the Executive Office of the President. For fiscal year 2023, the plan includes a new “Benefit Adjustments” section that addresses annuity adjustment workloads related to self-reported activities by beneficiaries, such as post-retirement work activity and earnings.

The agency uses an index to measure the overall timeliness of customer service in four benefit areas: retirement applications; survivor applications; disability applications and payments; and railroad unemployment and sickness benefit applications and claims. In addition, this composite indicator, based on a weighted average, allows for a more concise and meaningful presentation of its customer service efforts in these areas. During fiscal year 2022, the overall benefit timeliness index was 98.9 percent. This means that the RRB provided benefit services within the timeframes promised in the Customer Service Plan 98.9 percent of the time. The timeliness index for retirement applications, survivor applications, and disability applications and payments, the processing of which includes considerable manual intervention, was 91.5 percent. The timeliness index for railroad unemployment and sickness benefit applications and claims, a highly automated process, was 99.8 percent. Overall performance and processing times during fiscal year 2022 were slightly lower than the levels seen in fiscal year 2021, when the composite was 99.2 percent. The RRB also met or exceeded five of its ten customer service performance goals in its fiscal year 2022 Annual Performance Plan.

Payment Integrity

The RRB’s estimated improper payment rate for the Railroad Retirement Act (RRA) and Railroad Unemployment Insurance Act (RUIA) programs has consistently fallen below the statutory thresholds for “significant improper payments.” In fiscal year 2018, the RRB requested reporting relief for these two programs based on the guidance in OMB Circular A-123, Appendix C, Part II.A.3. OMB approved this request in July 2018, resulting in the omission of the RRB’s improper payment analysis for these two programs in the agency’s Performance and Accountability Reports (P&AR) for fiscal years 2018, 2019, and 2020.

During fiscal year 2020, the agency conducted and published risk assessments for the RRA and RUIA programs in the “Payment Integrity” section of the fiscal year 2020 P&AR. These risk assessments concluded that both programs remain below the statutory thresholds of “significant improper payments” as defined by law. Therefore, both programs are now operating under “Phase 1” of OMB Circular A-123, Appendix C (M-21-19), which

places them in a three-year risk assessment cycle unless there are major changes to the program that would require an earlier assessment.

The next RRA risk assessment will be conducted in fiscal year 2023. The RRB conducted a risk assessment for the RUIA program during fiscal years 2021 and 2022 due to program changes implemented as a result of the passage of the Coronavirus Aid, Relief, and Economic Security Act of 2020, the Continued Assistance to Railway Workers Act of 2020, and the American Rescue Plan Act of 2021. Both risk assessments concluded that the program continues to remain below the statutory thresholds. As a result, the next RUIA risk assessment is scheduled for fiscal year 2025 unless there are significant changes in legislation and/or a significant increase in funding levels, which would require an earlier assessment.

In addition, the agency responded to OMB's annual data call survey, providing information concerning outlays, risk assessments, payment recapture information, and confirmed fraud (per the RRB's Office of Inspector General), for the RRA and RUIA programs. This information was submitted through OMB's online payment-integrity data collection tool and incorporated into the website **PaymentAccuracy.gov**, where the public can access it.

Service Enhancements

Login.gov

The RRB continued integration and promotion of the General Services Administration (GSA) identity-proofing solution, **Login.gov**, for access to online benefits through the **myRRB** application on the agency website. By using the Login.gov portal, claimants can verify their identity online and immediately apply for unemployment benefits without calling, mailing forms, or visiting an RRB field office. Through the end of December 2022, the RRB had over 91,000 accounts with Login.gov, a 25-percent increase over the prior year. With additional agencies using and promoting accounts with Login.gov, most notably the Social Security Administration (SSA), the RRB anticipates savings through economies of scale, but also a better customer experience with a single username and password for interactions with multiple agencies.

The RRB participated in a pilot program in 2022 with GSA and the U.S. Postal Service (USPS) for citizens in the District of Columbia, Maryland and Virginia who could not upload a photo ID online to establish a Login.gov account. Starting in October 2022, those citizens could start setting up their online account, then visit a participating post office in that area to present their ID for verification. Participants in the pilot were offered the opportunity to assist the Login.gov research team by allowing them to shadow the residents during the process, either online or in person at a USPS facility,

and then answer questions about their experience. Several RRB employees and claimants assisted the research team during this first phase of the in-person proofing pilot. Based on the initial success and feedback, Login.gov expanded the pilot in early 2023 to USPS offices nationwide, with a goal to subsequently include additional partner agencies. The expanded service was offered at no cost to the RRB, as Technology Modernization Fund grant money awarded to Login.gov will be used to subsidize the cost to partner agencies to use this new capability for the duration of the pilot.

Cost-of-Living Adjustment

In December 2022, tier I benefits increased by 8.7 percent while tier II benefits rose by 2.8 percent, due to a cost-of-living adjustment (COLA). The increases were effective with the January 2023 payments, with income tax withholding calculated using updated tax tables. The COLA amount was the largest since 1981. The increase was paid to 487,260 annuitants and was also included in the RRB-paid social security benefits to 126,796 beneficiaries. The total amount of the COLA was more than \$68.9 million in railroad retirement annuities and almost \$16.1 million in social security benefits. In addition, the standard Medicare Part B premium for 2023 decreased from \$170.10 per month to \$164.90 a month, with increased premiums for some high-income beneficiaries. This followed a monthly increase of \$21.60 in 2022, largely due to a recalculation involving costs associated with a new Alzheimer's drug and some other Part B items and services.

Imaging

The RRB continues to make significant use of its Auto Import software, which was purchased pre-pandemic and then widely adopted during the expended period of maximum telework during the pandemic. This allowed the RRB to process benefits on time by importing electronic documents to the imaging system despite employees being away from the office. Imaging analysts worked with various work units to embed the software into existing workflows in order to better fulfill the agency's mission. In 2022, the RRB issued a solicitation for an outside contractor to scan documents returned to the agency's physical locations. Initially, this will apply to two high-volume sickness benefit forms to establish architecture and procedure. Based upon the results of this effort, the RRB may seek to outsource the scanning of additional documents, with the specific forms and timelines to be determined.

Video Teleconferencing

Due to the impact of the coronavirus pandemic, the RRB amended its regulations concerning consultative medical examinations used in the adjudication of claims for disability benefits. The amendment permitted psychological and psychiatric consultative examinations to be conducted through the use of video teleconferencing technology. The

amendment to the agency's regulations was effective May 9, 2022, and can be found in Chapter 20, Section 220.57(c) of the Code of Federal Regulations.

Officials

Erhard Chorlé continues to serve as Chairman of the Railroad Retirement Board, John Bragg as the Labor Member, and Thomas Jayne as the Management Member. All three first assumed office in February 2019. Martin Dickman has served as the Inspector General for the RRB since 1994.

In fiscal year 2022, the Board made two appointments to senior management positions, in both cases due to the retirement of the incumbent. In December 2021, the Board named Letitia C. Carthans as Director of Retirement and Survivor Benefits. In that position, she oversees 65 claims examiners who handle payment of all retirement, spouse and survivor benefits. A career RRB employee, she initially joined the agency in 1988. At the time of her appointment, she had been Deputy Director of Retirement and Survivor Benefits since August 2015. In January 2022, the Board named Shiri Ndang as Director of Equal Opportunity, managing the agency's affirmative action, diversity, and equal employment opportunity programs. She also processes complaints about alleged discrimination based on disability in the RRB's benefit programs. A federal employee since 1993, at the time of her appointment she worked for SSA as an attorney-advisor to the Regional Chief Administrative Law Judge in Dallas, Texas.

