

Amtrak: America's Railroad

TESTIMONY OF

**JOSEPH H. BOARDMAN
PRESIDENT AND CHIEF EXECUTIVE OFFICER
AMTRAK**

BEFORE THE

**SUBCOMMITTEE ON SURFACE TRANSPORTATION AND
MERCHANT MARINE INFRASTRUCTURE, SAFETY AND
SECURITY**

OF THE

COMMITTEE ON COMMERCE, SCIENCE AND TRANSPORTATION

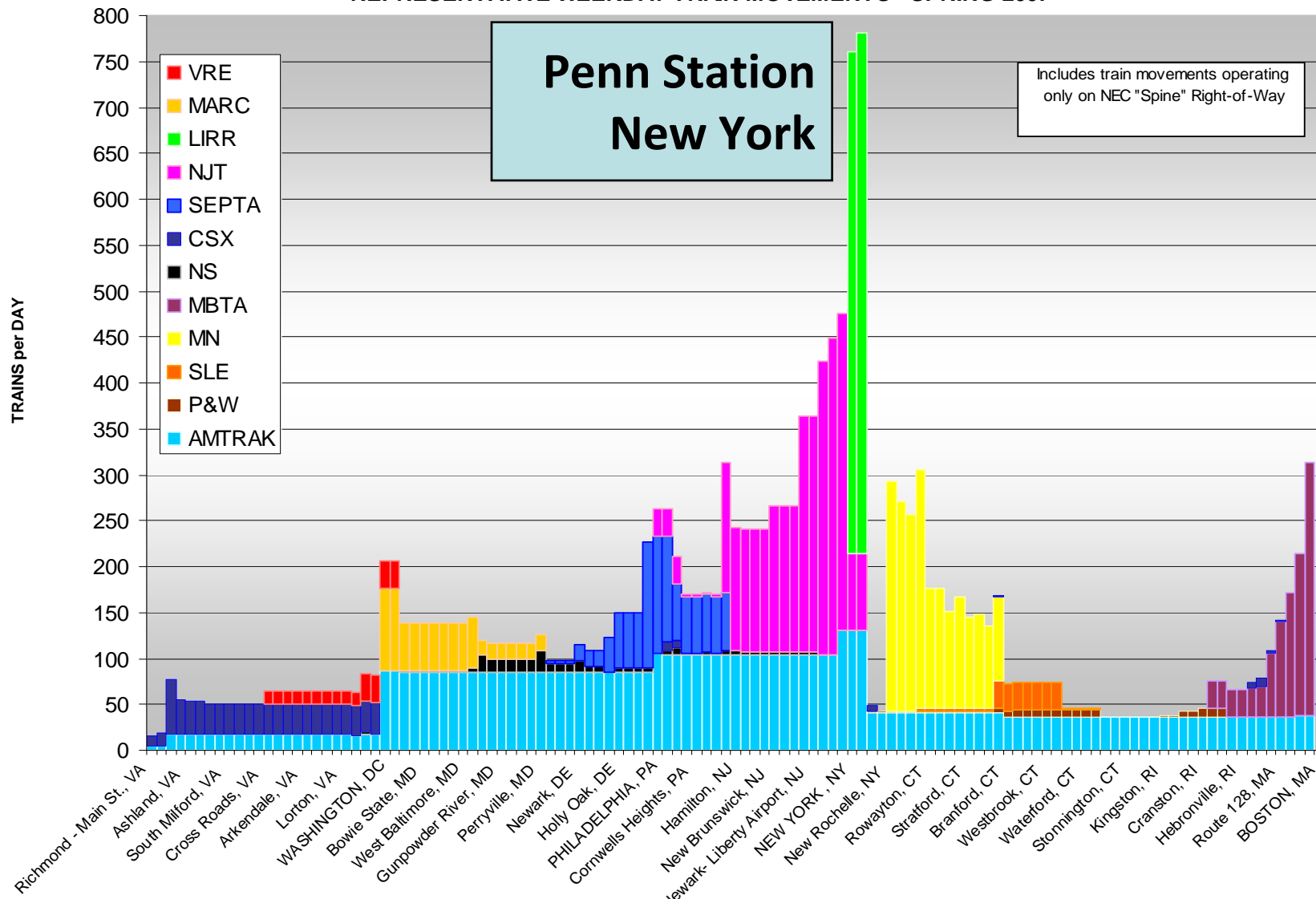
**WEDNESDAY, APRIL 17, 2013
2:30 P.M.**

253 RUSSELL SENATE OFFICE BUILDING

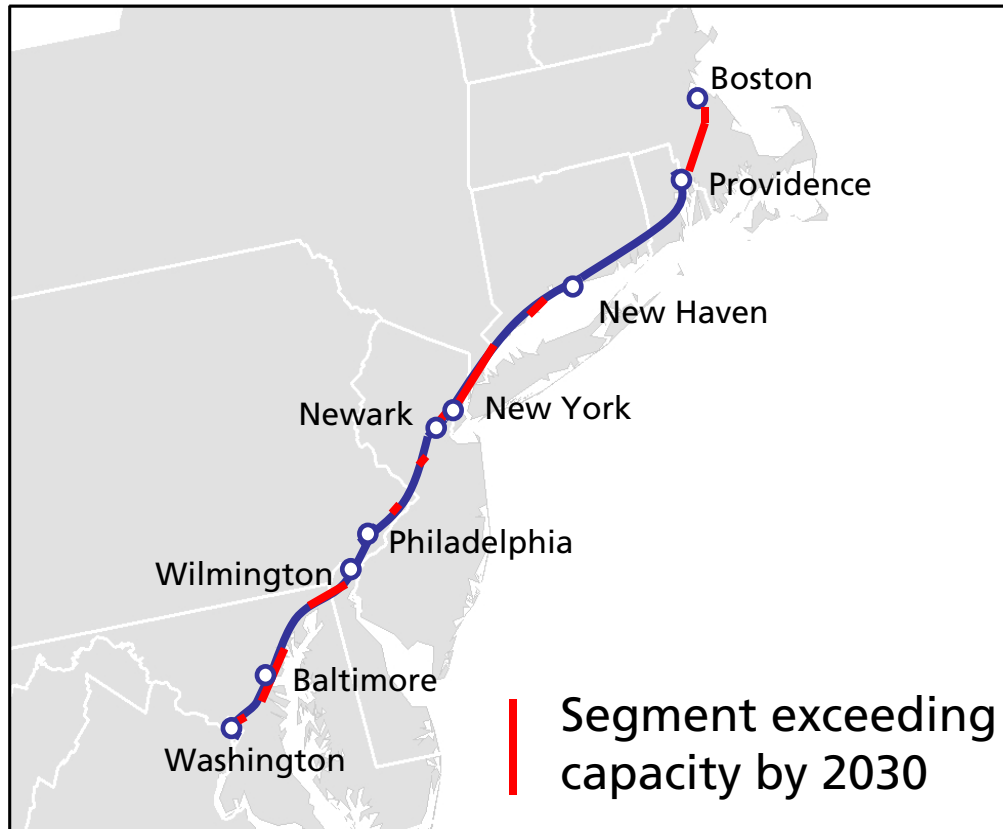
The Northeast Corridor capacity challenge - today



THE NORTHEAST CORRIDOR
REPRESENTATIVE WEEKDAY TRAIN MOVEMENTS - SPRING 2007



The Northeast Corridor capacity challenge - tomorrow



Projected NEC capacity situation, 2030

Opening Portal Bridge



NJ Transit train holding for Portal bridge opening

Tugboat

All trains entering or leaving New York from the south must cross the century-old Portal Bridge – a double-tracked swing bridge over the Hackensack River that opens to admit river traffic and closes to operate trains (each opening requires 4 people onsite, typically 4-6 openings/week)

