



Freight and Passenger Rail in America's Transportation System

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

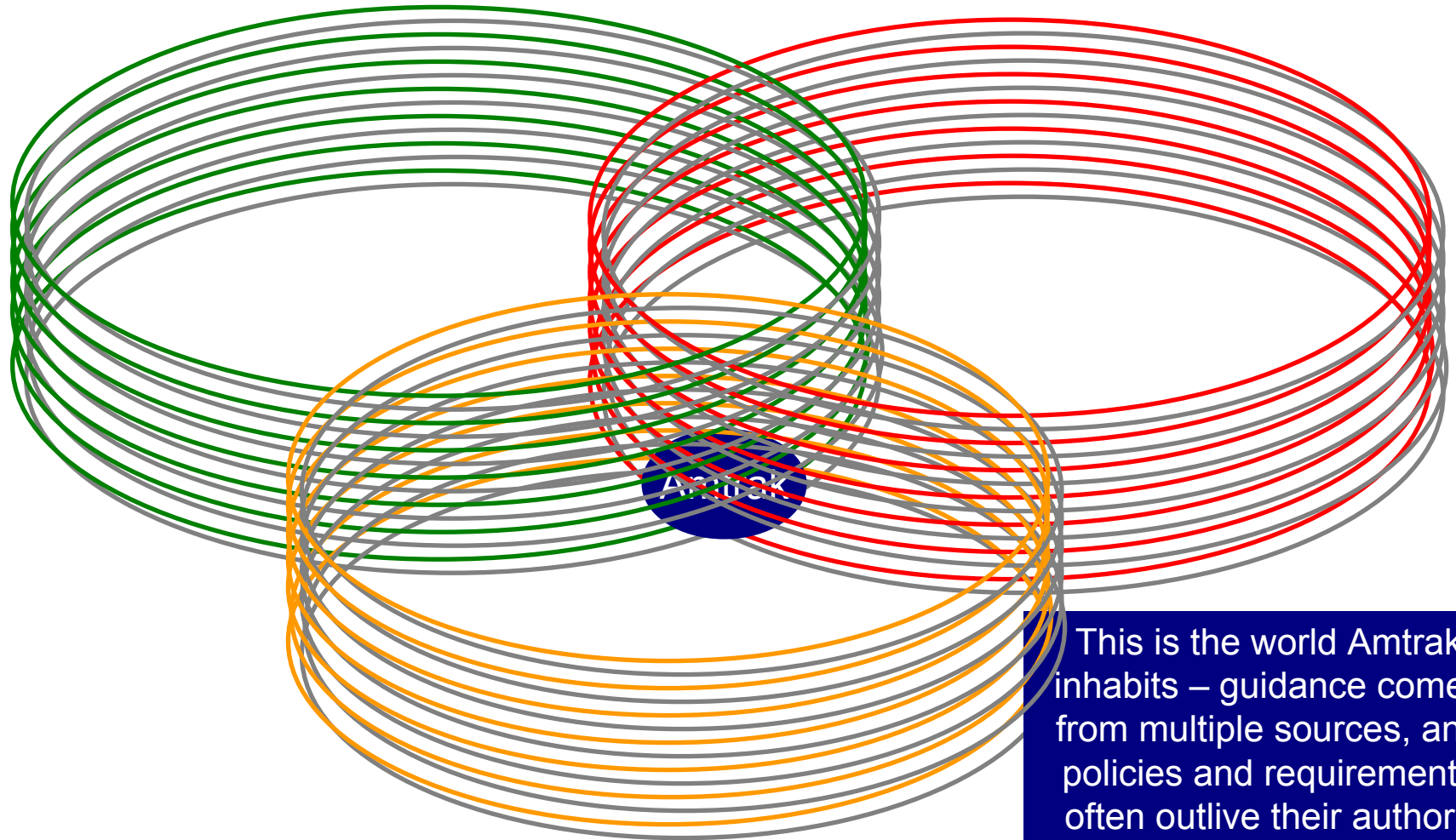
Joseph H. Boardman
President & CEO

In the beginning



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

Existence at the intersection



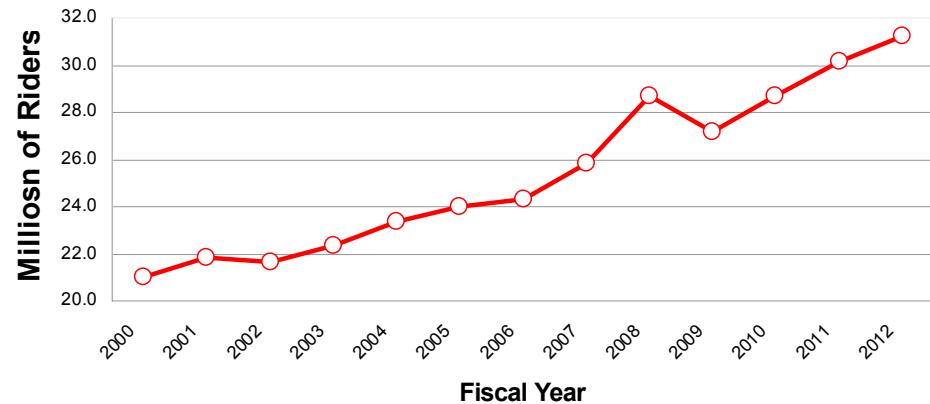
This is the world Amtrak inhabits – guidance comes from multiple sources, and policies and requirements often outlive their authors and the circumstances that produced them.

System basics

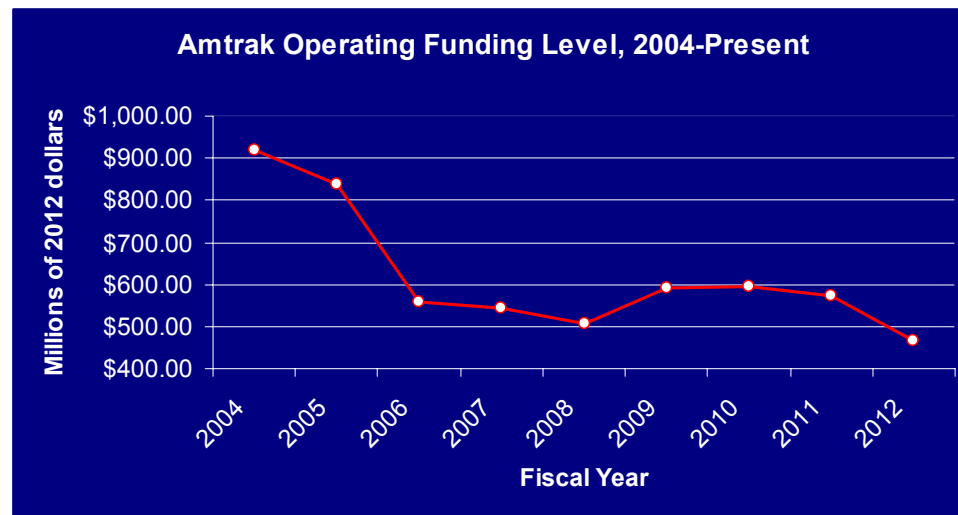


- 22,000 mile operation (mostly on other railroads)
- More than 300 daily trains
- More than 500 stations in 46 states
- Amtrak's Strategic Plan aligns our services into three Business Lines:
 - Northeast Corridor (NEC)
 - State-supported trains
 - Long Distance Trains

