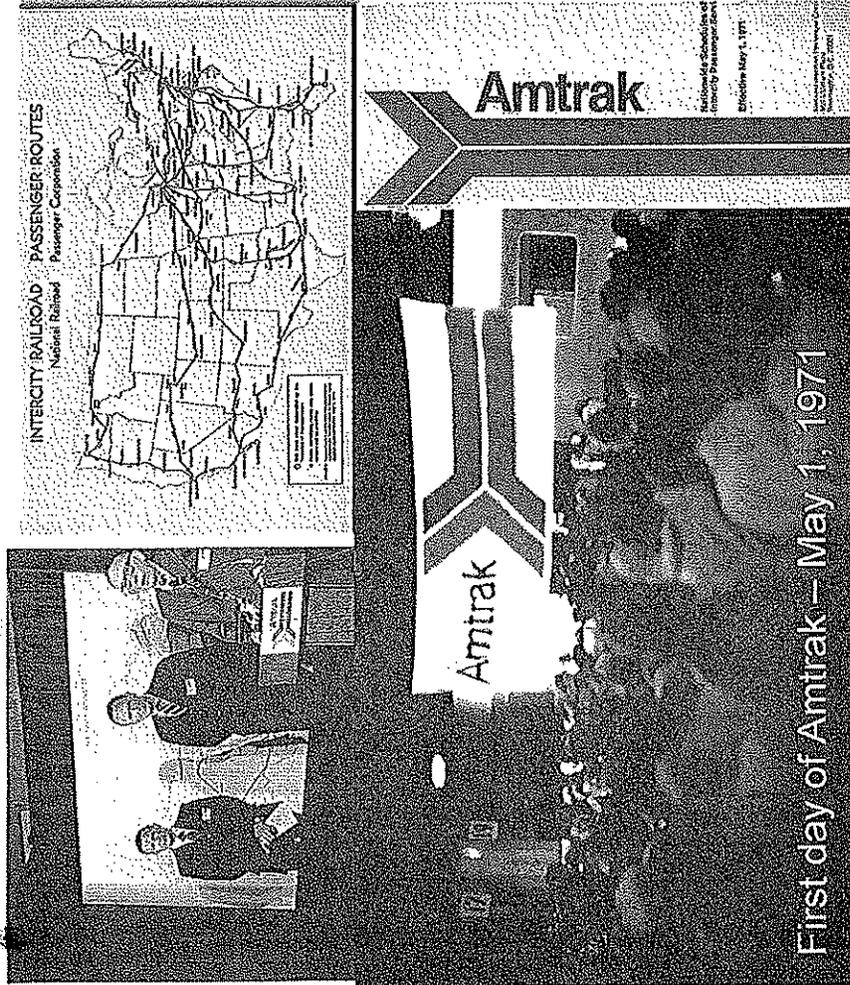
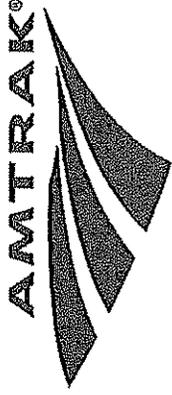


Freight and Passenger Rail in America's Transportation System

Testimony before the Railroads and
Pipelines Subcommittee of the House
Transportation and Infrastructure
Committee

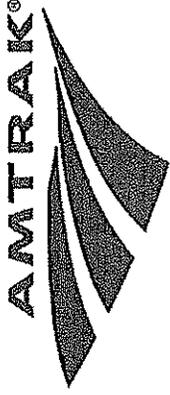
Joseph H. Boardman
President & CEO

In the beginning



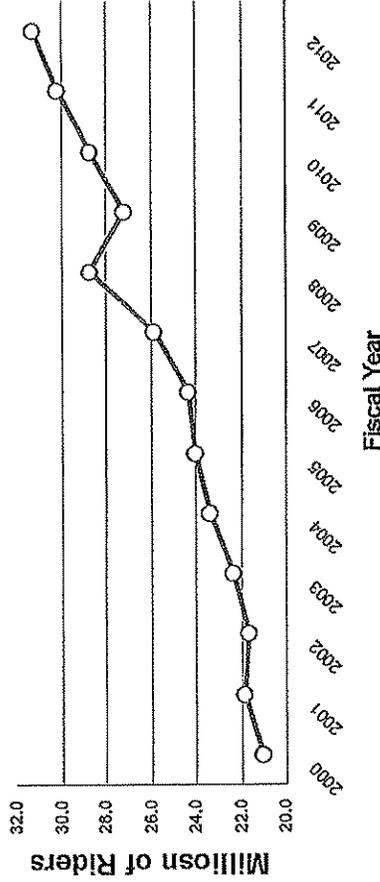
- Prior to 1970
- Rail Passenger Service Act
- Amtrak's formation
- Industry implications