Maintaining Portal Bridge



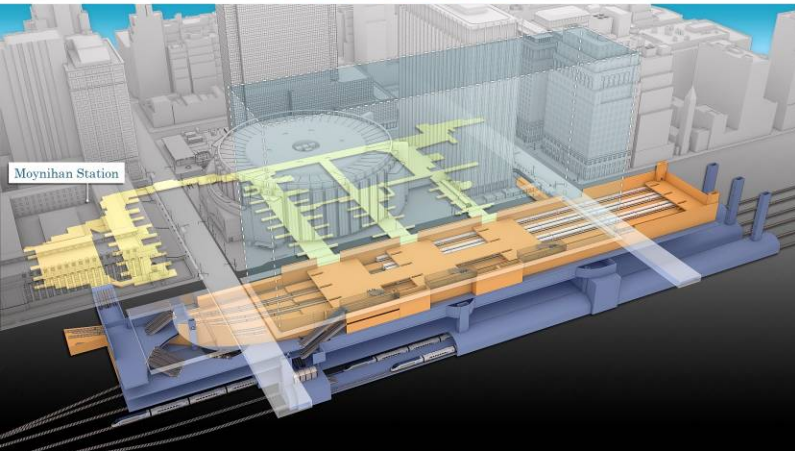
Work goes on at Portal Bridge between trains, with "flag protection" – workers stand aside to let trains pass at speed (60mph)



