
TESTIMONY OF

RICHARD PHELPS
VICE PRESIDENT, TRANSPORTATION
AMTRAK

BEFORE THE

SUBCOMMITTEE ON RAILROADS, PIPELINES, AND HAZARDOUS
MATERIALS

OF THE

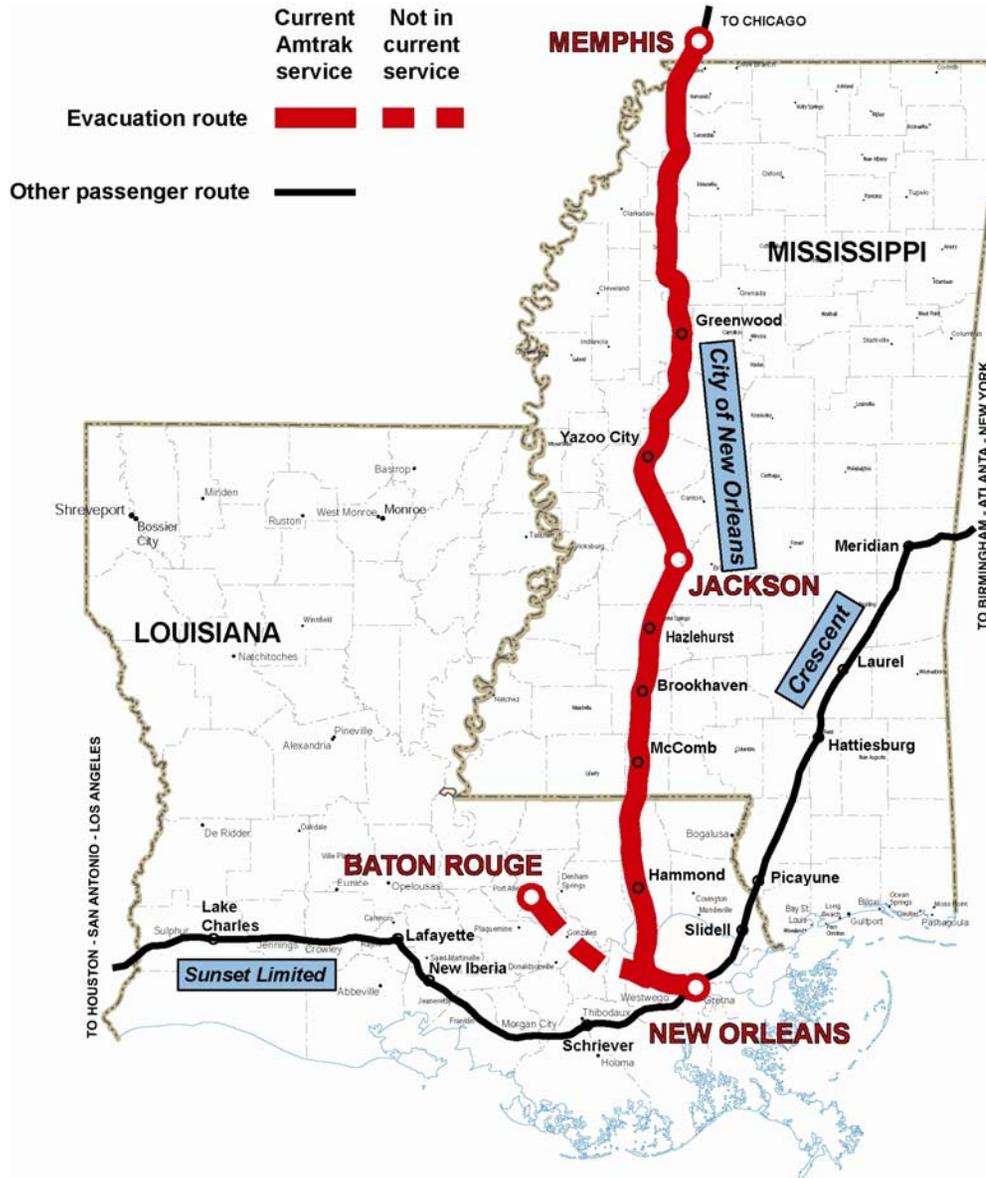
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

MONDAY, FEBRUARY 11, 2008
10:00 A.M.
NEW ORLEANS, LOUISIANA

Evacuation – Key Trigger Events

- National Weather Service (NWS) forecasts landfall date and time
- State of Louisiana asks FEMA to initiate rail evacuation
 - Ideally, 72 hours before landfall
- FEMA notifies Amtrak it intends to execute evacuation plans
 - Planning assumes 60 hour window
 - 24 hours to organize evacuation
 - 36 hours to evacuate
- Levee gate closure seals rail routes, ends evacuation
 - Assume closure 12 hours before landfall, **BUT:**
 - Closure could be as much as 24 hours before landfall

