Amtrak Government Affairs Update

NGEC Annual Meeting

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The Amtrak Success Story

- Leading indicators heading in the right direction
  - Ex.) Ridership, revenue, operating subsidy, cost recovery, indebtedness, rule violations, initial terminal delay

- Improved product

- Investment works
The Amtrak Public Affairs Paradox

- Amtrak is:
  1. Doing Better than Ever
  2. Coming off a historic Federal funding commitment
  3. Desperate for investment

- Connecticut River Bridge:
  - Built in 1907, Cost to replace: $250-300 Million

- Susquehanna River Bridge (MD):
  - Built in 1906, Cost to replace: $550-750 Million

- Portal Bridge (NJ):
  - Built in 1906, Cost to replace: $900 Million

- Niantic River Bridge (CT):
  - Built in 1907, Cost to replace: $150 Million

- Pelham Bay Bridge (NY):
  - Built in 1907, Cost to replace: $220-260 Million

- B&P Tunnel (MD):
  - Built in 1873, Cost to replace: $1.2 Billion
The realm of the possible

- Real annual funding has never exceeded the $2.8B received in 2009

- Purchasing power probably reached its height in 1979, when Federal funding of $1.24B provided the equivalent of $3.9B in 2012 dollars

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### Total Funding levels for Major Extraordinary Federal Funding Sources

<table>
<thead>
<tr>
<th>Source</th>
<th>Total in millions of real dollars (i.e., actual)</th>
<th>Total in millions of 2012 dollars (i.e., today’s value)</th>
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</thead>
<tbody>
<tr>
<td>TRA (1998-1999)</td>
<td>$2.1B</td>
<td>$3B</td>
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<tr>
<td>ARRA (2009)</td>
<td>$1.3B</td>
<td>$1.39B</td>
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<tr>
<td><strong>Total</strong></td>
<td>$7.4B</td>
<td><strong>$13.69B</strong></td>
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Near-term Funding Outlook

• Uncertain FY13 Outcome
  – Since October 1, 2010 and through March 27, 2013, Amtrak will have spent 423 out of 909 days under temporary funding measures (46%)

• The specter of (multiple) sequestration(s)

• FY14 discretionary spending caps will be even tighter

• Opportunities in reauthorization?

The continued lack of reliable federal appropriations makes proper budgeting and future planning extremely difficult
The Congressional Context

• Senate Commerce: 8 new members
  – Only 1 Republican Committee member from the 110th Congress remains: John Thune of SD
    - 2007: Most junior Committee Republican
    - 2013: Ranking Member
  – Rockefeller and Lautenberg’s last ride

• 1,255 days since last Senate floor vote on Amtrak (checked firearms)

• House
  – New T&I Chairman; RR Subcommittee Chairman
  – 20 new T&I members
  – New THUD Approps. Ranking Member; 6 new Subcommittee members