In fiscal year 2023, the Board named Randolph "Randy" Hayden as Director of Policy and Systems, effective January 1, 2023. In that capacity, he manages about 55 analysts and staff who are responsible for developing and improving computer programs and systems, along with necessary forms, instructions, and processes, to calculate and pay benefits administered by the RRB. A career RRB employee, he initially joined the agency as a claims examiner in 1987 before working in a variety of analytical positions. At the time of his appointment, he was Chief of RRB Application and Calculation in Policy and Systems, a position he had held since December 2015. His appointment followed the retirement of his predecessor.

Human Capital Management

Nearly 36 percent of RRB employees have 20 or more years of service, while 27 percent of the current workforce will be eligible for retirement by fiscal year 2024. These numbers are down slightly from the previous year, reflecting an increasing number of retirements by eligible employees. To ensure the agency achieves its mission and supports the railroad public it serves, the RRB continues to place emphasis on strategic management of human capital, particularly in the areas of hiring, workforce planning, training, development, and succession planning. Through its annual strategic management processes conducted by

all agency components, the RRB continues to update and refine its Human Capital Plan (HCP). The HCP aligns with the agency's Strategic Plan, mission, values, customer service standards, and goals, with resulting hiring and workforce succession plans, training, and development designed to meet the needs of the RRB and its customers.

The RRB's Bureau of Human Resources (BHR) continues to update dated policies and programs pertaining to agency employees. In this past year, BHR drafted the RRB's remote work policy, performance management plan, and internal placement and merit promotion plans. In addition, BHR continues to draft and exchange proposals with its employee union in an ongoing effort to update the agency's dated collective bargaining agreement. Finally, BHR continues to utilize technology to automate and streamline its processes to ensure timely and efficient operations and services to RRB employees, which translates into meeting the demands of the railroad population served by the agency.

Staffing

The RRB continues to evaluate, automate, and update its recruitment and selection strategies, processes, and policies. While updating its internal processes, the RRB was able to fill more than 125 vacancies during calendar year 2022. The agency continues to maximize the use of hiring strategies and flexibilities available to all federal agencies while also ensuring compliance with relevant statutes, executive orders, and regulations.

In 2022, BHR partnered with agency units to develop and announce paid internship opportunities. In addition, the RRB moved beyond announcing its jobs through the standard governmentwide website, USAJOBS.gov, by also announcing them on LinkedIn, Handshake, and Simplicity. The agency also posts its positions through the Peace Corps and has reached out to industry-specific publications and sites to reach candidates for hard-to-fill positions like information technology and security specialists. The RRB has also connected with junior colleges and veterans groups in an effort to reach a wider audience of potential candidates.

The agency continued to recruit for its mission-critical positions of claims and program representative and claims examiner in 2022 and conducted training for these positions throughout the year. Claims and program representatives are based in the RRB's network of 53 field offices and are responsible for responding to annuitant and beneficiary inquiries received through the RRB's nationwide toll-free number (877-772-5772), email, and postal mail. Claims examiners are based at the agency's Chicago headquarters to adjudicate unemployment and sickness applications and claims, enroll individuals in Medicare, process payments and address entitlement questions and issues, maintain railroad retirement and social security payments once eligibility is established, process

adjustments, release overpayment letters, and perform authorization review of work processed by other examiners.

In fiscal year 2022, a class of 15 employees completed RUIA training. RUIA examiners are responsible for adjudicating both unemployment and sickness applications, handling claims and correspondence from railroad employees, and resolving computer-generated referrals that may impact RUIA benefit entitlement. They have started working on reducing a backlog of recoverable actions within the Sickness and Unemployment Benefits Section of the Office of Programs, which is also creating a debt establishment unit. This unit will provide a dedicated staff to establish recoverables and process cash receipts, and will be operational by January 2024.

Also in fiscal year 2022, disability initial examiners hired in previous years advanced to become journeyman examiners after completing necessary training, and are now able to make annuity and “disability freeze” (early Medicare) determinations under both the RRA and the Social Security Act.

In August 2022, five trainees who were hired under the Pathways Recent Graduate Program two years earlier received promotions to GS-11 user analyst positions. The Pathways program presents a career ladder for recent college graduates to enter federal service, and they were originally hired at the GS-7 level. They are currently being mentored and receiving additional on-the-job training until they reach the target GS-12 level in August 2023. In October 2022, three more user analyst trainees were hired using the Pathways program, along with eight internal hires/promotions of GS-12 user analysts, all of whom are currently in training.

In October 2022, the RRB’s Office of Programs started a 50-week post-adjudication training class for three retirement post examiners. Post examiners are responsible for the maintenance of railroad and social security payments after initial eligibility is established, processing adjustments, releasing overpayment letters, and performing authorization review of work processed by other examiners of the same or a lower pay grade.

In November 2022, a 52-week training class for 17 retirement and survivor initial claims examiners started, with two of the trainees hired through the Pathways program. Initial examiners are responsible for adjudicating retirement and survivor applications and handling correspondence from railroad employees and their spouses, divorced spouses, and survivors. They also process social security benefits certified to the RRB for payment.

The agency is also planning to have a Medicare training class begin in fiscal year 2023, with the number of trainees yet to be determined. Medicare examiners are responsible for enrolling individuals in the Medicare program, processing payments, and addressing entitlement questions and issues.

Training

The training and development section in BHR continues to create, implement, and modify an overall training program with the goal of creating opportunities to assist RRB employees in building the knowledge, skills, and abilities needed to achieve the agency's strategic goals and mission. Given the demand for and necessity of virtual training during the pandemic, BHR continued to work with other agency units to bolster use of its automated learning management system. That system, also known as *RRB University*, continues to play a vital role in the RRB's training and development activities. This cloud-based platform allows the agency to accurately track, capture, publish, and deliver virtual training opportunities to employees throughout the agency. *RRB University* effectively delivers mandatory federal training on an agencywide basis, technical training, and soft-skill training through a comprehensive learning catalog.

As the RRB successfully navigated the coronavirus pandemic, the agency became better equipped to resume external training programs in fiscal year 2022. In addition to offering vendor-led training opportunities, the RRB also purchased a variety of research materials to assist staff in the Office of Programs with development, growth, and knowledge. This encompassed a variety of subjects, including improved work relationships, effective communication, and managerial training, including management of virtual employees and remote teams, time management, and courses for first-time managers and supervisors. The RRB also participated in virtual senior executive forums on using strategic insight in decision making and improving customer experience, and was able to take part in a women's leadership certificate program.

Employee Survey

The Federal Employee Viewpoint Survey, developed by the Office of Personnel Management (OPM), is a tool that measures employees' perceptions of whether, and to what extent, conditions characterizing successful organizations are present in their agencies. The 2022 survey included items to address ongoing responses to the pandemic and return to the worksite. Also, to address a government priority, content aligned with the Executive Order on Diversity, Equity, Inclusion, and Accessibility (DEIA) was included in the 2022 survey.

Of the 766 RRB employees invited to participate, 373 completed the survey, for a response rate of 49 percent. Sixty-one survey items were identified as strengths (65 percent positive or higher), while no survey items were identified as a challenge (35 percent negative or higher). Additionally, 25 items improved from the previous survey, while 12 items declined. The "engagement index" score, which OPM developed to measure employees' overall sense of purpose and attachment relative to an organization's mission,

exceeded OPM's goal for 2022 (74 percent), and met or exceeded the governmentwide benchmarks in all areas (global satisfaction, performance confidence, and DEIA).

With respect to coronavirus-specific content added to the 2022 survey, results indicated that employees felt the agency supported their well-being and work needs during the pandemic and return to the worksite. Eighty-four percent of RRB employees believed the agency provided effective communications about what to expect with the return to the physical worksite. Nearly 80 percent of employees indicated that the agency's senior leaders were committed to protecting employee health and safety, and 86 percent responded that supervisors supported the employees' efforts to stay healthy and safe while working.