System basics

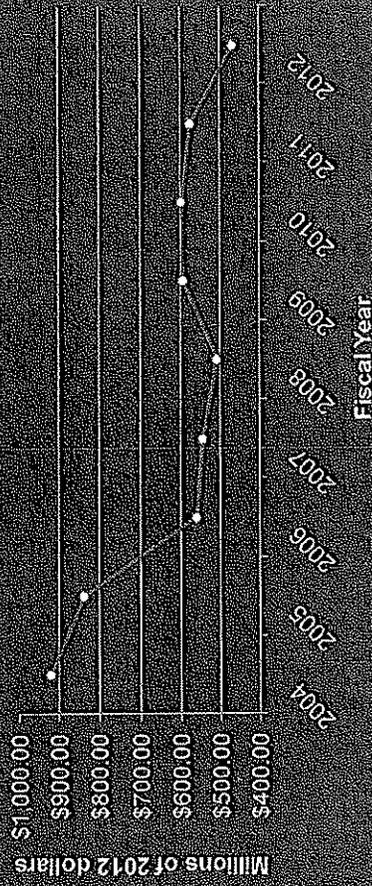


- 22,000 mile operation (mostly on other railroads)
- More than 300 daily trains
- More than 500 stations in 46 states
- Financial and operating indices moving in the right directions:
 - Covers 88% of operating costs
 - 9 ridership records in 10 years
 - Operating need halved since 2004
 - Corporate debt halved since 2002

Amtrak Annual Ridership

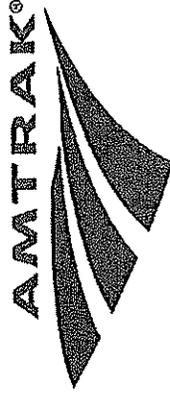


Amtrak Operating Funding Level, 2004-Present



Federal capital investment underpins operating cost recovery improvements

The long distance trains

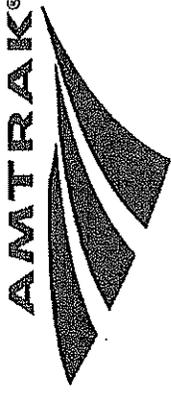


- A public service:
 - 43% of passenger-miles, but only 11% of frequencies
 - 15% of ridership, but 25% of ticket revenues
 - 42% of identified passengers with disabilities who use Amtrak
 - Only Amtrak service at half our stations and in half the states we serve
- Serve about 40% of America's rural population
- More than half of adult passengers are age 55 or older
- In many places, only remaining scheduled intercity transportation (bus services serve 11% fewer Americans in 2011 than 2005)

State Name	Intercity Bus Coverage		Change (%)
	% of rural residents served, 2005	% of rural residents served, 2010	
Alabama	92.4%	60.9%	-34%
Georgia	92.4%	66.1%	-28%
Kansas	71.8%	52.6%	-26.7%
Kentucky	70.7%	50.2%	-28.9%
Louisiana	91.2%	72.7%	-20.3%
Mississippi	93.8%	62.8%	-33%
Missouri	80.4%	69.6%	-13%
Nevada	85.3%	66.1%	-22.5%
New Mexico	84.3%	61.0%	-27.6%
North Carolina	95.0%	72.9%	-23.3%
North Dakota	50.7%	35.2%	-30.1%
Virginia	89.2%	68.0%	-23.8%
West Virginia	75.7%	46.2%	-38.9%

