Amtrak FY 2015 Performance Summary

- Total revenues of $3.2 billion, ridership just over 30 million for the fifth consecutive year
- Long term debt less than a third of the 2002 level ($3.9B to $1.3B)
- Company recovered 91% of operating costs (down from 93% in FY 2014)
- Pending “notice to proceed” for Next Generation High Speed equipment will play an important role in achieving higher levels of competitiveness, improving financial position
- Drop in gas prices has led to some softening of demand
- Amtrak is aggressively pursuing opportunities in the coming year for both cost savings and revenue generation
  - Extension of existing PTC installations
  - Broadband testing
  - Next Generation HSR procurement
  - Advancing the Gateway Program
### Near term FAST Act changes to Amtrak budget request

<table>
<thead>
<tr>
<th>Date</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feb 15, 2016</td>
<td>Amtrak submits Grant Request to Congress</td>
</tr>
<tr>
<td>Jun 1, 2016</td>
<td>FRA must finalize defining accounts for “NEC” and “NN”</td>
</tr>
<tr>
<td>Jun 1, 2016</td>
<td>Amtrak must establish internal controls to allocate costs, revenues between NEC and NN</td>
</tr>
<tr>
<td>Oct 1, 2016</td>
<td>Amtrak must complete FY 17 budget in new format</td>
</tr>
<tr>
<td>Dec 4, 2016</td>
<td>Amtrak must complete implementation of new accounting structure and produce P&amp;L statement for NEC and NN</td>
</tr>
<tr>
<td>Jan 4, 2017</td>
<td>Amtrak must begin submission of monthly P&amp;L statements to FRA</td>
</tr>
<tr>
<td>Feb 15, 2017</td>
<td>Amtrak must submit FY 18 Grant Request and 5 Year Business Line Plan</td>
</tr>
</tbody>
</table>

- Creates new accounting structure, which builds on existing systems (APT)
- In the future, money will be appropriated for two accounts:
  - Northeast Corridor (NEC)
  - National Network (NN)
- Abolishes distinctions between “operating” and “capital” grants
- Amtrak will play a major part in this shift, but the process of creating definitions is the responsibility of the FRA
- FY 17 Grant Request is a hybrid:
  - Basic financial request stated in capital and operating terms
  - “Supplementary Estimate” provides a preliminary restatement in terms of NEC, NN
  - In mid-2016, Amtrak will update the “Supplementary Estimate”, providing refined statement of NEC, NN funding needs
## Amtrak FY 2017 Federal Funding Request

### Operating Need

<table>
<thead>
<tr>
<th>Category</th>
<th>Northeast Corridor</th>
<th>State Supported</th>
<th>Long Distance</th>
<th>Infrastructure &amp; Corporate Development</th>
<th>Total</th>
<th>FY 2016 Amtrak Request</th>
<th>FY 2016 Federal Appropriation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Need</td>
<td>(210.0)</td>
<td>95.3</td>
<td>554.6</td>
<td>(83.0)</td>
<td>649.9</td>
<td>732.2</td>
<td>288.5</td>
</tr>
</tbody>
</table>

### Total Capital Need

<table>
<thead>
<tr>
<th>Category</th>
<th>Total</th>
<th>FY 2016 Amtrak Request</th>
<th>FY 2016 Federal Appropriation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Capital Need</td>
<td>1,670.8</td>
<td>1,803.9</td>
<td></td>
</tr>
</tbody>
</table>

### Operating Revenues and Partner Contributions

<table>
<thead>
<tr>
<th>Category</th>
<th>(817.2)</th>
<th>(65.2)</th>
<th>-</th>
<th>(83.0)</th>
<th>(965.4)</th>
<th>704.4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>705.4</td>
<td>1,099.5</td>
<td>941.3</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Net Capital Need

<table>
<thead>
<tr>
<th>Category</th>
<th>Total</th>
<th>FY 2016 Amtrak Request</th>
<th>FY 2016 Federal Appropriation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Capital Need</td>
<td>1,670.8</td>
<td>1,803.9</td>
<td></td>
</tr>
<tr>
<td>Operating Revenues and Partner Contributions</td>
<td>(965.4)</td>
<td>704.4</td>
<td></td>
</tr>
<tr>
<td>Total Net Capital Need</td>
<td>705.4</td>
<td>1,099.5</td>
<td>941.3</td>
</tr>
</tbody>
</table>

### General Capital Request

<table>
<thead>
<tr>
<th>Category</th>
<th>Total</th>
<th>FY 2016 Amtrak Request</th>
<th>FY 2016 Federal Appropriation</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Capital Request</td>
<td>920.4</td>
<td>543.7</td>
<td>1,101.5</td>
</tr>
<tr>
<td>General Capital and Operating Request</td>
<td>1,570.3</td>
<td>1,444.6</td>
<td>1,390.0</td>
</tr>
<tr>
<td>Federal Discretionary Grant Programs (authorized by FAST Act)</td>
<td>263.7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Federal Grant Request</td>
<td>1,834.0</td>
<td>2,000.4</td>
<td>1,390.0</td>
</tr>
</tbody>
</table>

### Total Gateway Expense

<table>
<thead>
<tr>
<th>Category</th>
<th>Total</th>
<th>FY 2016 Amtrak Request</th>
<th>FY 2016 Federal Appropriation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Gateway Expense</td>
<td>757.0</td>
<td>555.8</td>
<td></td>
</tr>
<tr>
<td>Commuter/FTA Share</td>
<td>605.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FAST Act Grant Award/FRA</td>
<td>121.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gateway (Amtrak share)</td>
<td>30.3</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## FY 2017 Supplementary Estimate

**Table 2. Amtrak FY 2017 FAST Act Supplemental Estimate**

<table>
<thead>
<tr>
<th>(in millions of dollars)</th>
<th>FY 2017 Amtrak Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total National Network</td>
<td>$1,205.0</td>
</tr>
<tr>
<td>Total Northeast Corridor</td>
<td>$612.9</td>
</tr>
<tr>
<td>State Supported Commission</td>
<td>2.0</td>
</tr>
<tr>
<td>NEC Commission</td>
<td>5.0</td>
</tr>
<tr>
<td>FRA Management Oversight</td>
<td>9.1</td>
</tr>
<tr>
<td>Total Non-Amtrak Commitments</td>
<td>$16.1</td>
</tr>
<tr>
<td>Total Federal Request</td>
<td>$1,834.0</td>
</tr>
</tbody>
</table>

- These numbers based on an early, preliminary estimate of total cost and revenue distribution
- Amtrak expects to have final numbers later this year

These categories will replace the traditional Capital and Operating accounts