Information Technology

Technology Modernization Fund

The RRB continually seeks opportunities to identify funding sources to ensure continuous improvement of its mission-critical systems. On December 13, 2022, the RRB was selected for an \$8.69 million investment from GSA and OMB's Technology Modernization Fund (TMF) to improve the experience of the agency's customers. The proposal for the TMF request included three main components: create public-facing online services such as changes of address and direct-deposit information for the rail community; improve the agency's internal system interfaces; and create a new online sickness benefit application for rail employees. The RRB is currently preparing to execute the creation of the new public-facing services using TMF funds. The agency will utilize agile contracting methods to identify a partner with the functionality required to access RRB data and provide intuitive end-user interfaces to aid in adoption and streamline benefit processing.

Information Security

The RRB is committed to protecting its annuitants' information from unauthorized use or disclosure and continues to work on improving its security capabilities. In 2022, the RRB's information security team administered statutorily required security-awareness training for agency employees and contractors. Staff members identified as having more significant information security responsibilities participated in enhanced role-based security training. In addition, the RRB's privacy team prepared and coordinated training for all employees and necessary contractors on safeguarding controlled unclassified information, federal tax information, and Privacy Act information.

The agency strengthened the cybersecurity of the RRB by implementing, through an agreement with the Department of Justice, a governance, risk, and compliance tool to further automate reviews and authorization for comprehensive assessment and continuous monitoring services. The RRB also upgraded an intrusion prevention

system/intrusion detection system to provide capabilities that can stop possible security incidents, identify security policy problems, document existing threats, and deter individuals from violating security policies. In addition, the agency obtained authority-to-operate accreditation for Microsoft 365, as well as the commercial and government components of the Government Community Cloud, in accordance with the National Institute of Standards and Technology risk management framework.

Information Resources Management

In fiscal year 2022, the RRB coordinated and secured computer-matching agreements with 31 states. The agency also secured OMB approval of 24 information collections. A central goal of the OMB review process is to help agencies strike a balance between collecting information needed to fulfill their statutory missions and guarding against unnecessary or duplicative requests that impose unjustified costs on the public.

Equal Opportunity

Policies and Procedures

The agency's equal employment opportunity (EEO) complaint program has policies and procedures in place to address all forms of discrimination, including harassment. The discrimination and anti-harassment complaint processes have the elements of impartiality, timeliness, and credibility.

The agency's website provides information to ensure that the public has access to material regarding the complaint programs. In addition, the RRB's intranet provides information for agency employees, including the complaint program. Training is provided to all employees, ensuring that they know their rights and responsibilities under various federal laws and executive orders. In fiscal year 2022, 703 employees received anti-harassment training, and 320 employees received EEO training. Policies such as the sexual harassment policy and the EEO policy are posted on every floor of the RRB's headquarters and in each field office. All EEO policies and complaint procedures are downloaded to the internal intranet, where all agency employees can access them.

Diversity Program

With the continuation of the coronavirus pandemic, the Office of Equal Opportunity (OEO) continued to sponsor online events throughout the year to foster an inclusive work environment. These included online cultural enrichment videos and virtual commemorative presentation to recognize and celebrate African American History Month, Disability Employment Awareness Month, Native American Heritage Month, and Women's History Month. With the end of the pandemic, OEO plans to re-establish diversity events for its

special emphasis observances to include in-person guest speakers when possible, in addition to virtual commemorative events. OEO coordinates with three special emphasis committees of agency employees – the Workplace Diversity Committee, the Federal Women’s Program Committee, and the Employees with Disabilities Advisory Council – to organize these diversity and inclusion events/programs.

Recruitment

The RRB is committed to maintaining a diverse workforce. OEO worked cooperatively with BHR throughout fiscal year 2022 to create a diverse pool of job applicants by identifying sources for the recruitment of individuals with disabilities, various underrepresented groups, and disabled veterans. The agency has established five recruitment sources for veteran hiring and two recruitment sources for disability hiring. The RRB has also utilized recruitment tools such as LinkedIn, Handshake, and Simplicity to reach candidates from many sectors. Other sources included DICE (IT positions) and College Central Illinois (junior colleges). In addition, the RRB prominently posts reasonable accommodation procedures in job announcements and ensures that all applicants can readily access them. The RRB’s commitment to diversity and inclusion at all levels of the agency has been a core value for many years, and remains strong as the RRB strives to enhance these efforts.

Public Information Activities

The RRB maintains direct contact with railroad retirement beneficiaries through its field offices located across the country. Field personnel explain benefit rights and responsibilities on an individual basis, assist railroad employees in applying for benefits and answer any questions related to the benefit programs. The RRB also relies on railroad labor groups and employers for assistance in keeping railroad personnel informed about its benefit programs.

The Office of the Labor Member has proactively helped educate rail union officials about the benefits available to members and their families under the Railroad Retirement and Railroad Unemployment Insurance Acts since 1957. At pre-retirement seminars sponsored by the Labor Member of the Board, RRB employees describe and discuss the benefits available under the railroad retirement-survivor, unemployment-sickness, and Medicare programs, and provide attendees with comprehensive informational materials. These meetings are attended by officials and members of rail labor unions, as well as railroad employees and spouses nearing retirement. In addition, railroad labor unions frequently request that RRB representatives speak before their meetings and conventions.

At seminars for railroad executives and managers, agency representatives review programs, financing, and administration, with special emphasis on those areas which require cooperation between railroads and RRB offices. The Management Member's Office conducts these seminars for railroad officials, as well as other benefit update presentations and pre-retirement counseling seminars for railroad employees and their spouses.

Office of Inspector General

The Office of Inspector General (OIG) for the RRB focuses its audit and investigative efforts on protecting the integrity of the agency's trust funds by providing comprehensive program and operational oversight. Reports and other documents issued by the OIG can be found at [RRB.gov/OurAgency/InspectorGeneral/Library](https://www.RRB.gov/OurAgency/InspectorGeneral/Library).

Office of Audit

During fiscal year 2022, the Office of Audit (OA) published 10 reports, including mandated audits and reports such as the RRB's compliance with the Federal Information Security Modernization Act of 2014, the agency's compliance with the Payment Integrity Information Act of 2019, the RRB's financial statements, the agency's compliance with the Digital Accountability and Transparency Act of 2014, and the RRB's purchase and travel card programs.

Pursuant to the Reports Consolidation Act of 2000 and the requirements of OMB Circular A-136, OA issued a document that identified the most serious management challenges facing the RRB and its progress in addressing them. The Inspector General identified the following challenges: disability program integrity; information technology security and complete systems modernization; management of railroad Medicare; payment accuracy and transparency; financial management and reporting; and compliance concerns with various guidance.

OA also issued audits and reports pertaining to the following: the RRB's audit compliance section; transparency in the agency's pandemic funding obligation reporting and hiring; the RRB's pandemic-related mobile phone deployment; the agency's controls over RUIA debts; and the RRB's utilization of pandemic-related information technology modernization funds.

In total, OA issued 48 recommendations to RRB management and identified more than \$28.7 million in questioned costs and \$16 million in funds that could be put to better use.

Office of Investigations

The Office of Investigations (OI) focuses on identifying, investigating, and presenting RRB fraud cases for prosecution or monetary recovery action. It also seeks to prevent and deter RRB program fraud by reporting systemic weaknesses in agency operations and processes identified through investigative work. In order to maximize the impact of its resources, OI pursues cooperative investigative activities in coordination with other Inspectors General, such as the Office of Inspector General for the Department of Health and Human Services, and other law enforcement agencies, such as the Federal Bureau of Investigation.

