



Surface Transportation Board

**Budget Request
Fiscal Year 2027**

Table of Contents

- About the Surface Transportation Board 1
- Fiscal Year 2027 Budget Overview 2
 - Summary of Changes Compared to the FY 2026 Budget Request..... 4
 - Personnel Cost Change 4
 - Non-Personnel Cost Changes 4
- Proposed Appropriation Language 6
 - Salaries and Expenses 6
- Program Overview 7
 - Strategic Goals 7
 - Improving Competition, Increasing Transparency, and Reducing Regulatory Barriers 8
 - Streamlining Board Processes..... 8
 - Data Management, AI Capabilities and Customer Experience..... 9
 - Defending Against Sophisticated Cyber Adversaries 10
 - Rightsizing the Federal Real Estate Footprint 10
- FY 2025 Activities and Accomplishments..... 11
 - Rail Mergers..... 11
 - Rail Service Oversight and Monitoring 11
 - Service, Rate, and Other Complaint Cases 12
 - Amtrak and Other Passenger Rail..... 13
 - Rulemakings 14
 - Declaratory Orders 15
 - Licensing..... 15
 - Abandonments/Discontinuances..... 24
 - Environmental Review..... 25
 - Environmental Impact Statements 25
 - Environmental Assessments..... 26
 - Alternative Dispute Resolution..... 26
 - Public Outreach and Informal Dispute Resolution 26

Court Actions and Other Legal Matters	26
Advisory Committees	30
Budget Data	32
Dollar Cost: Comparison by Object Classification, FYs 2025–2027	32
Analysis of Change by Object Classification, FYs 2025–2027	33
FY 2025 Breakout of Shared Service Providers and Non-Federal Partners	34
Strategic Performance Goals & Measures	35
Workload Summary	46
Administrative and Organizational Data.....	47
Board Members.....	47
STB Office Overview	47
Office of Chief Counsel (OCC)	47
The Office of Economics (OE)	48
The Office of Environmental Analysis (OEA)	48
The Office of the Managing Director (OMD)	48
The Office of Public Assistance, Governmental Affairs, and Compliance (OPAGAC)	48
STB Office Organization Chart	50
Current Staffing Plan and Vacancies.....	51

About the Surface Transportation Board

The Surface Transportation Board (STB, Board, or agency) is an economic regulatory agency that exercises its statutory authority to support an efficient, competitive, and sound transportation network underpinning robust domestic manufacturing, thriving farms, and American energy dominance and benefitting the general public.

The Board was established in 1996 as the successor to the Interstate Commerce Commission. The Board was administratively aligned with the Department of Transportation until enactment of the Surface Transportation Board Reauthorization Act of 2015 (STB Reauthorization Act), Pub. L. No. 114--110 on December 18, 2015. The STB Reauthorization Act also expanded the Board's membership from three to five Board members.

The STB is charged by statute with the economic oversight of the nation's freight rail system. The Board has jurisdiction over, among other things, the reasonableness of railroad rates and practices; mergers; line acquisitions; new rail line construction; abandonments of existing rail lines; rail service issues; certain matters regarding intercity passenger rail; and the national repository for recording loan agreements secured by rail equipment. Under the statute, the Board provides an efficient and effective forum for resolving disputes and other matters within its jurisdiction. The Board favors private-sector negotiations and resolutions whenever possible.

While most of the Board's statutorily required duties involve railroads, the STB also has statutory functions concerning non-energy and non-water pipelines, household goods carriers' tariffs, the intercity bus industry, and rate regulation of non-contiguous domestic water transportation (marine freight shipping involving the mainland United States, Hawaii, Alaska, and U.S. territories and possessions such as Puerto Rico and Guam).

The statute also charges the Board with public-facing responsibilities, including direct services (e.g., alternative dispute resolution or mediation) and regular reports to Congress. The Board's staff support agency statutory functions by managing administrative matters such as information technology and security, facilities, finance, and human resources.