Rail Routes - New Orleans and Vicinity



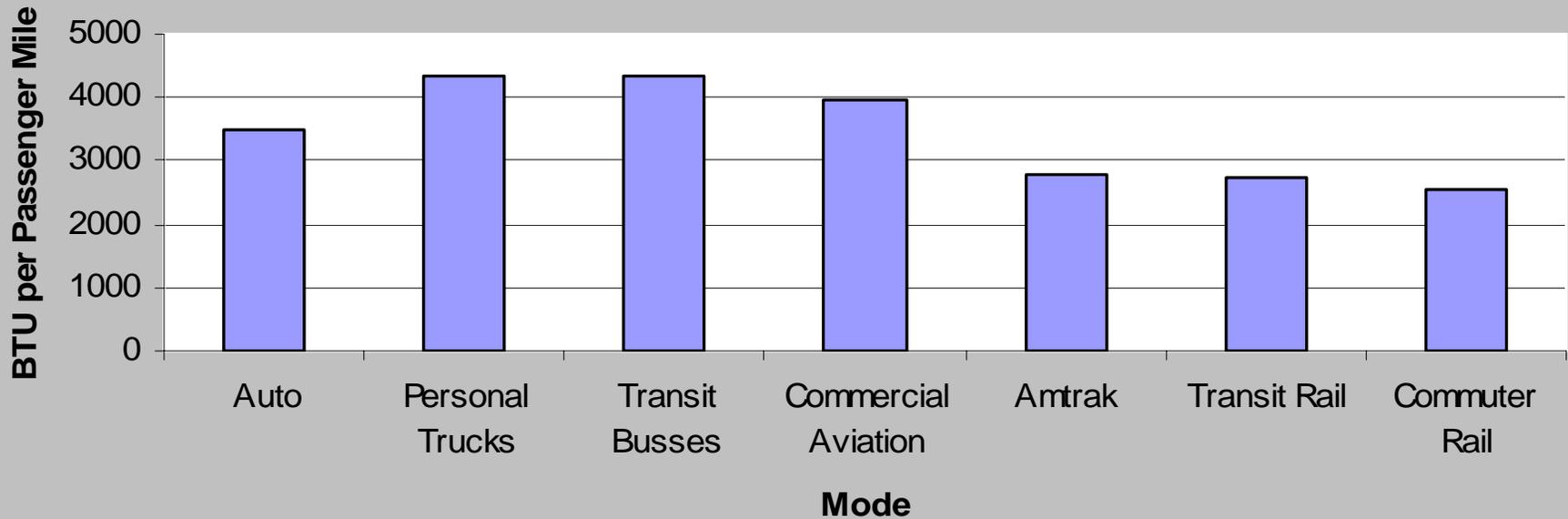
Amtrak's Support to Relief Efforts

- FEMA Contract Support, 2007
 - Three trainsets normally present (*City of New Orleans, Crescent, Sunset Limited*)
 - Logistical preparation for evacuation
 - 18,000 stockpiled emergency “snack pack” meals
 - 72,000 bottles of water
 - Emergency crew preparations
 - Designated qualified crews for evacuation trains and staff
 - “Go kits” for crews
 - Designated crews qualified on route and rulebook
 - Liaison teams and equipment prepared for movement to Baton Rouge
- New Orleans Union Passenger Terminal a designated shelter
 - Food and water stored in commissary
 - Station grounds used as emergency facility during Katrina