During fiscal year 2022, OI secured 8 indictments and/or informations, 15 criminal convictions, 14 civil judgments, and approximately \$9.6 million in financial accomplishments. This reflects fraud amounts related to programs administered exclusively by the RRB and fraud amounts from other federal programs, such as Medicare, which were included in the disposition resulting from the investigation. Judicial sentences associated with joint casework are not necessarily delineated by agency.

As of September 30, 2022, the OI caseload totaled 319 matters, which represents more than \$141 million in potential fraud losses. This reflects potential fraud amounts related to programs administered exclusively by the RRB and potential fraud amounts from other federal programs, such as Medicare, which have been identified during the OI's joint investigative work. Potential fraud amounts associated with joint casework may not necessarily be delineated by agency.

LEGAL RULINGS

In fiscal year 2022, four cases involving the RRB were filed in U.S. Circuit Courts, three were filed in U.S. District Courts, and one was filed in the U.S. Court of Federal Claims. The agency also issued 275 decisions on claimant appeals of previous agency decisions.

Court Cases

A petition for review filed in the U.S. Court of Appeals for the Fifth Circuit that was pending at the end of fiscal year 2021 was dismissed in fiscal year 2022. The same individual then filed another petition for review before the same court and the case remained pending at the end of the fiscal year.

Various cases were filed in U.S. District Courts during the fiscal year. One case was filed in the U.S. District Court for the Northern District of Alabama and was dismissed during the fiscal year. Another case was filed in the U.S. District Court for the Northern District of West Virginia and was also dismissed in the fiscal year. That individual then appealed to the U.S. Court of Appeals for the Fourth Circuit, and the case remained pending at the end of the fiscal year. A case was also filed in the U.S. District Court for the Middle District of Pennsylvania and remained pending at the end of fiscal year 2021.

A case was also filed in the U.S. Court of Federal Claims and was dismissed during the fiscal year. Finally, two other petitions for review were filed in U.S. Circuit Courts, one in the U.S. Court of Appeals for the First Circuit and the other in the U.S. Court of Appeals for the Eleventh Circuit. Both remained pending at the end of the fiscal year.

Appeals

Any claimant for benefits under the Railroad Retirement Act (RRA) or the Railroad Unemployment Insurance Act (RUIA) may appeal a determination he or she feels is not justified. This appeal must be filed within certain time frames. Appeals are heard and decided by the RRB's Bureau of Hearings and Appeals. An appellant who is dissatisfied with the decision on his or her appeal may further appeal the case to the agency's three-member Board within a prescribed period of time.

RRA

During fiscal year 2022, 155 appeals were filed with the Bureau of Hearings and Appeals under the RRA, and the Bureau rendered decisions in 158 appeals. The Bureau rendered decisions favorable in whole or in part to the claimant in 96 appeals. The Bureau issued denials in 46 appeals, affirming the previous decision, and dismissed 16 appeals.

Twenty-one appeals were filed with the Board in fiscal year 2022, and the Board issued 91 decisions. In 56 cases the previous ruling of the hearings officer was affirmed, in 18 cases the decision was fully favorable to the appellant, and in 13 cases the decision was partially favorable. Four appeals were dismissed. At the end of the year, 65 appeals were pending before the Board.

RUIA

During fiscal year 2022, 18 appeals were filed with the Bureau of Hearings and Appeals under the RUIA, and the Bureau rendered decisions in 15 appeals. The Bureau issued decisions favorable in whole or in part to the claimant in four appeals. The Bureau issued denials in eight appeals, affirming the previous decision, and dismissed three appeals.

Three appeals were filed with the Board in fiscal year 2022, and the Board rendered decisions in 11 appeals, with nine affirming the decision of the hearings officer. The decision in two cases was fully favorable to the appellant. At the end of the year, eight appeals were pending before the Board.

STATISTICAL TABLES

Table 1.--Beneficiaries and benefits paid under the Railroad Retirement Act and the Railroad Unemployment Insurance Act, by fiscal year, 2013-2022, cash basis

Fiscal year	Total ¹	Retirement ²	Survivor ²	Unemployment ³	Sickness ³
BENEFICIARIES (in thousands)					
2013.....	592	429	146	11	16
2014.....	585	428	141	10	16
2015.....	581	428	136	9	16
2016.....	583	428	131	17	17
2017.....	574	427	127	12	16
2018.....	563	423	123	9	16
2019.....	557	422	119	9	15
2020.....	568	418	116	26	18
2021.....	⁴ 558	412	113	17	25
2022.....	⁴ 528	402	110	6	17
BENEFIT PAYMENTS (in millions)					
2013.....	\$11,748.1	\$9,456.5	\$2,175.5	⁵ \$51.5	\$64.6
2014.....	11,998.3	9,724.9	2,167.2	⁵ 40.8	65.4
2015.....	12,273.2	10,012.2	2,156.9	36.7	67.4
2016.....	12,497.4	10,202.4	2,139.2	80.2	75.6
2017.....	12,593.3	10,341.4	2,121.9	53.8	76.3
2018.....	12,803.5	10,567.2	2,118.8	40.7	76.8
2019.....	13,077.9	10,836.8	2,125.0	42.3	73.8
2020.....	13,470.3	10,975.4	2,131.4	⁶ 282.3	⁶ 81.2
2021.....	13,436.6	11,001.0	2,140.0	⁶ 198.0	⁶ 97.7
2022.....	13,546.3	11,255.2	2,169.6	⁶ 34.0	⁶ 57.5

¹ Beneficiaries and benefit payments include partition payments to spouses and divorced spouses where the employee is deceased or not otherwise entitled to an annuity. Benefit payments also include a small amount of payments for hospital insurance benefits for services in Canada. The number of beneficiaries represents all individuals paid benefits in year. In the total number for each year, beneficiaries are counted only once, even though they may have received more than one type of benefit.

² Retirement benefits include vested dual benefit and supplemental annuity payments. Survivor benefits include vested dual benefit payments but exclude partition payments.

³ In accordance with the Balanced Budget and Emergency Deficit Control Act of 1985, as amended, amounts reflect a reduction of 9.2% under sequestration for days of unemployment and sickness after February 28, 2013, 7.2% for days after September 30, 2013, 7.3% for days after September 30, 2014, 6.8% for days after September 30, 2015, 6.9% for days after September 30, 2016, 6.6% for days after September 30, 2017, 6.2% for days after September 30, 2018, 5.9% for days after September 30, 2019, and 5.7% for days after September 30, 2020, and before January 3, 2021. Beginning January 3, 2021, the Continued Assistance to Rail Workers Act of 2020 (CARWA) temporarily suspended sequestration until 30 days after a Presidential declaration of an end to the national emergency concerning the coronavirus pandemic.

⁴ In fiscal year 2022, 7,300 individuals received both retirement and survivor benefits, 500 employees received both unemployment and sickness benefits, and 1,100 employees received benefits under both the Railroad Retirement Act and the Railroad Unemployment Insurance Act.

⁵ Includes temporary extended unemployment benefits under the American Recovery and Reinvestment Act of 2009 and Worker, Homeownership, and Business Assistance Act of 2009, as amended by the Tax Relief, Unemployment Insurance Reauthorization, and Job Creation Act of 2010, the Temporary Payroll Tax Cut Continuation Act of 2011, the Middle Class Tax Relief and Job Creation Act of 2012, and the American Taxpayer Relief Act of 2012. Benefits had to begin by December 31, 2013.

⁶ Beginning in May 2020, RUIA claimants have also been paid under the Coronavirus Aid, Relief, and Economic Security Act of 2020, CARWA, and the American Rescue Plan Act of 2021, with no benefits payable under these acts for registration periods beginning after September 6, 2021. In fiscal years 2020, 2021, and 2022, gross unemployment benefits for these temporary payments were \$151.2 million, \$105.2 million, and \$0.8 million, respectively. Gross sickness benefits were \$1.7 million, \$4.8 million, and \$0.1 million, respectively.