Source: USDOT

Some Amtrak myths

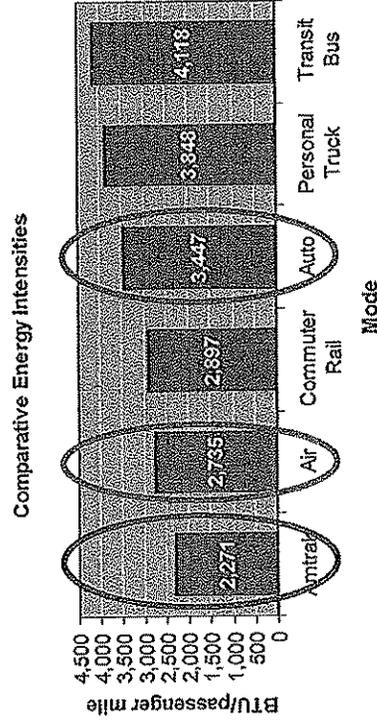


The Myth

- “the train [Acela] rarely gets above 100 mph”
- “the average intercity highway trip uses less energy per passenger mile than the average Amtrak trip”
- “people who want trains dislike the personal autonomy that the auto confers”
- “private industry will do it better”

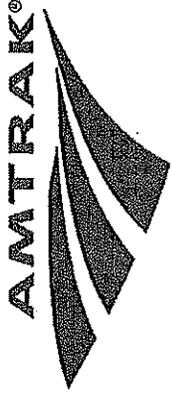
The Reality

- 65% of the track between DC and NYC is rated for 125-135mph and we are in the process of raising top speeds to 160mph



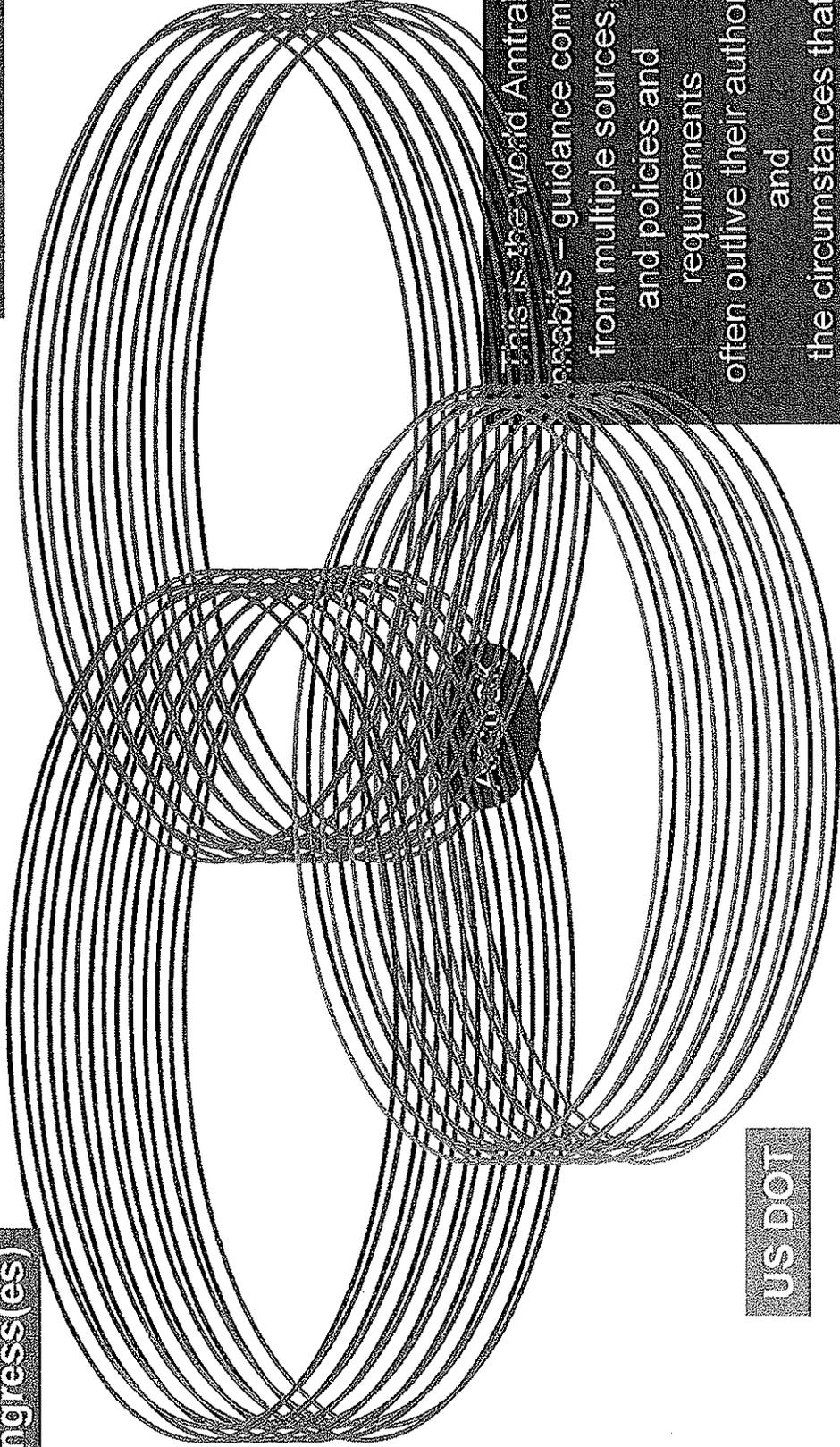
- The average New Yorker wastes a full work week (44hrs) of his/her life in traffic every year. What's authoritarian about wanting an alternative to that?
- Amtrak was formed because private companies couldn't make it work

