



Information on Amtrak Federal Funding

The chart below includes final amounts for federal Amtrak funding for fiscal years 1990-2007, and proposed amounts for 2008.

There was a boost in 1998 and 1999 from the Taxpayer Relief Act, but Congress has appropriated only about half the amount authorized in the 1997

Amtrak reauthorization act (the same act mandating operational self-sufficiency by 2003) from 1998 to 2002.

Meanwhile, thanks to legislative “fire-walls” guaranteeing their funding, support for highways and aviation goes up and up. Passenger rail funding in 2001 was at its lowest level in over ten years.

Adjusted for inflation, passenger rail in 2003 got less than two-thirds of what it was getting 20 years ago, where highways and aviation have doubled (or more).

Is it any wonder that the U.S. doesn't have the train service it needs and wants? The old saying applies here—“You get what you pay for.”

Passenger Rail Funding (including Amtrak) and Other Transportation Funding in Recent Years

(millions of dollars, not adjusted for inflation)	AMTRAK				AMTRAK TOTAL	Penn Sta./Farley	Next-generation high-speed rail	PASSENGER RAIL TOTAL	Fed. Transit Admin.	Fed. Aviation Admin.	Fed. Highway Admin.
	Operating	Capital (entire system)	Debt Service (a)	Appropriations subtotal							
2008—Amtrak request	498	760	285	1530	1680	--	--	1680	--	--	--
2008—Admin. request	0.0	500	0.0	800(b)	800	0.0	0.0	900	9422	14077	41703
2008—House bill	--	--	--	--	--	--	--	--	--	--	--
2008—Senate bill	--	--	--	--	--	--	--	--	--	--	--
2007—final	490.0	495.0	278.0	1294.0(c)	1294.0	0.0	0.0	1294.0	*8975	14100	*39086
2006—final	490.0	495.0	278.0	1294.0(c)	1294.0	0.0	0.0	1294.0	9872	14310	34183
2005—final	570.0	369.0	262.0	1201.0	1207.0	0.0	19.0	1220.0	8605	13853	33331
2004—final	598.0	345.0	275.0	1218.0	1218.0	0.0	37.2	1255.2	8288	13840	32928
2003—final	582.0	213.0	248.0	1043.0	1043.0	19.9	30.3	1093.2	7179	(d)15886	31593
2002—final	0.0	521.5		521.5	826.5 (e)	20.0	32.3	878.8(e)	6870	(f)18511	32927

NOTES:

*2007 Transit and Highway totals pending any flex from Highway Trust Fund to transit.

(a) For years prior to 2003, the Operating number includes interest payments on debt, while the Capital number includes principal payments. Amtrak has taken on no new debt since June 2002; total debt declined from \$3.942 billion September 30, 2002, to \$3.623 billion as of December 31, 2005.

(b) Specific operating funds not recommended, rather, \$300 million of “Efficiency Incentive Grants” presumably for operations.

(c) Includes \$31 million of “Efficiency Incentive Grants” that can be used to fund operations at the Secretary of Transportation’s discretion.

(d) Includes \$2.396 billion in airline bailouts in war supplemental funding bill (April 2003, but not \$925 million in non-cash aid).

(e) Includes \$100 million for capital (safety/security items) from defense appropriations (Dec. '01); \$205 million for operations from supplemental appropriations (July '02).

(f) Includes \$5 billion provided for airline bailouts in wake of 2001 terror attacks (but does not include additional \$10 billion authorized for loan guarantees to airlines).

(continued on next page)

(millions of dollars, not adjusted for inflation)	AMTRAK						Penn Sta./Farley	Next-generation high-speed rail	PASSENGER RAIL TOTAL	Fed. Transit Admin.	Fed. Aviation Admin.	Fed. Highway Admin.
	Operating (d)	Capital (entire system)	Capital (Northeast Corridor)	Appropriations subtotal	Taxpayer Relief Act of 1997 capital funds	AMTRAK TOTAL						
2001—final	0.0	520.4		520.4		520.4	20.0	25.0	565.4	6253.9	12074.3	31675.0
2000—final	0.0	571.0	(e)	571.0	0.0	571.0	0.0	27.2	598.2	5803.0	9997.1	28802.8
1999—final	0.0	609.2	(e)	609.2	1091.8	1701.0	0.0	20.5	1721.5	5389.0	9807.0	27077.0
1998—final	344.0	0.0	238.0	582.0	1091.8	1673.8	12.0	20.0	1705.8	4843.7	9101.6	21584.6
1997—final	364.5	223.0	255.0	842.5	0.0	842.5	0.0	24.8	867.3	4382.2	8561.0	19894.0
1996—final	405.0 (f)	230.0	115.0	750.0	0.0	750.0	(g)	24.2	774.2	4051.4	8216.3	19969.7
1995—final	542.0	230.0	221.5	993.5	0.0	993.5	0.0	23.3	1016.8	4613.5	8392.2	19878.6
1994—final	488.7	195.0	225.0	908.7	0.0	908.7	10.0	23.5	942.2	4582.6	8644.8	19938.4
1993—final	497.0	186.0	208.1	891.1	0.0	891.1	0.0	13.6	904.7	3800.0	8861.9	18430.2
1992—final	476.0	175.0	205.0	856.0	0.0	856.0	0.0	12.0	868.0	3762.0	8932.2	18111.9
1991—final	493.1	132.0	179.0	804.1	0.0	804.1	0.0	10.3	814.4	3269.7	7937.4	15088.5
1990—final	521.1	83.6	24.4	629.1	0.0	629.1	0.0	6.1	635.2	3047.7	7141.0	13560.0

NOTES (continued):

(d) Includes certain Railroad Unemployment and Retirement payments, mandated by law, which exceed Amtrak's costs to those systems. They ranged from \$120 million to \$160 million in the time frame shown.

(e) Included in Amtrak capital.

(f) Includes "transition" costs—restructuring, severance, equipment retirement.

(g) In 1996, the Penn Station/Farley project could draw \$20 million from Amtrak capital.

—current to April 4, 2007