Focus on the passenger



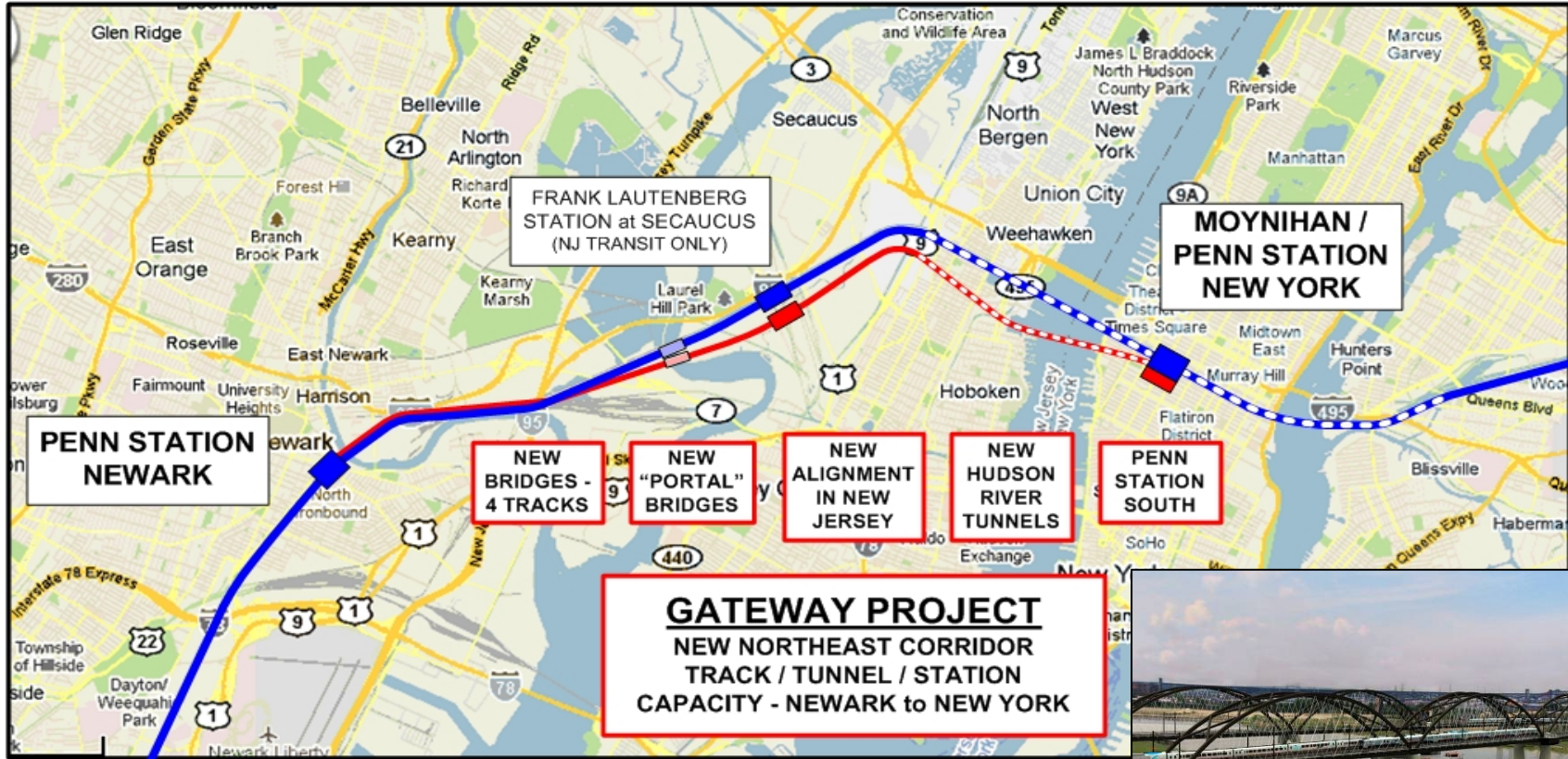
Gateway Program



Integrated High Speed Rail and Commuter Station Concept

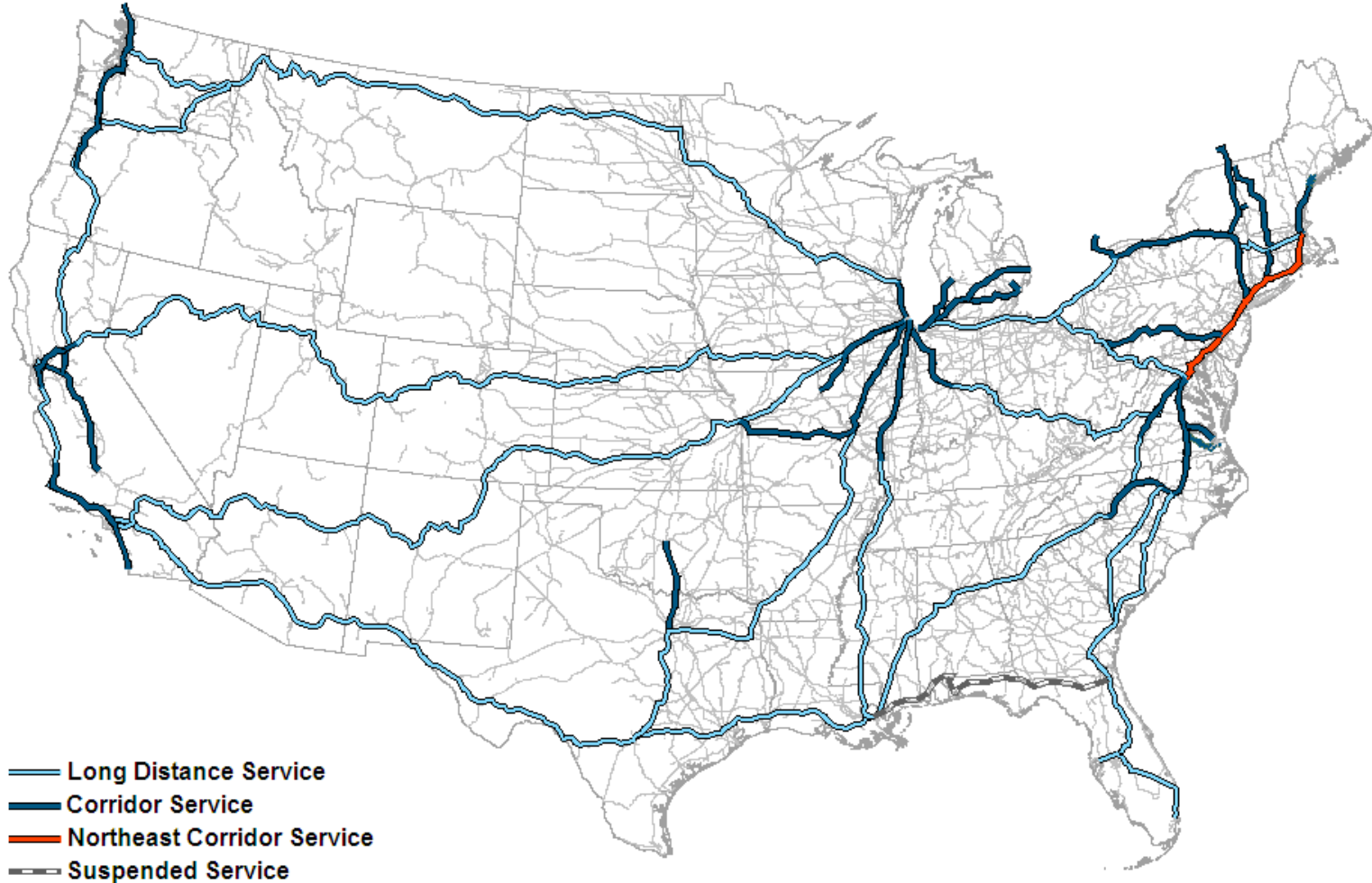


The Gateway Project