Existence at the intersection



Administration(s)

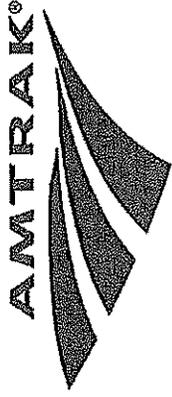
Congress(es)



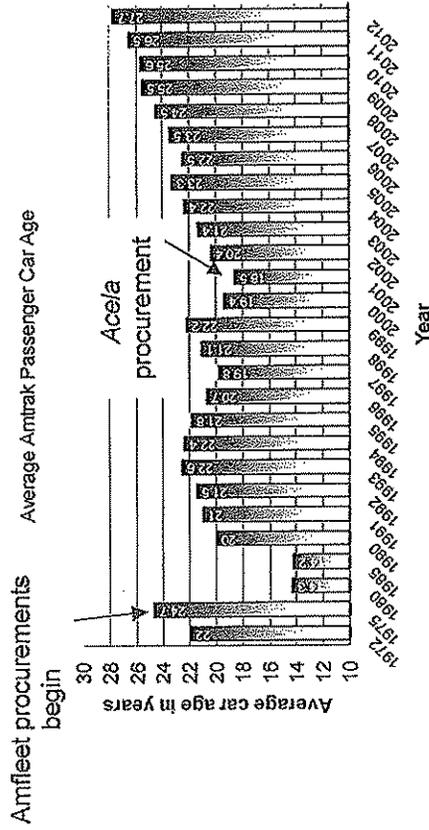
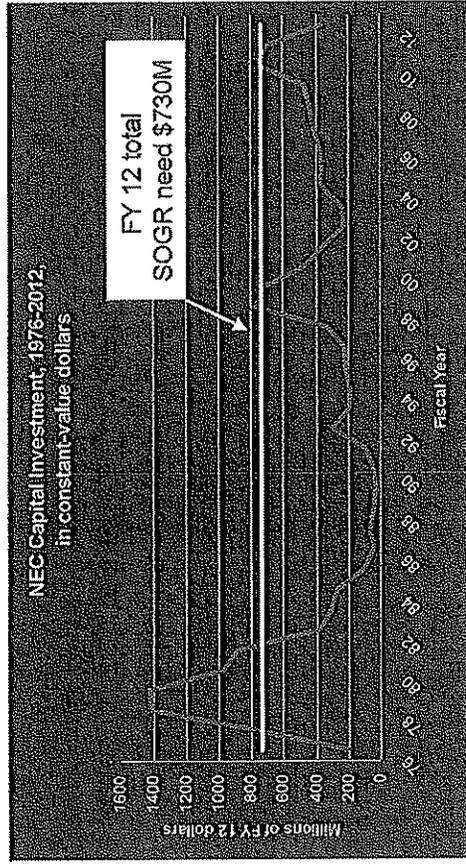
This is the world Amtrak
operates – guidance comes
from multiple sources,
and policies and
requirements
often outlive their authors
and
the circumstances that
produced
them.

