

**TESTIMONY**

**OF**

**JOSEPH H. BOARDMAN  
PRESIDENT AND CHIEF EXECUTIVE OFFICER  
AMTRAK  
60 MASSACHUSETTS AVENUE, NE  
WASHINGTON, DC 20002  
(202) 906-3960**

**BEFORE THE**

**HOUSE TRANSPORTATION & INFRASTRUCTURE  
COMMITTEE**

**WEDNESDAY, JUNE 22, 2011  
11:00 A.M.  
2167 RAYBURN HOUSE OFFICE BUILDING**

Good morning, Mr. Chairman, and Ranking Member Rahall. I appreciate the opportunity to discuss the proposal that's before the committee. For forty years, Amtrak has been America's only high speed rail operator and it has managed Federal investment in the Northeast Corridor to transform infrastructure and operations. Today, we are a world leader in terms of cost recovery and operating efficiency, the most efficient passenger railroad in America and one of the most efficient in the world. We share your advocacy for high-speed rail development in the Northeast Corridor and support some of the broad objectives your bill seeks to advance, such as encouraging private sector investment, reducing Northeast Corridor trip times, and increasing Northeast Corridor high-speed rail service frequency. Amtrak is well along in its own initiatives on these fronts. Amtrak has created a "Next Generation High Speed Rail" plan for the Northeast Corridor, which has received many positive international peer reviews, and we are now moving forward on implementation. A key to that progress will be for Amtrak to secure private funding, using more creative approaches than we have been open to in the past. The world's infrastructure needs have created new financial tools for major world class projects, such as ours. Amtrak intends to use those tools to realize our plan. With our experience with the positive peer reviews, with recent agreements developed with respected partners, and with our improved financial performance on the Northeast Corridor, we can do it. We have a plan. We know how to gain partners. We have the knowledge and experience to make our vision a reality. This is a serious effort, which offers practical solutions to the situation that exists on the Northeast Corridor (which is not easily understood) that no other entity can offer. In order for any public-private partnership to work, you need a partner that understands the key facts. That partner is Amtrak. That ensures that Amtrak will have a key role under any structure. Perhaps you will

rename Amtrak, but it will be the same women and men who understand the situation today and understand the necessary solutions that will be required to carry out any plan.

We believe the approach outlined in this legislation risks slowing, rather than advancing the development of high-speed rail on the Northeast Corridor. It will introduce unrealistic time schedules and assumptions, it will fail to provide adequately for transportation safety and security, and it will be more expensive.

It is important to look at the world leaders of high-speed rail in other nations to understand best practices and to study solutions, and we should adopt and adapt where warranted. However, we must deal with the facts of the Northeast Corridor. There is no one that understands the facts of the Northeast Corridor better than the women and men of Amtrak – no one. The risk associated with applying foreign business models in a different context such as the Northeast Corridor is too high. The potential for service disruptions, safety failures, and the failure to understand the environmental protections is too great a risk for us to run.

Amtrak Acela service has demonstrated that this mode can be competitive in the United States. Without it, this debate would not exist and there would not be such a clear alternative.

Many people travel around the world and are impressed with the modern high-speed rail systems they experience in Europe, Japan, or China, and they wonder, “why not in the United States?”

First of all, every one of those central governments wrote a huge check and they continue to do so. We have not been willing to do that. And second, we prioritize matters differently.

System safety is our number one concern. We will need to avoid the mistakes that were made in Britain and in China on safety. We also require a longer environmental process to protect those that will receive an impact from the construction of high-speed rail.

In closing, I will note that the theme of the bill's provisions would set back the development of high-speed rail by ten years, or more, and will cost the economy of the Northeast and the United States taxpayer a great deal more money.

**COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE**  
*Truth in Testimony Disclosure*

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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: Amtrak**

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

**YES**

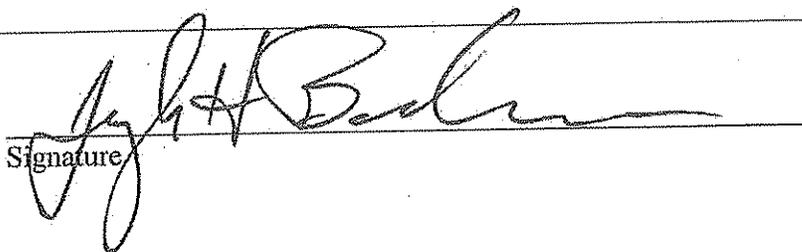
If yes, please provide the information requested below and attach your curriculum vitae.

**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



6-21-2011  
Date

Table 1 – Summary Federal Funding Request

Amtrak Funding Needs (\$millions) excluding Amtrak OIG	PRIIA Authority	FY2010 Appropriation	FY2011 Grant Request/Budget	FY2011 Revised Budget
Operating Grant	101(a)	563	592	562
General Federal Capital	101(c)	574	1025	636
Americans with Disabilities Act Investment	219(b)	144	281	-
Plus amount Retained by FRA from Capital & DS for Oversight <sup>(1)</sup>	103	10	10	9
<i>Subtotal DOT Capital Grant</i>		728	1316	645
Other Capital Requests (Fleet Acq) <sup>(2)</sup>	102(a)	264	277	276
Debt Service <sup>(3)</sup>			28	-
Early Buyout Options <sup>(4)</sup>		264	305	276
<i>Subtotal DOT Debt Service Grant</i>				
<b>Total Amtrak Funding Requirement</b>		<b>1,565</b>	<b>2,203</b>	<b>1,474</b>
<b>Total Appropriation Requirement</b>		<b>1,565</b>	<b>2,213</b>	<b>1,483</b>

<sup>(1)</sup> Appropriations allow for FRA to deduct .5% for oversight of the capital programs and .5% to fund expenses associated with implementing PRIIA section 212 (NEC Infrastructure and Operations Advisory Commission)

<sup>(2)</sup> For comparison purposes, this presentation of the FY2011 Grant Request amount does not include \$446 million requested for Fleet acquisition costs.

<sup>(3)</sup> This is the amount for scheduled principal and interest payments. The amount authorized by PRIIA in FY2011 is \$288 million.

<sup>(4)</sup> Beginning in FY2011, the Treasury Department will fund Early Buyout Options in a separate grant.

Chart 2 below displays the history of Federal support for Amtrak for operating expenses, capital investment and debt service from FY2008 to FY2011 from annual general appropriations.



### **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<sup>SM</sup> which carried more than 28.7 million passengers in FY 2010, an all-time record. Amtrak operates more than 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.

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' (ASSHTO) 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 State Air Force and later received a Bachelor of Science degree in Agriculture Economics from Cornell University in Ithaca, N.Y. 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.