



ON-TIME PERFORMANCE (OTP)

WHAT'S THE PROBLEM?

Poor service from many host railroads has caused chronic and excessive delays for millions of riders who rely on the Amtrak system. In 2018, Amtrak trains were delayed by freight trains on host railroads more than 100,000 times. Interference by freight trains is the most common source of delay for Amtrak passengers and the largest cause of poor on-time performance of Amtrak trains.

- Since Amtrak's inception in 1971, the law has required that freight or "host" railroads are to provide Amtrak passenger trains passage on their railroad and give them priority access or "preference" over their freight trains.
- Despite the law, host railroads often ignore their obligation to provide Amtrak passengers with preference over freight trains and put freight trains in front of Amtrak trains causing delay to Amtrak passengers.
- Today, a majority of the nearly 20 million passengers traveling on Amtrak National Network do so over freight or "host" railroads.
- 70% of the delays to Amtrak passengers on host railroads are caused by host railroads, yet Amtrak passenger trains utilize only 16% of the total host railroad network.

**EXPECT
DELAYS**

OTP =

Total number of trains arriving
"on-time"

Total number of trains
operated on the run

HOW DOES THIS IMPACT COMMUNITIES AND PASSENGERS IN MY DISTRICT AND ACROSS THE AMTRAK NATIONAL NETWORK?



ON-TIME PERFORMANCE BY THE NUMBERS

State corridor trains are impacted too, such as between Chicago and Carbondale IL, where host railroad performance delivers passenger trains on time for only 35% of trips.

Amtrak's on-time performance on most host railroads is poor and continues to decline today.

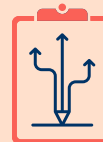
Numerous Amtrak short-distance routes also have poor on-time performance.

In fiscal year 2018, on average, long distance trains were 44% on time at stations, a 5% decline over fiscal year 2017.

Some passengers suffer worse than others— Today, Amtrak's on time performance (FY to date) on the Crescent is 26%.

In fiscal year 2018, delays caused by freight trains totaled nearly 1.2 million minutes of delay to Amtrak trains—that's over two years of lost time!

WHAT HAS BEEN DONE TO TRY TO ADDRESS THE PROBLEM?



- In 2008, in response to a dramatic deterioration in on time performance, the Passenger Rail Investment and Improvement Act (PRIIA) gave Amtrak the ability to enforce its right to preference.

PRIIA was effective in improving performance on host railroads, temporarily.

After PRIIA's passage, Amtrak's long distance on time performance went from 30% in 2006 to over 75% in 2009.

After PRIIA's passage, Amtrak's on time performance overall was above 80%, however, after legal challenges to PRIIA in 2014 it had plummeted below 70%.

- By 2014, Amtrak's rights to enforce preference granted in PRIIA were effectively eliminated by a series of legal challenges from the host railroads.

WHAT NOW? HOW CAN WE IMPROVE ON-TIME PERFORMANCE?

#1 Hold the Host Railroads accountable for making your constituents late and to fix this...

- Check out the 2018 Report Card

1	Canadian Pacific	A
2	BNSF	B
3	Union Pacific	B-
4	CSX	B-
5	Canadian National	D-
6	Norfolk Southern	F

#2 Support Legislation for Private Right of Action as outlined in the FY19 General and Legislative Annual Report

- Currently, only the U.S. Department of Justice (DOJ) can enforce preference in civil action.
- To date, the DOJ has initiated one enforcement action and that was in 1979.
- While that authority should remain with the DOJ, RPA urges that Congress act to extend the authority to enforce preference to Amtrak, just as any other company would have a right to go to court if its rights were being violated.