Backup Slides

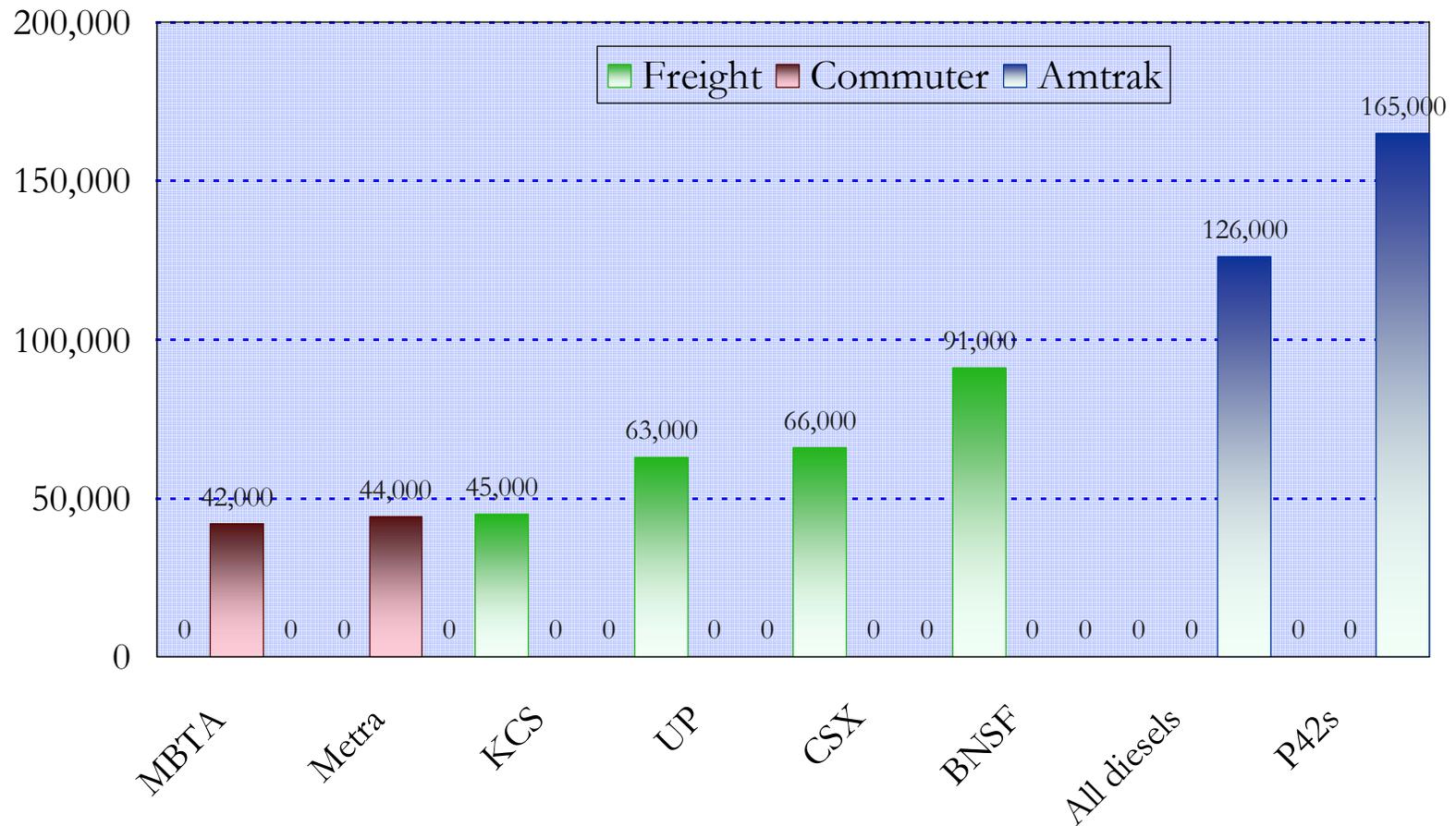
Comparative Energy Intensities

Energy Intensity by Travel Mode, 2004



Source: U.S. DoE, "Transportation Energy Data Book, Edition 26 – 2007"

