AASHTO Council on Rail Transportation
States for Passenger Rail

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“Rail Route Restoration”

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Board Member

Surface Transportation Board
STB Role in Passenger Rail: On-Time Performance

• PRIAA Section 213
  • STB has authority to investigate when an Amtrak train’s customer on-time performance (OTP) attains less than 80% over any two consecutive calendar quarters.
  • Investigation is mandatory upon receipt of a complaint from Amtrak, a State sponsor of intercity passenger rail, a host rail carrier, or another intercity passenger rail operator. Board may also investigate on its own initiative.
  • Amtrak expected to file soon.

• STB Passenger Rail Office
  • STB is continuing to develop its passenger rail program under the Infrastructure Investment and Jobs Act, which authorized up to 10 employees for that purpose.
OTP Statistics – State-Supported Trains

• **Eligibility for potential investigation.**
  • 61 State-supported trains failed to meet the 80 percent Customer OTP minimum standard for two consecutive quarters.

• **State-supported routes suffering from poorest OTP:**
  • *Blue Water* (46 percent Customer OTP),
  • *Illini/Saluki* (51 percent), and
  • *Wolverine* (52 percent).

• **Responsibility for delays on all State-supported routes:**
  • 64 % to non-Amtrak host carriers (both freight and commuter railroads)
  • 27 % to Amtrak itself, both as train operator and as host
  • 8% to third parties—i.e., weather and other delays not traceable to Amtrak or its host carriers.
“(1) When a rail carrier does not agree to provide, or allow Amtrak to provide, for the operation of additional trains over a rail line of the carrier, Amtrak may apply to the Board for an order requiring the carrier to provide or allow for the operation of the requested trains. After a hearing on the record, the Board may order the carrier, within 60 days, to provide or allow for the operation of the requested trains on a schedule based on legally permissible operating times.* * *”

(2) The Board shall consider—(A) when conducting a hearing, whether an order would impair unreasonably freight transportation of the rail carrier* * *
Gulf Coast Passenger Service
Katrina and Efforts to Restore Service

2005 **Hurricane Katrina** – Amtrak service suspended

2009 Efforts begin by mayors, businesses and civic organizations

2012 **Southern Rail Commission** assumes leadership

2015 **Gulf Coast Working Group** (GCWG) created by FAST Act

2017 **GCWG** recommends twice-daily service and infrastructure
March 2021 - Amtrak Application filed under 49 USC 24308(e)

Mar 2021 - Feb 2022 - Comments, motions, evidence, replies

February 15 – Hearing on the record begins

May 12 – Hearings (9 days) concluded

July 27 – Parties file supplemental evidence

August 31 – Parties file replies to supplemental evidence