NOTE:-- In Annual Reports through 2019, information in this table, with respect to unemployment and sickness benefits paid, was reported on a net basis. Beginning with the 2020 report, these amounts are shown on a gross basis.

Table 2.--Status of the Railroad Retirement Act accounts and trust funds, by fiscal year, 2013-2022 (In millions), cash basis

Item	Fiscal Year										
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
RAILROAD RETIREMENT ACCOUNT											
Receipts											
Tax transfers ¹	\$3,140.2	\$3,392.2	\$3,760.8	\$3,586.7	\$3,562.9	\$3,822.9	\$3,730.4	\$3,120.0	\$3,373.6	\$3,675.3	
Interest and profit on investments ²	9.0	14.0	17.2	16.8	16.4	15.8	11.0	(18.6)	9.2	15.9	
Transfers from the National RR Investment Trust ³	1,581.0	1,429.0	1,191.0	1,410.0	1,821.0	1,809.0	1,794.0	2,280.0	2,838.0	1,964.0	
Transfers from the SSEB Account ³	171.0	93.0	129.0	.....	(296.0)	91.0	191.0	(83.0)	103.0	(120.0)
Loan repayments from RUI Account ⁴.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	107.4
Loan repayments from DBP Account ⁴.....	.....	4.5	.....	.....	.....	.....	.....	.....	.....	.....
Expenditures											
Benefit payments ⁵	\$4,906.2	\$5,044.0	\$5,106.8	\$5,229.0	\$5,321.4	\$5,446.1	\$5,548.2	\$5,591.5	\$5,607.2	\$5,636.7	
Financial Interchange adjustment ⁶	(166.6)	(164.0)	(162.3)	(146.5)	.....	.....	.....	.....	.....	.....
Net transfers to administration.....	70.2	69.3	72.1	72.3	76.7	85.7	84.1	88.4	91.0	91.7	
Loans to RUI Account.....	.....	.....	.....	.....	.....	.....	.....	22.0	98.0	.....
Loans to DBP Account ⁷.....	.....	4.5	.....	.....	.....	.....	.....	.....	.....	.....
SOCIAL SECURITY EQUIVALENT BENEFIT ACCOUNT⁸											
Receipts											
Tax transfers ¹	\$2,954.1	\$3,163.1	\$3,389.3	\$3,097.5	\$3,113.8	\$3,267.3	\$3,129.8	\$2,594.0	\$3,226.5	\$3,109.7	
Interest and profit on investments ²	22.4	21.9	24.3	18.6	14.9	24.4	23.4	(9.4)	19.6	24.3	
Transfers under financial interchange ⁹	4,499.0	4,700.8	4,676.6	4,662.7	4,522.5	4,942.4	4,946.4	4,987.7	4,899.6	5,471.3	
Advances against financial interchange ¹⁰	3,943.0	3,886.1	3,849.9	3,926.1	4,095.4	4,109.1	4,306.4	4,793.0	5,040.6	4,849.6	
Expenditures											
Benefit payments.....	\$6,686.9	\$6,815.2	\$7,035.4	\$7,090.4	\$7,124.5	\$7,226.7	\$7,403.8	\$7,509.8	\$7,531.7	\$7,789.3	
Financial Interchange adjustment ⁶	166.6	164.0	162.3	146.5	.....	.....	.....	.....	.....	.....
Net transfers to administration.....	30.1	32.3	32.9	30.0	30.5	29.8	33.4	29.4	26.5	24.0	
Transfers under financial interchange ⁹	576.6	611.6	594.7	656.8	637.4	596.5	570.3	606.4	568.2	515.9	
Repayment of advances against financial interchange ⁴	3,863.1	4,041.9	3,982.7	3,940.1	4,054.5	4,194.3	4,202.4	4,458.2	4,951.6	5,085.9	
Transfers to the National RR Investment Trust/RR Account ³	171.0	93.0	129.0	.....	(296.0)	91.0	191.0	(83.0)	103.0	(120.0)

See footnotes at end of table.

Table 2.--Status of the Railroad Retirement Act accounts and trust funds, by fiscal year, 2013-2022 (In millions), cash basis - Continued

Item	Fiscal Year									
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
NATIONAL RAILROAD RETIREMENT INVESTMENT TRUST¹¹										
Cash and investment balance at end of period ¹²	\$24,963.7	\$26,039.9	\$24,483.9	\$25,007.7	\$26,389.6	\$26,468.7	\$25,332.4	\$24,468.6	\$28,289.6	\$23,002.3
DUAL BENEFITS PAYMENTS ACCOUNT¹³										
Loans from Railroad Retirement Account ⁷	.....	\$4.5	.....	.....	.....	.....	.....	.....	.....	.....
Benefit payments	\$42.6	37.2	\$31.9	\$27.5	\$23.6	\$20.2	\$17.1	\$14.0	\$11.3	\$9.1
Repayment of loans from Railroad Retirement Account ⁴	.....	4.5	.....	.....	.....	.....	.....	.....	.....	.....

¹ Net of U.S. Treasury adjustments for payroll tax refunds to certain carriers and their employees for prior periods. Includes Federal income tax transfers under section 72(r) of the Internal Revenue Code as amended. In calendar year 2012, Social Security Equivalent Benefit (SSEB) Account includes general revenue transfers under the Tax Relief, Unemployment Insurance Reauthorization, and Job Creation Act of 2010 and the Middle Class Tax Relief and Job Creation Act of 2012, respectively. The final reconciliation for calendar year 2012 occurred in June 2015. In fiscal year 2021, SSEB Account includes a one-time general revenue transfer under the Coronavirus Aid, Relief, and Economic Security Act of 2020 and other associated 2020 COVID-19 related legislation.

² Net of interest on U.S. Treasury adjustments for payroll tax refunds (see footnote 1).

³ Under the Railroad Retirement and Survivors' Improvement Act of 2001, as amended, the portion of the Railroad Retirement (RR) Account not needed to pay current administrative expenses is to be transferred to the National Railroad Retirement Investment Trust (Trust). The Trust may transfer funds back to the RR Account for payment of benefits. The balance of the SSEB Account not needed to pay current benefits and administrative expenses is to be transferred to the Trust or to the RR Account. The SSEB Account transferred funds to the Trust in fiscal year 2003 and to the RR Account thereafter. In fiscal years 2017, 2020, and 2022, the RR Account transferred funds to the SSEB Account to pay benefits.

⁴ Includes interest.

⁵ Effective January 1, 2002, supplemental benefits are paid from the RR Account.

⁶ Adjustments in benefit payments charged to the SSEB Account as compared to actual financial interchange benefits, with interest. This adjustment was discontinued in fiscal year 2017.

⁷ Due to delay in enactment of a continuing resolution, the Dual Benefits Payments Account borrowed \$4,500,000 from the RR Account in October 2013 in order to pay vested dual benefits. The loan was repaid in entirety in December 2013.

⁸ Established October 1, 1984, to keep track of the financing and payment of social security level portions of railroad retirement benefits.

⁹ Transfers to or from OASDHI Trust Funds under section 7(c)(2) of the 1974 Railroad Retirement Act.

¹⁰ Advances, including interest, from U.S. Treasury to offset lag in receipt of financial interchange funds under section 7(c)(4) of the 1974 Railroad Retirement Act as amended.

¹¹ Established February 1, 2002, for investment of railroad retirement assets.

¹² Source: National Railroad Retirement Investment Trust.

¹³ Established October 1, 1981, to keep track of the financing and payment of vested dual benefits.

NOTE.--This Table has been revised to only include information from the U.S. Department of the Treasury's Monthly Treasury Statements and other resources within the U.S. Railroad Retirement Board's Bureau of the Actuary and Research.