US DOT

Amtrak's capital needs are significant



- Infrastructure investment lagging
- Fleet age is a major challenge
 - Today the fleet is the oldest we've ever had
 - Fleet plan created to avoid future 'lumps' and seed the industry
 - Procurements have begun – but funding needed to sustain progress
- Infrastructure investment needed to accommodate traffic in coming years
 - Gateway
 - NextGen HSR equipment
- Investment needs affect the whole system



Note: data set at 5 year intervals prior to 1990

Sustained capital funding will be the key to future improvement

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
Truth in Testimony Disclosure

Pursuant to clause 2(g)(5) of House Rule XI, in the case of a witness appearing in a nongovernmental capacity, a written statement of proposed testimony shall include: (1) a curriculum vitae; and (2) a disclosure of the amount and source (by agency and program) of each Federal grant (or subgrant thereof) or contract (or subcontract thereof) received during the current fiscal year or either of the two previous fiscal years by the witness or by an entity represented by the witness. Such statements, with appropriate redaction to protect the privacy of the witness, shall be made publicly available in electronic form not later than one day after the witness appears.

(1) Name:

Joseph H. Boardman

(2) Other than yourself, name of entity you are representing:

National Railroad Passenger Corporation

(3) Are you testifying on behalf of an entity other than a Government (federal, state, local) entity?

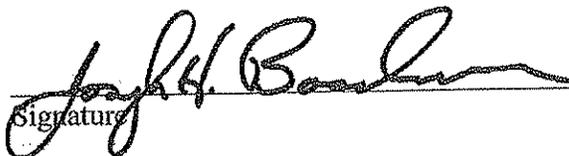
YES

If yes, please provide the information requested below and attach your curriculum vitae.

NO

(4) Please list the amount and source (by agency and program) of each Federal grant (or subgrant thereof) or contract (or subcontract thereof) received during the current fiscal year or either of the two previous fiscal years by you or by the entity you are representing:

See Attached


Signature

March 1, 2013
Date

FEDERAL GRANT FUNDING TO AMTRAK

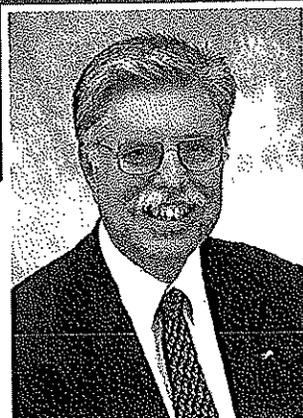
(as of March 1, 2013)

Federal Grantor	Grant Number	Program Title	Award Amount	Grant Period	Status (09-01-13)
U.S. Department of Transportation	DTRFDV-13-G-00001	FY13 Operating Expenses Grant Agreement	\$227,269,200	10/01/12 - 03/27/13	Active
U.S. Department of Transportation	DTRFDV-13-G-00002	FY13 Capital and Debt Service Expenses Grant Agreement	\$459,647,496	10/01/12 - 03/27/13	Active
U.S. Department of Transportation	DTRFDV-12-G-00002	FY12 Capital and Debt Service Expenses Grant Agreement	\$942,480,000	10/01/11 - 12/31/12	Active
U.S. Department of Transportation	FR-HSR-0062-11-01-00	NYC to Trenton, NY High Speed Rail Improvements	\$449,944,000	10/01/11 - 06/30/17	Active
U.S. Department of Transportation	FR-TEC-0002-11-01-00	Advanced Civil Speed Enforcement System (ACSES) - Vital Train Management System Interoperability	\$10,280,000	12/31/10 - 12/31/12	Active
U.S. Department of Transportation	DTRFDV-11-G-00003	Exercise of Equipment Early Buy-out Options Grant	\$361,358,810	12/23/10 - 09/30/13	Active
U.S. Department of Transportation	RPD01G2010	Section 305 Equipment Pool Committee Grants Agreement Northeast Corridor Operations and Infrastructure Advisory Commission	\$4,000,000	01/01/10 - 03/31/14	Active
U.S. Department of Transportation	FR-AMT-0001-12-01-00	Cross-Functional Risk Reduction Team	\$9,252,014	02/01/12 - 09/30/14	Active
U.S. Department of Transportation	FR-RSR-0010-10-01-00	Acquisition of 2 (Two) Genset Locomotives by the National Railroad Passenger Corporation for use in the City of Chicago	\$70,000	10/01/10 - 09/30/12	Active
U.S. Department of Transportation	pass-thru ILDOT CMM-9003 (57	Reducing Emissions from Rail Terminal Operations at Union Station	\$3,280,000	01/18/12 - 06/30/13	Active
U.S. Environmental Protection Agency	pass-thru MWCOG	PEERS (Public Education & Enforcement Research Study)	\$1,800,000	01/18/12 - 06/30/13	Active
Illinois Commerce Commission	007-PEERS-01	Amtrak Pilot for Securing Critical Underground (SCU) Grant Program	\$9,270	09/03/11 - 12/31/11	Active
U.S. Department of Homeland Security	2011-PD-129-000003	FY12 Intercity Passenger Rail Grant Program	\$876,755	08/01/11 - 07/31/13	Active
U.S. Department of Homeland Security	EMW-2012-RA-K00042-S01	FY11 Intercity Passenger Rail Grant Program	\$10,000,000	09/01/12 - 08/31/14	Active
U.S. Department of Homeland Security	EMW-2011-RA-K00012-S01	FY10 Intercity Passenger Rail Grant Program	\$22,214,456	09/01/11 - 08/31/14	Active
U.S. Department of Homeland Security	2010RAT0K051	FY09 Intercity Passenger Rail Grant Program	\$20,000,000	06/01/10 - 05/31/13	Active
U.S. Department of Homeland Security	2009RAT9K001	FY08 Intercity Passenger Rail Grant Program	\$25,000,000	06/01/09 - 05/31/12	Active
U.S. Department of Homeland Security	2008RLT8K007	American Recovery and Reinvestment Act and Transit Security Grant Program - Law Enforcement	\$25,000,000	08/01/08 - 07/31/11	Active
U.S. Department of Homeland Security	2009RAR10090	National Explosive Detection Canine Team Program	\$6,343,500	08/01/09 - 07/31/12	Active
U.S. Department of Homeland Security	HSTS0208HCAN330		\$1,472,619	03/11/08 - 03/10/13	Active

