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# **State of Amtrak**

## **2012 Congressional Outlook**

### **NGEC Annual Meeting**

### **February 23, 2012**

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## Amtrak has a good story to tell policymakers in 2012

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- Expect to finish FY12 with lowest Federal operating support need (\$345m) since 1975
- Requesting less operating funds for FY13 than what was appropriated last year
- Increased ridership in 8 of last 9 years
- Revenues up 42% in same time period
- DC-NY air/rail share approaching 80%; NY-BOS above 50%
- American workers building equipment in NY, CA, GA, OH

## Tangible improvements to the product help our image on the Hill

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- 75% of passengers have access to on-board Wi-Fi
- Launched iPhone app
- 110-mph service in Michigan
- National roll-out of e-Ticketing
- Modern on-board food sales system



# FY13 Amtrak Grant Request

\$ millions	FY 2012	FY 2013		
	Federal Approp	PRIIA Authority	Amtrak Request	Greater than (Less than) FY 2012
<b>Operating Support</b>	<b>466.0</b>	<b>631.0</b>	<b>450.0</b>	<b>(16.0)</b>
General Capital	671.5	1,325.0	1,434.8	763.3
FRA Oversight (1)	9.5		10.0	0.5
NEC Gateway Project	-		60.0	60.0
Projects funded with ticket revenue			-	-
<b>Total Capital Programs</b>	<b>681.0</b>	<b>1,325.0</b>	<b>1,504.8</b>	<b>823.8</b>
<b>Debt Service</b>	<b>271.0</b>	<b>277.0</b>	<b>212.4</b>	<b>(58.6)</b>
<b>Total</b>	<b>1,418.0</b>	<b>2,233.0</b>	<b>2,167.2</b>	<b>749.2</b>
(1) Less amounts to FRA for Oversight and PRIIA Section 212 activity.	(9.5)		(10.0)	(0.5)
<b>Total to Amtrak</b>	<b>1,418.0</b>	<b>2,233.0</b>	<b>2,157.2</b>	<b>739.2</b>

*Differences may appear due to rounding*

# FY13 Appropriations Outlook

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Operating and debt service requests are lower than FY12-enacted levels by a combined \$75 million

- Capital request of \$1.5 billion properly states the need but represents >\$800 million increase over FY12-enacted level
- The good news:
  - Congress likes capital more than operating
  - Amtrak's FY12 capital appropriation increased after House-Senate conference
- The bad news:
  - Discretionary spending caps are tight; so too will be THUD allocation
  - FY12 bill used rescissions in housing accounts to beef up transportation
  - Specter of sequestration looms

# Key issues for appropriators

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- Fleet

- “...these plans shall include a comprehensive fleet plan which shall establish year-specific goals and milestones and discuss potential, current and preferred financing options...” (FY12 Conference Report)

- ADA

- “...the conferees direct Amtrak to the best of its ability to maintain this plan for complying with the requirements of ADA...” (FY12 Conference Report)

# Amtrak's Surface Transportation Bill Priorities

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- Provide dedicated, multiyear funding for intercity passenger rail, for both the development of new services and existing assets.
- Establish a national rail investment strategy through a National Rail Plan.
- Create a clear role for Amtrak within the Plan.
- Conduct coordinated corridor planning and project execution in other areas of the country similar to the Northeast.
- Close gaps in liability and insurance requirements.

# Amtrak & the 112<sup>th</sup> Congress

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## Senate

- Of the 41 Senate cosponsors of PRIIA in 2007, 17 are no longer in office or are retiring in 2012 (includes 6 Republicans)
- 23 of 74 PRIIA “Yea” Votes no longer in office or retiring in 2012
- There is a path to 60 votes, but it’s not proven

## House

- 96 new House members sworn in in 2011
- Vote on Sessions amendment to FY11 CR demonstrates support for Amtrak
  - All 190 Democrats and 60 Republicans voted against draconian cuts to FY11 capital/debt appropriation



# Looking ahead to November

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## Senate

- Democrats currently have 53-47 majority; Republicans projected to gain anywhere from 2-5 seats; 50-50 tie conceivable

## House

- Republicans currently have 242-192 majority (one vacant seat); Democrats need 25 seats but are projected to gain only 5-12

## Governors

- 11 seats are up in 2012; 6 in states with a service that is state-supported or will become state-supported under PRIIA § 209