Amtrak Annual Ridership



Amtrak Operating Funding Level, 2004-Present

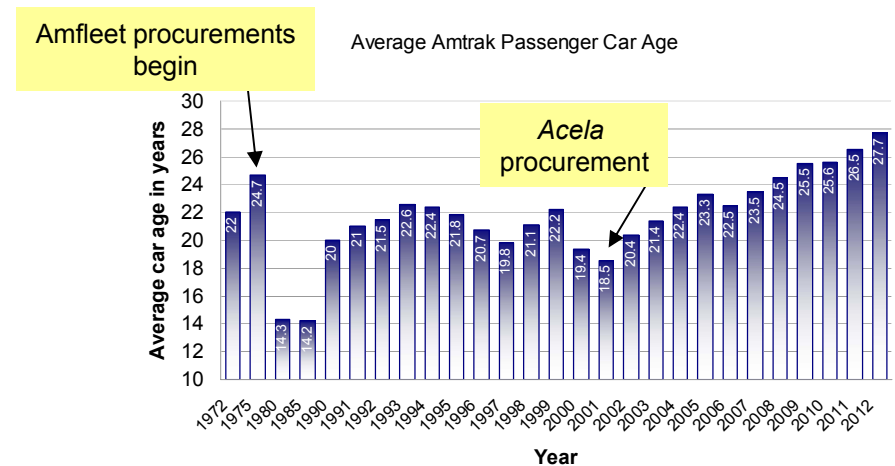
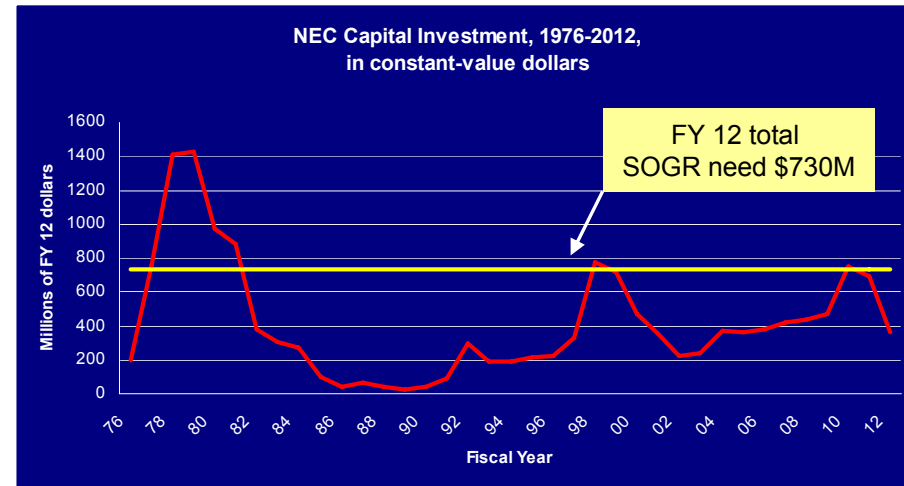


Federal capital investment underpins operating cost recovery improvements

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
 - 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