FEDERAL GRANT FUNDING TO AMTRAK

(as of March 1, 2013)

Federal Grantor	Grant Number	Program Title	Award Amount	Grant Period	Status (03-01-13)
TOTAL FEDERAL AWARDS			\$2,580,297,120		



Joseph Boardman
President and Chief Executive Officer
National Railroad Passenger Corporation (Amtrak)

Joseph H. Boardman was appointed President and Chief Executive Officer (CEO) of Amtrak by its Board of Directors in November 2008.

As President and CEO, Mr. Boardman oversees the management of America's Railroad which carried 30.2 million passengers in FY 2011, an all-time record. Amtrak operates over 300 passenger trains each day – at speeds up to 150 mph (241 kph) – connecting more than 500 destinations in 46 states, the District of Columbia and three Canadian Provinces. In addition, an average of more than 862,000 people every weekday depend on commuter rail services that use Amtrak-owned infrastructure, dispatching, or rode commuter trains operated by Amtrak under contracts with local or regional agencies.

Under his leadership, Amtrak is building the equipment, infrastructure and organization needed to ensure its strong growth continues into the future. The company is investing in projects critical for enhancing the passenger experience and essential for supporting its national network of intercity and high-speed rail services. In addition, Amtrak's next-generation high-speed rail vision will provide a global competitive advantage for the United States.

Before joining Amtrak, Mr. Boardman was the Administrator of the Federal Railroad Administration (FRA), an agency under the U.S. Department of Transportation, and also served as a member of the Amtrak Board of Directors. Prior to his position at FRA, Mr. Boardman was the longest serving Commissioner of the New York State Department of Transportation.



Mr. Boardman has been involved with the transportation industry for more than 40 years with experience on the local, state and federal levels and his own transportation management company. In addition, he is a former Chairman of both the Executive Committee of the Transportation Research Board (TRB) and the American Association of State Highway and Transportation Officials' (AASHTO) Standing Committee on Rail Transportation (SCORT).

He is a native of New York State and is the second of eight children born and raised on a dairy farm in Oneida County. In 1966, he volunteered for military service in the United States Air Force and later received a Bachelor of Science degree in Agriculture Economics from Cornell University in Ithaca, NY, and a Master of Science degree in Management Science from the State University of New York at Binghamton.

Mr. Boardman presently resides with his wife Joanne in Washington, D.C.