Table 3.--Status of the Railroad Unemployment Insurance Account, by fiscal year, 2018-2022 (in thousands), cash basis

Item	Fiscal year				
	2018	2019	2020	2021	2022
RECEIPTS					
Taxes.....	\$108,255	\$105,243	\$52,931	\$88,385	\$251,329
Interest.....	2,480	2,058	2,284	1,020	1,913
Transfer from Administration fund under sec. 11(d) of the RUI Act.....	11,208	9,674	9,401	11,403	6,255
Undistributed recoveries of benefit payments ¹	(439)	(42)	1,013	1,275	663
Loans from the RR Account.....	0	0	22,000	98,000	0
Total.....	\$121,504	\$116,933	\$87,629	\$200,083	\$260,160
EXPENDITURES					
Benefit payments ²	\$92,750	\$87,768	\$188,186	\$163,789	\$93,789
Funding for Office of Inspector General.....	1,522	1,421	1,363	1,461	1,699
Total.....	\$94,272	\$89,189	\$189,549	\$182,751	\$202,847
Cash balance end of period.....	\$100,843	\$128,587	\$26,667	\$44,001	\$101,314
LOANS DUE RAILROAD RETIREMENT ACCOUNT					
Loans.....	--	--	\$22,000	\$120,000,000	\$105,131,210
Interest Accrued.....	--	--	--	267,875	--
Repayment from RUI Account ³	--	--	--	(14,868,790)	(105,131,210)
Due RR Account end of period.....	--	--	\$22,000	\$105,399,085	\$0

¹ Net of distributed payments.

² In accordance with the Balanced Budget and Emergency Deficit Control Act of 1985, as amended, amounts reflect a reduction of 6.6% under sequestration for days of unemployment and sickness after September 30, 2017, 6.2% for days after September 30, 2018, 5.9% for days after September 30, 2019, and 5.7% for days after September 30, 2020. Beginning January 3, 2021, CARWA temporarily suspended sequestration until 30 days after the Presidential declaration of a national emergency due to the coronavirus pandemic terminates.

³ Loans from the Railroad Retirement Account to the Railroad Unemployment Insurance Account were processed in fiscal year 2021 and paid off in fiscal year 2022.

Table 4.--Status of the RUIA Administration Fund, by fiscal year, 2013-2022 (in thousands), cash basis

Fiscal year	Taxes and interest	Administrative expenditures ¹	Transfer to Railroad Unemployment Insurance Account under Sec. 11d ²	Balance at end of period
2013.....	26,202	14,591	10,706	12,324
2014.....	25,225	15,172	12,257	10,120
2015.....	28,063	12,987	11,339	13,858
2016.....	27,146	15,498	13,375	12,132
2017.....	26,551	14,842	12,357	11,483
2018.....	25,621	17,429	11,208	8,467
2019.....	26,203	16,066	9,674	8,930
2020.....	27,186	15,253	9,401	11,463
2021.....	22,581	16,025	11,403	6,615
2022.....	25,071	19,126	6,302	6,257

¹ Expenditures for each year included encumbrances as of end of year. Fiscal years 2013-2022 reflect reallocation of prior period administrative expenses between the Railroad Retirement Act and Railroad Unemployment Insurance Act programs.

² Transfers to the Railroad Unemployment Insurance Account are based on the excess of the accrual balance on the prior September 30 over \$6,000,000.

Table 5.--Number and average amount of retirement and survivor annuities in current-payment status at end of year, by type of annuitant and fiscal year, 2013-2022

Fiscal year	Retired employees											
	Total ¹	Awarded age annuity	Disability converted to age ²	Disability	Supple- mental ³	Spouses and divorced spouses	Aged widow(er)s ⁴	Disabled widow(er)s ⁵	Widowed mothers (fathers) ⁴	Children	Remarried widow(er)s	Divorced widow(er)s ⁴
NUMBER AT END OF YEAR												
2013	664,055	189,569	39,506	41,745	121,530	140,894	102,186	3,965	703	9,463	3,666	9,710
2014	661,069	190,224	41,554	37,891	122,086	142,626	98,435	3,868	688	9,164	3,506	9,747
2015	656,847	190,114	43,141	34,514	123,037	143,920	94,279	3,741	665	8,978	3,344	9,704
2016	654,127	190,835	44,744	31,308	122,966	145,891	90,919	3,660	652	8,695	3,187	9,709
2017	648,277	190,301	46,180	27,990	122,050	146,850	87,817	3,528	623	8,478	3,037	9,708
2018	641,470	189,571	47,436	25,059	120,222	147,708	84,710	3,378	604	8,232	2,903	9,760
2019	633,742	188,372	48,475	22,552	117,831	148,163	81,959	3,277	576	7,957	2,743	9,764
2020	622,932	186,357	49,278	19,996	114,444	147,412	79,406	3,176	570	7,726	2,566	9,746
2021	606,960	182,672	48,572	18,554	109,827	144,389	77,214	3,043	586	7,469	2,413	9,773
2022	591,464	179,295	47,765	17,110	105,171	141,566	75,064	2,892	587	7,306	2,303	9,749
AVERAGE AMOUNT												
2013	.....	\$2,451	\$2,180	\$2,574	\$42	\$915	\$1,476	\$1,217	\$1,757	\$1,006	\$986	\$974
2014	.....	2,536	2,252	2,613	42	946	1,525	1,250	1,798	1,027	1,005	1,005
2015	.....	2,625	2,322	2,663	42	975	1,576	1,285	1,835	1,055	1,036	1,040
2016	.....	2,675	2,358	2,675	42	991	1,618	1,307	1,883	1,066	1,050	1,055
2017	.....	2,731	2,401	2,691	42	1,008	1,664	1,326	1,878	1,078	1,071	1,078
2018	.....	2,817	2,474	2,746	42	1,035	1,721	1,367	1,902	1,110	1,114	1,118
2019	.....	2,912	2,564	2,822	42	1,065	1,780	1,401	1,942	1,157	1,152	1,168
2020	.....	2,985	2,625	2,871	42	1,088	1,840	1,437	1,992	1,195	1,192	1,203
2021	.....	3,047	2,678	2,926	42	1,108	1,904	1,472	2,049	1,236	1,223	1,237
2022	.....	3,211	2,832	3,094	41	1,160	1,987	1,532	2,129	1,331	1,314	1,337

¹ Includes annuities to parents and, beginning in fiscal year 2008, partition payments to spouses and divorced spouses where the employee is deceased or not otherwise entitled to an annuity. On September 30, 2022, there were 10 parents' annuities in current-payment status averaging \$1,144 and 2,646 partition payments averaging \$336.

² A disability annuity ends when the retiree attains full retirement age, at which time the annuity converts to an age and service annuity. Consequently, these annuitants are receiving age and service annuities. Full retirement age gradually increases, from age 65 to 67, for those born between 1937 and 1960. It is age 67 for those born after 1959 and age 65 for those born before 1938.

³ Excludes partition payments to spouses and divorced spouses where the employee is deceased. Averages are after court-ordered partitions.

⁴ Numbers include annuities temporarily being paid at spouse annuity rates, pending final adjudication of survivor annuities.

⁵ Includes annuities to disabled widow(er)s age 60 and over now payable as aged widow(er)s' annuities.