Fiscal Year 2027 Budget Overview

The STB requests **\$40,799,000** for Fiscal Year (FY) 2027 to carry out its statutory responsibilities and to continue to meet the needs of the public. The Board's funding request is based on a projected staffing level of 114 FTEs. The proposed FY 2027 personnel costs would increase marginally by \$295,167 relative to the FY 2026 level due to within grade increases and the increased cost of benefits. The non-personnel expenses would decrease by \$295,167. The Board continues to be committed to acquiring the necessary resources to support its reform efforts, including the deployment of improved technology for long-term efficiency and productivity enhancements.

This level of funding remains flat relative to the Board's FY 2026 budget request. To operate successfully at this level of funding while improving the efficiency and productivity of operations, the STB continues to focus on reorganization, streamlining, and reform:

Reorganization. The Board has reduced number of its offices from seven to five, creating a flatter, faster, and more effective organization that will provide better service for the American people.

- Consolidated the Board's two legal offices to facilitate quicker agency decisions on transportation-related disputes, transactions, and other cases critical to American businesses' capital and operational planning. This new legal office houses the legal functions and investigations management of the statutory Passenger Rail Program.
- Absorbed all data-related functions essential to proceedings from several agency offices into the Board's redesigned economics office, maximizing the productivity of agency economists and analysts while eliminating an SES position.
- Restructured the agency management office to combine IT and IT security functions and consolidate administrative functions from other offices, promoting focused management of agency-wide support.

Streamlining. The Board continues to increase productivity and reduce the burden of its processes, delivering timely, high-quality results and lowering costs for the agency, businesses, and the broader public.

- Streamlined party-based cases—for which the Board issues approximately 400 decisions each year—to increase efficiency in resolving disputes, facilitating market entry, and otherwise executing agency legal duties.
- Reduced the burden of environmental reviews to make it easier to build new infrastructure critical to our nation's economic growth.

Reform. The Board continues to pursue initiatives to advance competition, break down regulatory barriers, and support American energy dominance.

- Completed comprehensive engagement of shippers, railroads, rail labor, suppliers, and others to gather over 150 actionable ideas for policy reforms.
- Increased technological deployment and added expertise to automate and improve data analysis, leverage electronic case management productivity enhancements, and enhance transparency for the public.

In addition, the Board continues to guard against waste, fraud and abuse by requiring sign off on every expense by the Chairman and reviewing contracts for effectiveness and efficiency at the highest level.

Summary of Changes Compared to the FY 2026 Budget Request

Personnel Cost Change

Personnel Costs **+\$295**

Personnel costs are expected to marginally increase due to higher transit expenses, within grade increases, and the increased cost of benefits. This level of funding will permit the agency to implement the President’s Merit Hiring Plan.

Non-Personnel Cost Changes

Rent, Building Security, and Utilities **+\$4**

The Board’s rent and associated obligations in FY 2027 is expected to marginally increase due to greater costs for building security offset by decreases in rent. Rent is anticipated to marginally decrease in FY 2026 based upon revised expectations provided by the General Services Administration in July 2025.

Information Technology and Cybersecurity **\$0**

IT and cybersecurity obligations are expected to remain constant as the Board continues to evaluate and mature its IT services and continues to leverage products that use Artificial Intelligence (AI). This constant level allows the STB to continue to support solutions that have been implemented and to provide all current services.

Interagency Agreements and Technical Services **\$0**

Interagency agreements and technical services are expected to remain constant in funding levels. Despite the static funding levels of interagency agreements and technical services, the Board remains committed to using shared service providers for records storage and services, Human Resources (HR), employee health, background investigations, procurement, travel, and financial operations, all through agreements with other federal agencies, which improves the efficiency and effectiveness of mission support. Additionally, the constant level of interagency agreements and technical services will permit the Board to transition its acquisition management services to the General Services Administration from the Department of Transportation, Working Capital Fund.

Travel and Transportation **-\$42**

Travel obligations are expected to decrease, as the Board continues to enforce new policies that prioritize travel that is essential to its mission.

Training **\$0**

General training obligations are expected to remain constant for FY 2027 while the Board continues to strengthen and empower the agency’s workforce. The STB will continue to utilize FedTalent and other virtual mediums and offer more in-house training sessions to advance staff skills, obtain required certifications, and meet professional education requirements for an evolving workforce.