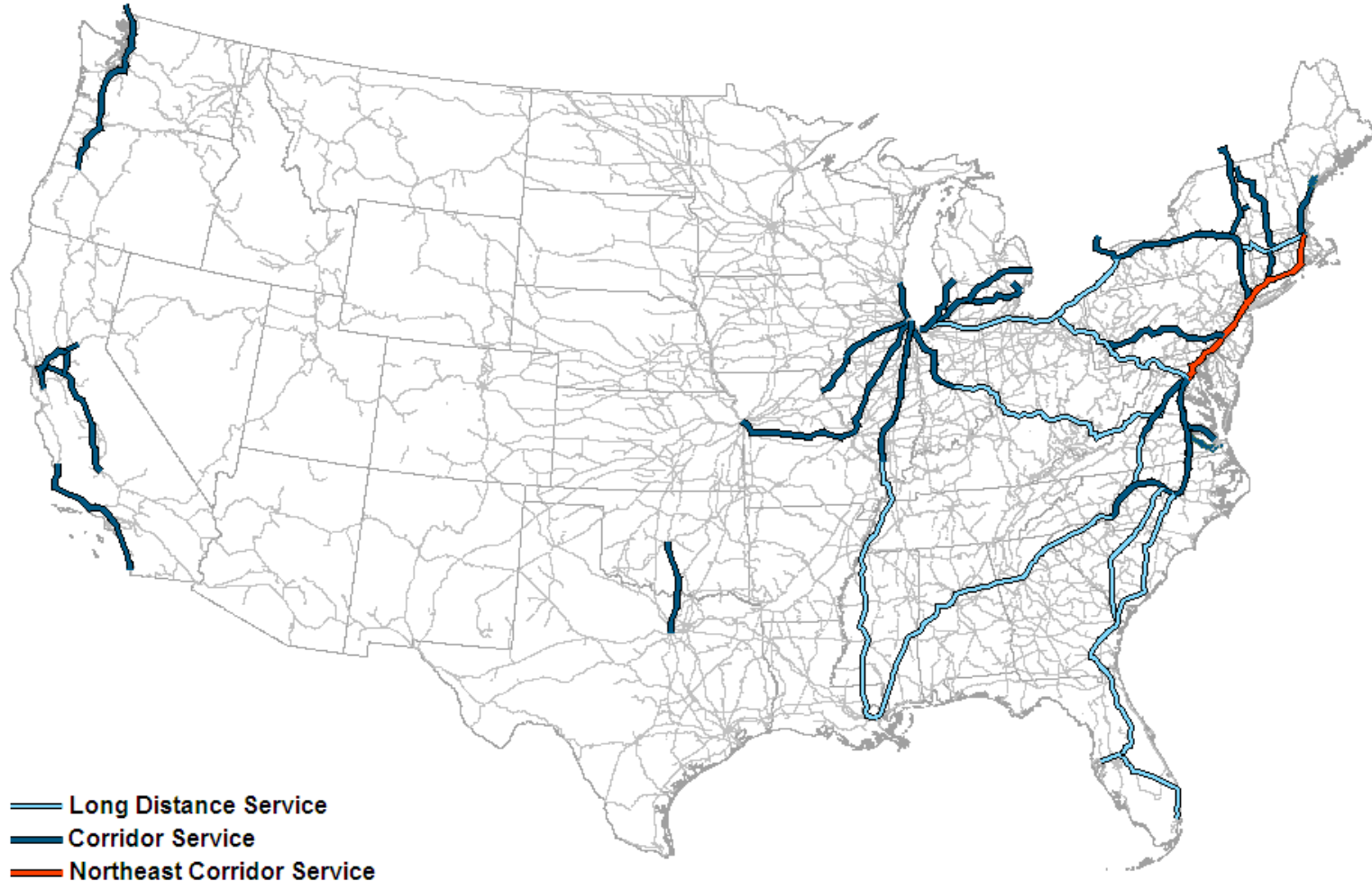


New Portal Bridge

Today's Amtrak System



The Amtrak system - minus western long distance services



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