Table 6.--Number and average amount of retirement and survivor annuities awarded during year, by type of annuitant and fiscal year, 2013-2022

Fiscal year	Total ¹	Retired employees							Widowed mothers (fathers)	Children	Remarried widow(er)s	Divorced widow(er)s
		Age	Disability	Supple- mental ²	Spouses and divorced spouses	Aged widow(er)s	Disabled widow(er)s	Widowed mothers (fathers)				
NUMBER AWARDED												
2013.....	38,094	10,211	2,324	6,502	11,444	5,995	164	111	456	146	739	
2014.....	37,294	10,210	1,800	6,673	11,495	5,582	133	111	398	144	745	
2015 ³	36,316	10,059	1,686	6,194	11,300	5,546	120	99	462	151	696	
2016.....	35,950	10,236	1,682	5,910	11,373	5,319	123	94	380	116	715	
2017.....	33,540	9,121	1,562	5,178	10,758	5,484	86	86	390	127	746	
2018.....	31,795	8,665	1,662	4,155	10,459	5,411	78	94	379	123	766	
2019.....	28,997	7,663	1,767	3,294	9,799	5,036	100	88	394	107	748	
2020.....	26,493	7,203	1,713	2,386	8,748	5,153	87	90	379	79	655	
2021.....	24,619	6,244	1,756	1,721	7,591	5,752	92	117	471	92	781	
2022.....	22,791	5,947	1,425	1,102	7,293	5,504	43	130	466	94	787	
Cumulative 1937-2022	5,405,554	1,567,991	536,919	540,395	1,276,268	1,083,779	19,534	86,114	241,659	16,718	32,617	
AVERAGE AMOUNT												
2013.....	.....	\$2,921	\$2,565	\$41	\$1,003	\$1,911	\$1,503	\$1,916	\$1,332	\$1,161	\$1,104
2014.....	.....	3,041	2,624	41	1,024	1,985	1,615	1,874	1,294	1,151	1,095
2015.....	.....	3,114	2,611	41	1,055	2,031	1,685	1,728	1,302	1,153	1,175
2016.....	.....	3,124	2,667	41	1,062	2,096	1,677	2,034	1,371	1,166	1,174
2017.....	.....	3,159	2,723	41	1,047	2,113	1,752	1,806	1,368	1,189	1,209
2018.....	.....	3,188	2,775	41	1,054	2,188	1,864	1,864	1,386	1,270	1,222
2019.....	.....	3,173	2,880	41	1,057	2,299	1,563	1,940	1,487	1,249	1,271
2020.....	.....	3,256	2,937	41	1,105	2,349	1,681	2,053	1,549	1,334	1,297
2021.....	.....	3,221	3,128	40	1,090	2,429	1,874	2,090	1,588	1,418	1,393
2022.....	.....	3,233	3,315	39	1,114	2,527	1,892	2,257	1,719	1,378	1,456

¹ Excludes partition payments to spouses and divorced spouses where the employee is deceased or not otherwise entitled to an annuity. Includes annuities to parents.
 Fiscal year 2022 total includes no annuities to parents. Cumulative total includes 3,560 annuities to parents.

² Excludes partition payments to spouses and divorced spouses where the employee is deceased. Averages are after court-ordered partitions.

³ Supplemental annuity awards exclude more than 1,000 restorations due to Legal Opinion 2014-2. Reductions to Supplemental Annuities for 401(k) Distributions.

NOTE.--Cumulative figures reflect adjustments not made in yearly data, but average amounts for each year include effects of changes in rates made by the end of the year.

Table 7.--Retirement and survivor benefits in current-payment status on September 30, 2022, by class and state (Amounts in thousands)

State ³	Total ¹		Retirement benefits ²		Survivor benefits	
	Number	Monthly amount	Number	Monthly amount	Number	Monthly amount
Alabama.....	10,700	\$19,881	8,700	\$16,259	1,900	\$3,615
Alaska.....	200	343	200	275	(4)	67
Arizona.....	11,400	21,627	9,400	17,968	1,900	3,635
Arkansas.....	11,500	20,915	9,500	17,403	1,900	3,487
California.....	27,500	49,123	22,600	40,740	4,800	8,346
Colorado.....	9,900	19,160	8,600	16,655	1,300	2,489
Connecticut.....	2,900	6,705	2,400	5,712	500	991
Delaware.....	3,100	6,136	2,700	5,453	400	682
Washington DC.....	400	683	300	629	100	54
Florida.....	34,100	64,578	28,700	55,064	5,300	9,469
Georgia.....	19,700	37,350	16,400	31,267	3,200	6,066
Hawaii.....	200	338	200	285	(4)	53
Idaho.....	5,300	10,061	4,500	8,579	800	1,471
Illinois.....	35,500	65,836	29,500	55,066	5,800	10,702
Indiana.....	17,100	31,906	14,100	26,301	3,000	5,573
Iowa.....	10,300	19,233	8,700	16,200	1,600	3,005
Kansas.....	15,400	29,626	13,000	25,001	2,400	4,607
Kentucky.....	15,400	27,657	12,600	22,375	2,800	5,265
Louisiana.....	8,300	15,426	6,800	12,773	1,500	2,643
Maine.....	2,500	4,179	2,000	3,415	400	762
Maryland.....	9,600	17,791	8,100	15,334	1,400	2,448
Massachusetts.....	4,400	8,383	3,700	7,279	600	1,100
Michigan.....	13,800	25,222	11,300	20,554	2,500	4,636
Minnesota.....	14,700	27,057	12,300	22,726	2,400	4,310
Mississippi.....	6,100	11,028	4,900	8,947	1,100	2,076
Missouri.....	21,700	40,111	18,300	34,016	3,300	6,058
Montana.....	7,100	13,669	6,100	11,723	1,000	1,937
Nebraska.....	18,700	38,451	16,500	34,070	2,100	4,349
Nevada.....	3,600	6,595	3,000	5,576	600	1,009
New Hampshire.....	1,000	1,947	900	1,640	200	305
New Jersey.....	9,800	21,005	8,100	18,014	1,600	2,986
New Mexico.....	4,500	8,519	3,700	7,029	800	1,481
New York.....	22,300	46,051	18,500	39,441	3,700	6,594
North Carolina.....	11,300	20,248	9,100	16,601	2,100	3,635
North Dakota.....	3,800	7,293	3,100	6,093	600	1,195

See footnotes at end of table.

Table 7.--Retirement and survivor benefits in current-payment status on September 30, 2022, by class and state (Amounts in thousands) - Continued

State ³	Total ¹		Retirement benefits ²		Survivor benefits	
	Number	Monthly amount	Number	Monthly amount	Number	Monthly amount
Ohio.....	24,300	\$43,310	19,300	\$34,476	4,800	\$8,801
Oklahoma.....	5,500	10,213	4,500	8,302	1,000	1,901
Oregon.....	8,300	15,024	6,900	12,372	1,400	2,633
Pennsylvania.....	32,400	61,171	26,600	50,726	5,800	10,420
Rhode Island.....	700	1,463	600	1,267	100	195
South Carolina.....	8,400	15,802	6,900	13,253	1,400	2,539
South Dakota.....	2,200	4,209	1,900	3,691	300	515
Tennessee.....	13,900	25,671	11,400	21,302	2,400	4,350
Texas.....	40,300	79,226	33,400	66,491	6,600	12,629
Utah.....	5,500	10,739	4,600	9,017	900	1,711
Vermont.....	700	1,179	600	976	100	202
Virginia.....	17,400	32,989	14,300	27,555	3,100	5,418
Washington.....	11,700	21,864	9,700	18,104	2,000	3,741
West Virginia.....	8,400	15,651	6,700	12,675	1,600	2,964
Wisconsin.....	10,700	19,247	8,900	16,142	1,700	3,088
Wyoming.....	4,800	9,821	4,200	8,633	500	1,176
Outside United States:						
Canada.....	1,700	1,138	1,200	636	500	502
Mexico.....	100	147	(4)	48	100	100
Other.....	500	697	300	458	200	239
Total⁵.....	591,500	\$1,113,705	490,900	\$932,590	97,900	\$180,227

¹ Includes 2,646 partition payments to spouses and divorced spouses where the employee is deceased or not otherwise entitled to an annuity.
² Includes 105,200 supplemental annuities to employees receiving regular annuities. In a relatively small number of cases, employees were also receiving spouse or widow(er)'s benefits.
³ State of residence of beneficiary on September 30, 2022.
⁴ Less than 50.
⁵ Includes beneficiaries whose state of residence was unknown.