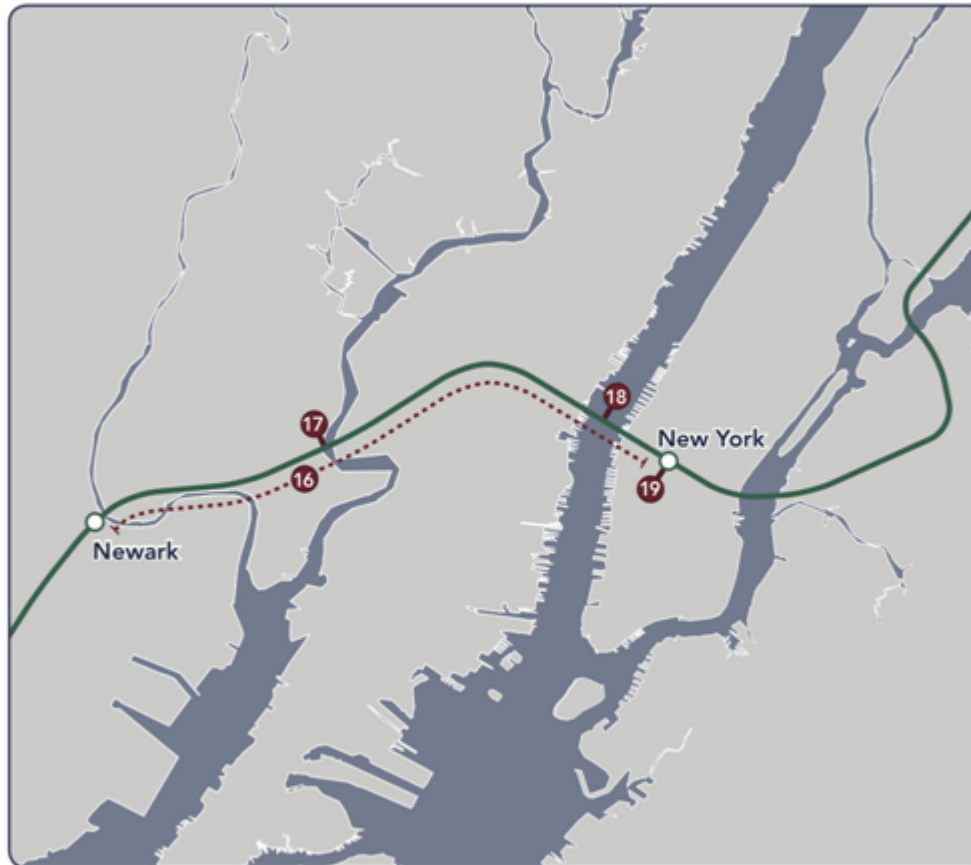


Critical Infrastructure Needs on the Northeast Corridor

January 2013



The Gateway Project



16 Highline Bridge Replacement & Newark to New York Fourth Track

17 Portal Bridge North & South

18 Hudson River Tunnels

19 Moynihan Station Phase Two & New York Penn Station Capacity Expansion

Courtesy NEC Infrastructure And Operations Advisory Commission

The long distance trains