Average annual miles



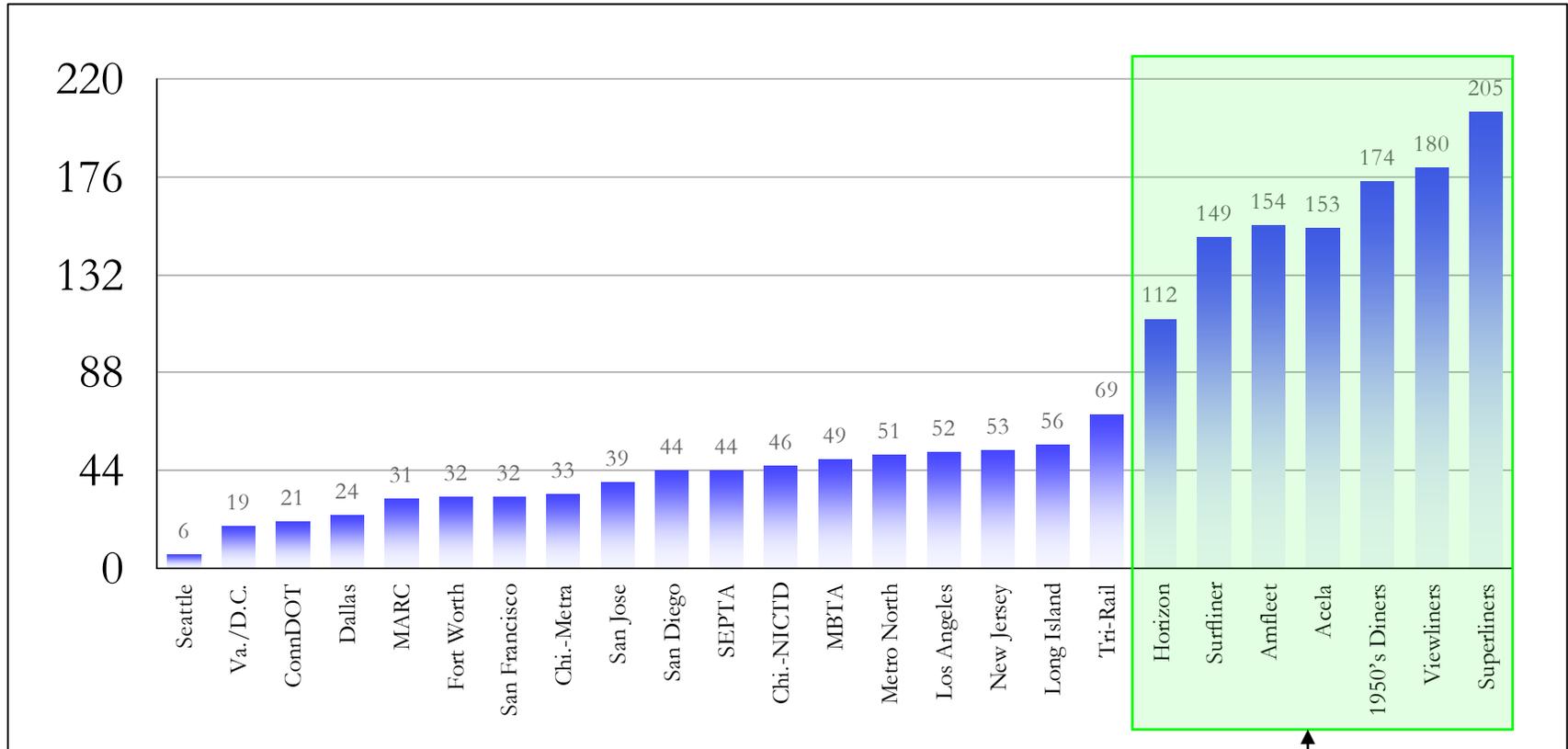
Amtrak's Average Annual Car Miles - Highest in US Passenger Rail

Commuters:

Maintained nights, weekends, off-peak

Amtrak:

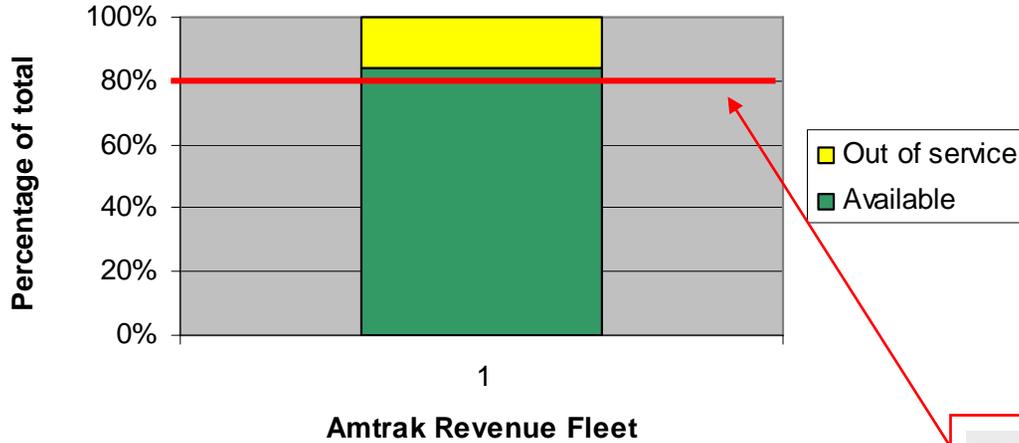
Operate 24x7, turnaround in 4 to 6 hours



Amtrak equipment

Fleet Availability Snapshot

Revenue Passenger Car Fleet, as of January 31, 2008



- Amtrak uses well over ninety percent of its available fleet on a daily basis

- This chart shows usage on a typical day – normal operations required **95%** of the available coaches and **103%** of the available diesel engines

Daily Requirements

Amtrak's Diesel Fleet, as of January 31, 2008

