

I will start with my ultimate point: I want faster, more frequent, and more reliable trains.

Given that airplane and automobile transportation in the United States relies on taxpayer-funded public infrastructure, I would like to see passenger rail transportation run on public infrastructure also. But since the rails are privately owned, and since it would be very expensive for the government to buy them, I can see that it is only practical for rail transportation investments be directed towards the improvement of privately owned infrastructure. However, I believe that in exchange for this, the public is entitled to preference over freight trains, as is required by law. I would like to see much greater enforcement of this law.

As regards to the definition, I do think that on-time performance should account for intermediate stops. If there is a concern for "simplicity of record-keeping and production of evidence," then perhaps this could be limited to major stops rather than all stops. For example, Cleveland and Pittsburgh, but not Bryan and Waterloo.

Also, I think the penalties for failure to give preference should be progressive. A 200-mile trip that is 5 hours past its scheduled time should carry a heavier penalty than one that is 15 minutes past.

Thank you for reading my comments.

Jacob Janzen
1800 N. Oak St. #809
Arlington, VA 22209
jakejanzen@yahoo.com
571-225-7972