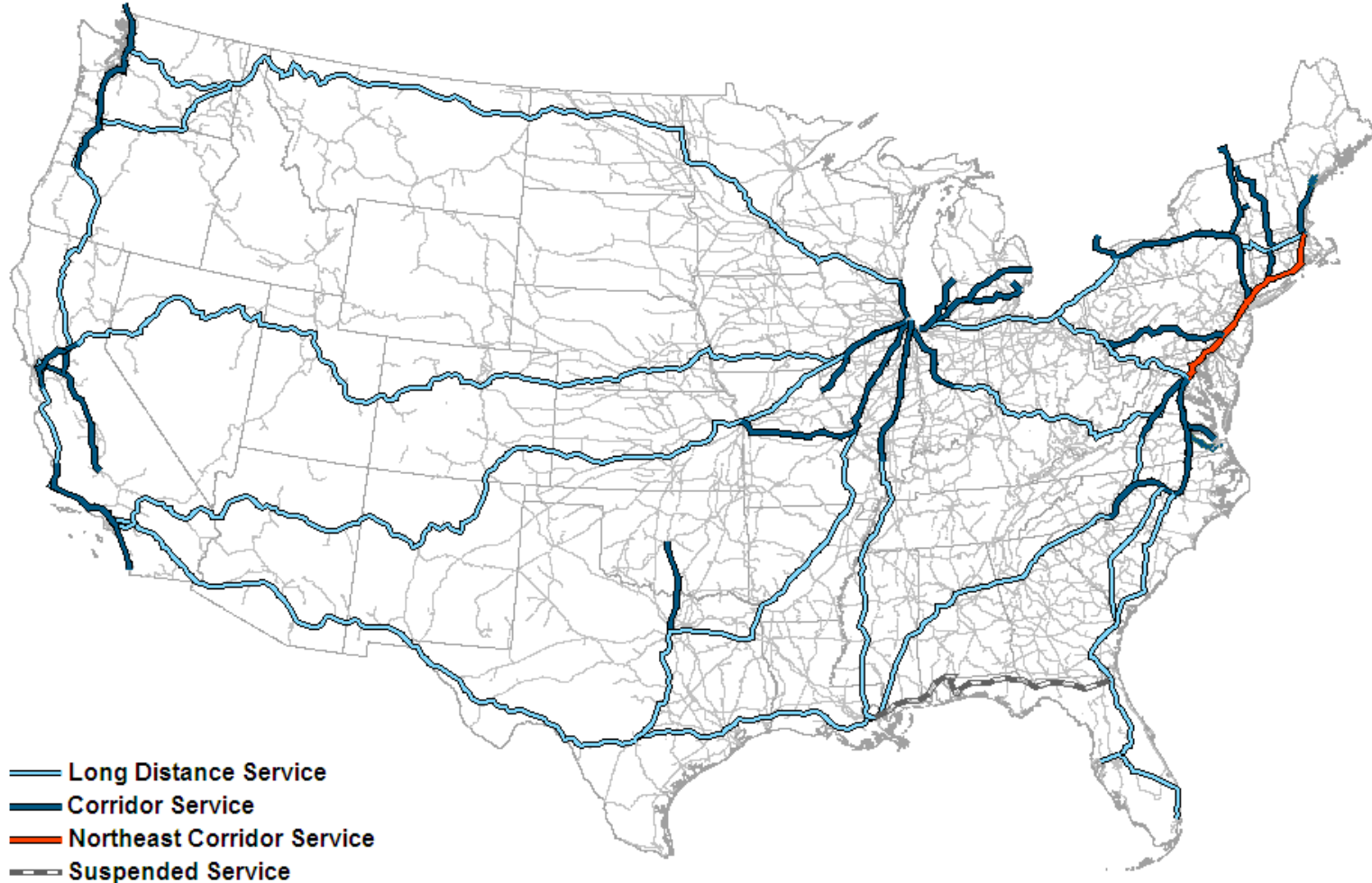


Intercity Bus Coverage			
State Name	% of rural residents served, 2005	% of rural residents served, 2010	Change (%)
Alabama	92.4%	60.9%	-34%
Georgia	92.4%	66.1%	-28%
Kansas	71.8%	52.6%	-26.7%
Kentucky	70.7%	50.2%	-28.9%
Louisiana	91.2%	72.7%	-20.3%
Mississippi	93.8%	62.8%	-33%
Missouri	80.4%	69.6%	-13%
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

