



February 4, 2022

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Cynthia T. Brown
Chief of the Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street SW
Washington, D.C. 20423

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Public Record

Re: Gulf Coast Passenger Service Between New Orleans and Mobile
STB Finance Docket No. 36496

Dear Ms. Brown:

In my capacity as President of Alabama & Gulf Coast Railway LLC (AGR), I provide this statement to the Surface Transportation Board in its consideration of FD.36496.

AGR is a 339-mile Class III common carrier railroad operating from Mobile, Alabama and Pensacola, Florida to Columbus, Mississippi. It serves shippers and moves commodities to and from the Port of Mobile through interchanges with CSX, Norfolk Southern, Canadian National, CG Railway and the Alabama Port Authority's Terminal Railway Alabama State Docks. It relies on the capacity and fluidity of both the CSX and Norfolk Southern routes in and around Mobile to serve shippers and the Port of Mobile.

Regarding FD.36496, I have two points for your consideration:

1. AGR does not oppose Gulf Coast passenger service and supports the Amtrak mission to provide passenger service to the public. Re-establishment of intercity rail passenger service along the Gulf Coast is a very reasonable objective with numerous possible public benefits.
2. AGR supports clarification of a process to thoroughly understand and address the impacts on the operations of freight service by Amtrak's efforts to establish new or re-established passenger rail service. Such consideration must include both current and possible future growth of freight traffic as can be reasonably defined. The Port of Mobile is critical to U.S. commerce, and it is imperative that freight operations are not negatively impacted by the re-establishment of Gulf Coast passenger service.

In this case, STB has an opportunity to clarify how Amtrak and freight railroads approach the analysis of operating impacts associated with new, expanded or returning Amtrak passenger service on freight lines. Furthermore, there should be a clear reinforcement that Amtrak has a

responsibility to fund the capacity improvements identified in the study work necessary to allow for unimpeded freight operations, both now and into the reasonable future, in conjunction with its passenger services. Any such new STB guidelines need to be clear, facilitate factual analysis of operating impacts and support development of a plan to address them, and able to be followed in an appropriate timeframe.

Respectfully submitted,



President
Alabama & Gulf Coast Railway LLC

cc: FD 36496 Service List