NOTE.--Retirement benefits include regular and supplemental employee annuities, spouse annuities and divorced spouse annuities. Survivor benefits include annuities to aged and disabled widow(er)s, widowed mothers and fathers, remarried and divorced widow(er)s, children, parents, and widow(er)s annuities temporarily being paid at spouse annuity rates pending final adjudication of survivor annuities. Benefit amounts exclude social security payments to dual beneficiaries.

Table 8.-- Principal administrative data for the unemployment and sickness benefit programs, benefit years 2017-2018 through 2021-2022, cash basis

Item	2017-2018	2018-2019	2019-2020 ¹	2020-2021 ¹	2021-2022 ¹
Qualified employees.....	242,100	235,400	234,600	228,400	208,400
Maximum daily benefit rate.....	\$72	\$77	\$78	\$80	\$82
UNEMPLOYMENT BENEFITS²					
Gross amount of benefits paid (thousands) ³	\$42,588	\$37,994	\$182,468	\$273,066	\$66,268
Payments:					
Number.....	63,000	52,300	226,500	379,700	95,100
Average amount per two week claim period.....	\$601	\$644	⁴ \$648	⁴ \$656	⁴ \$732
Beneficiaries.....	9,300	7,900	23,100	26,500	8,500
Applications received.....	12,500	12,200	43,900	26,000	11,700
Claims received.....	75,500	63,000	171,300	241,400	73,100
Normal benefit accounts exhausted.....	2,100	1,700	3,400	5,900	1,800
SICKNESS BENEFITS²					
Gross amount of benefits paid (thousands) ³	\$77,346	\$73,492	\$79,968	\$95,392	\$91,893
Payments:					
Number.....	115,000	102,100	108,100	164,300	136,400
Average amount per two week claim period.....	\$597	\$638	\$650	⁵ \$580	⁵ \$674
Beneficiaries.....	15,700	14,400	15,400	25,600	18,800
Applications received.....	19,600	17,900	19,800	34,100	24,900
Claims received.....	133,700	119,600	127,200	149,200	138,300
Normal benefit accounts exhausted.....	3,500	3,000	3,300	3,800	3,500

¹ Starting in May 2020, includes unemployment and sickness waiting period waiver benefits, special extended unemployment benefits and enhanced unemployment benefits authorized by the Coronavirus Aid, Relief, and Economic Security Act of 2020 (CARES), the Continued Assistance to Rail Workers Act of 2020 (CARWA), and the American Rescue Plan Act of 2021 (ARPA). Gross benefits for these temporary payments were \$85,086,000 for 2019-2020 and \$148,292,000 for 2020-2021 and \$30,453,000 for 2021-2022.

² In accordance with the Balanced Budget and Emergency Deficit Control Act of 1985, as amended, amounts reflect a reduction of 7.3% under sequestration for days of unemployment and sickness after September 30, 2014, 6.8% for days after September 30, 2015, 6.9% for days after September 30, 2016, 6.6% for days after September 30, 2017, 6.2% for days after September 30, 2018, 5.9% for days after September 30, 2019, and 5.7% for days after September 30, 2020, and before January 3, 2021. Beginning January 3, 2021, CARWA temporarily suspended sequestration until 30 days after a Presidential declaration of an end to the national emergency concerning the COVID-19 pandemic.

³ In Annual Reports through 2019, information on this table, with respect to benefits paid, was reported on a net basis. Beginning with 2020's report, these amounts are now shown on a gross basis.

⁴ Average unemployment payment includes special extended and waiting period waiver unemployment benefits but does not include enhanced unemployment benefit payments made under the CARES Act, CARWA, and ARPA, with no benefits payable under these acts for registration periods beginning after September 6, 2021.

⁵ Average sickness payment includes the waiting period waiver sickness benefit payments made under the CARES Act, CARWA, and ARPA, with no benefits payable under these acts for registration periods beginning after September 6, 2021.

Table 9.--All employees, new entrants, employees qualified for RUIA benefits, and related data, by employer, 2021

Type or name of employer	All employees			New entrants		Creditable Compensation (thousands)			
	Total	With 12 months of service in 2021	With sufficient service for RRA annuity	Qualified for RUIA benefits	Total	Qualified for RUIA benefits	Tier I	Tier II	RUIA
TYPE OF EMPLOYER									
Class I line-haul railroads.....	129,968	100,749	112,345	123,733	4,591	1,737	\$10,579,368	\$10,112,522	\$2,354,238
Non-Class I line-haul railroads and switching & terminal companies.....	22,585	16,434	15,282	20,287	2,469	1,117	1,440,417	1,393,951	387,168
Commuter railroads.....	47,238	37,516	36,890	45,159	2,546	1,100	4,100,568	3,789,159	878,028
Car-loan companies.....	2,244	1,636	1,483	2,034	290	108	144,967	139,317	39,394
Labor organizations.....	2,130	1,658	1,625	1,774	124	47	186,001	158,721	33,914
Miscellaneous employers ²	4,724	3,698	3,038	4,414	388	198	396,525	355,289	82,846
Total	208,889	161,691	170,663	197,401	10,408	4,307	\$16,847,846	\$15,948,958	\$3,775,589
SELECTED EMPLOYERS									
BNSF Railway Co.....	40,066	31,841	34,555	38,888	673	270	\$3,396,364	\$3,239,089	\$753,450
Canadian National, U.S. Operations									
Bessemer and Lake Erie Railroad Co.....	60	48	55	55	.....	.....	4,132	4,120	1,083
Chicago Central and Pacific Railroad Co.....	280	218	213	269	15	11	22,785	21,913	5,155
Grand Trunk Western Railroad Co.....	760	603	595	735	45	29	66,684	63,169	14,246
Illinois Central Railroad Co.....	3,686	2,995	2,973	3,602	115	80	328,548	308,961	69,762
Pittsburgh and Conneaut Dock Co.....	30	24	28	30	1	1	1,729	1,729	558
Wisconsin Central Transportation Corp.....	2,151	1,701	1,681	2,087	47	37	181,609	176,403	40,065
Canadian Pacific, Soo Line Corporation									
Dakota, Minnesota & Eastern Railroad Corp.....	763	540	516	690	111	63	53,334	52,150	12,907
Delaware and Hudson Railway Co. Inc.....	191	137	164	184	8	3	13,357	13,044	3,473
Soo Line Railroad Co.....	2,128	1,578	1,673	1,978	138	60	179,689	167,161	37,852
CSX Transportation Inc.....	19,698	15,125	17,467	18,392	1,155	398	1,580,169	1,516,833	323,575
Kansas City Southern Railway Co.....	2,899	2,253	2,216	2,720	227	120	236,179	221,611	52,720
Texas Mexican Railway Co.....	341	227	206	326	41	28	26,636	25,765	5,979
National Railroad Passenger Corp. (Amtrak).....	18,998	14,054	14,837	17,956	1,219	428	1,512,179	1,417,558	343,587
Norfolk Southern Corp.....	21,130	15,753	18,012	19,748	1,062	342	1,618,984	1,554,940	377,917
Union Pacific Railroad Co.....	35,785	27,706	31,991	34,029	953	295	2,869,169	2,745,633	655,496

¹ Includes National Railroad Passenger Corp. (Amtrak).

² Includes lessor companies, employer associations and miscellaneous carrier affiliates.

NOTE.--Tier I compensation excludes miscellaneous compensation taxable at the tier I tax rate.



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