- 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)

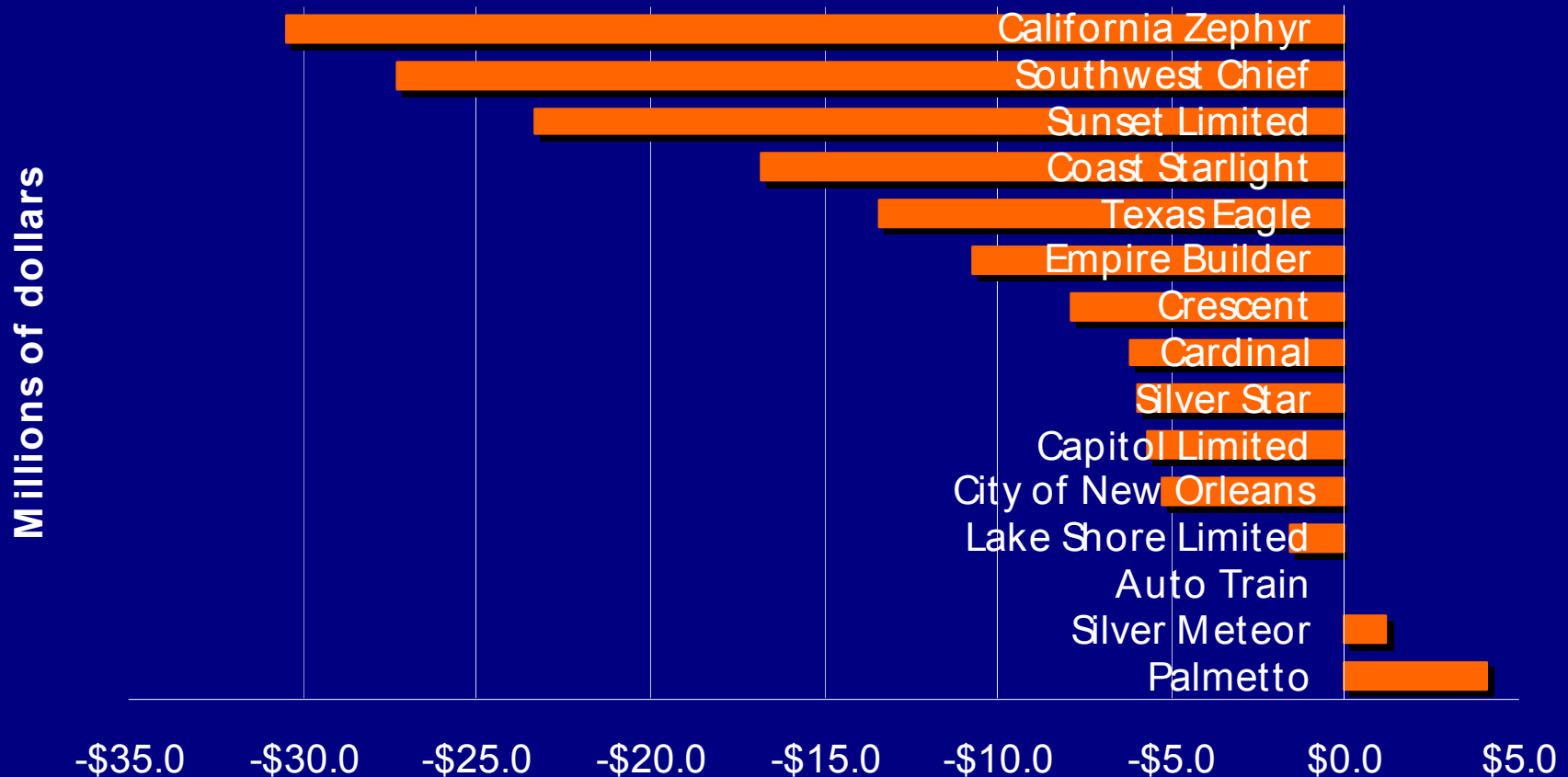
Today's Amtrak System



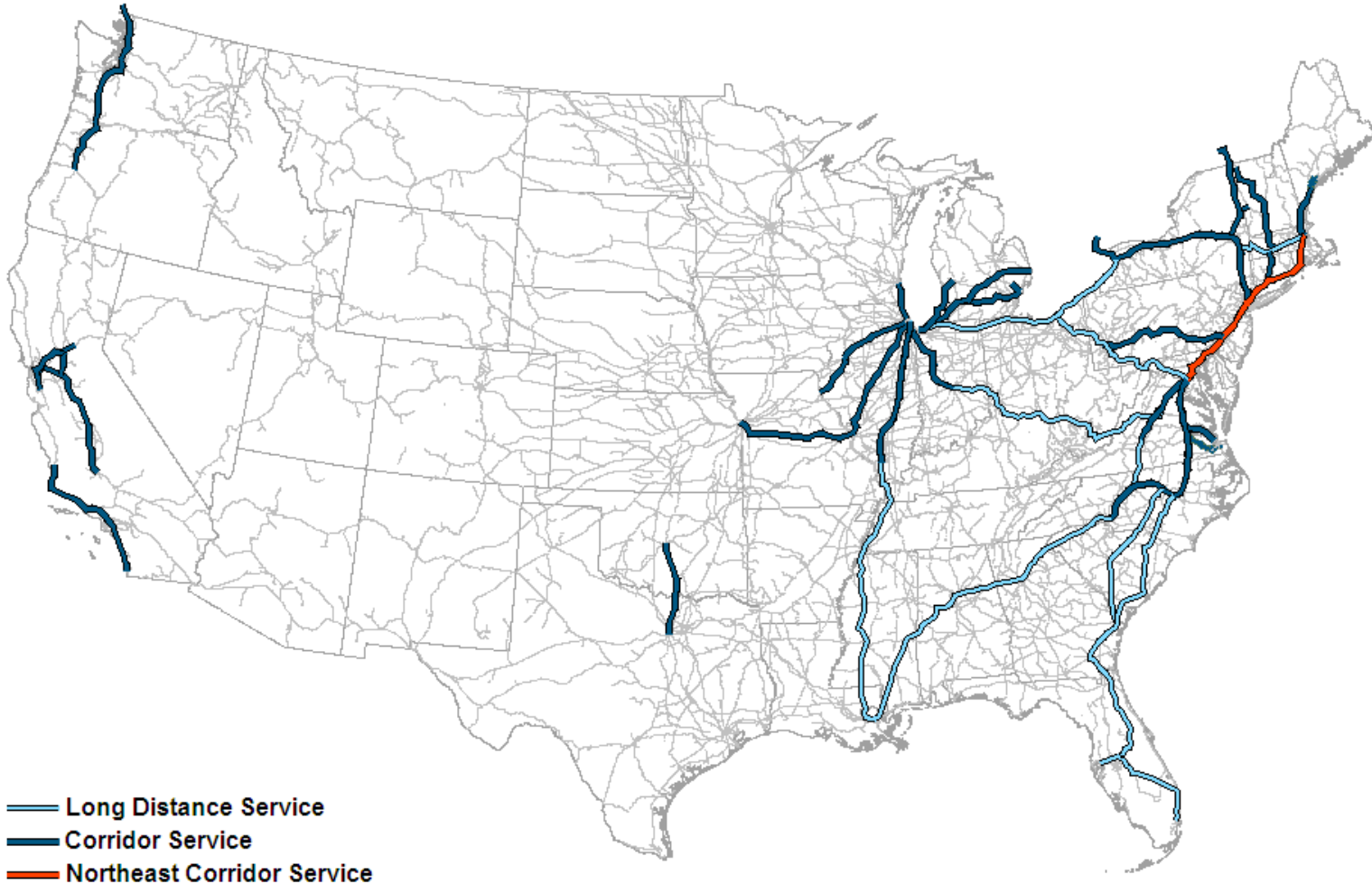
Direct Operating Losses of Long Distance Trains



Operating Loss/Contribution Based on Direct Costs



The Amtrak system - minus western long distance services



- Long Distance Service
- Corridor Service
- Northeast Corridor Service

This shows what happens if you remove the six long distance trains with the highest annual total operating loss