Office Printing, Supplies, Subscriptions, and Publications **-\$38**

Office printing, supplies, subscriptions, and publications obligations in FY 2027 are expected to decrease as the Board has reduced the number of online subscriptions.

Miscellaneous Expenses **-\$97**

The cost of miscellaneous services will continue to cover building operations, general maintenance, hearings, and other professional services; however, the Board expects with the decrease in full-time equivalents a reduction in operating and operating support expenses.

Working Capital Fund (WCF) **-\$122**

The cost of WCF obligations is anticipated to decrease from FY 2026 to FY 2027 as the Board transitions from acquisitions management shared service delivery by the Department of Transportation.

Net Non-Personnel Cost Changes **-\$295**

Total Adjustment to Base (\$40,799) **\$0**

Total Budget Request **\$40,799**

Proposed Appropriation Language

Salaries and Expenses

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. § 3109, \$40,799,000: Provided, that notwithstanding any other provision of law, not to exceed \$1,250,000 from fees established by the Surface Transportation Board shall be credited to this appropriation as offsetting collections and used for necessary and authorized expenses under this heading: Provided further, that the sum herein appropriated from the general fund shall be reduced on a dollar-for-dollar basis by not more than \$1,250,000 as offsetting collections if such offsetting collections are received during FY 2027, so as to result, if \$1,250,000 or more of such offsetting collections are received, in a final appropriation from the general fund estimated at not more than \$39,549,000. Provided further, that any fees established by the Surface Transportation Board received in excess of \$1,250,000 in FY 2027 shall be credited to this appropriation as offsetting collections, shall remain available until expended, and shall be used for necessary and authorized expenses under this heading.

Program Overview

Strategic Goals

The work that the Board conducts to carry out its responsibilities is guided by four strategic goals set forth in its Strategic Plan FYs 2026-2030. Together, these goals position the agency to support an innovative, resilient, and excellent surface transportation system while promoting accountability, transparency, and collaboration.

First strategic goal: Foster the nation’s economic growth by supporting a robust transportation system that is driven by market forces supporting investment in the nation’s supply chain and national security.

Strategic Objectives:

- Enhance competition and elevate the role of market forces in the surface transportation system;
- Support the fluidity of the national supply chain and meet the security needs of the nation, including in times of emergency;
- Ensure the processes for rates, practices, and other cases are expeditious and transparent; and
- Provide oversight of passenger rail service to carry out statutory directives.

Second strategic goal: Reduce regulatory barriers, eliminate unduly burdensome patchwork regulations, and provide a nationally uniform, efficient market entry and exit process.

Strategic Objectives:

- Preempt unduly burdensome and patchwork regulations;
- Modernize and streamline STB regulations;
- Evaluate railroad licensing actions for consistency with the public interest and provide exemptions from regulation, as appropriate; and
- Ensure environmental and historic reviews are expeditious, cost-effective, and sound.

Third strategic goal: Use data and technology to drive transparent, efficient, and informed decision-making and the availability of high-quality, accurate, and useful public data.

Strategic Objectives:

- Build an objective and nimble regulatory environment powered by advanced data analytics and technology;
- Produce timely, predictable, and defensible decisions;
- Provide well-defined formal and informal dispute resolution processes to enable parties to make informed decisions about how to best resolve their disputes; and
- Promote user visibility and reduce unnecessary burden in the agency’s legal processes and data collections.

Fourth strategic goal: Foster a workplace culture where excellent performance is celebrated and rewarded.

Strategic Objectives:

- Revise and maintain performance plans that focus on merit and that are consistent, clear, and specific. Plans set forth clear individual expectations and goals and align individual employee efforts with organizational goals and priorities;
- Maintain regular performance check-ins between managers and employees;
- Recognize, support, and celebrate the highest performers; and
- Encourage innovative leadership at all levels of the agency by creating a culture that rewards new efficiencies.

Improving Competition, Increasing Transparency, and Reducing Regulatory Barriers

Consistent with the Administration’s requirements for Federal agencies to review their regulations and policies related to competition, regulatory barriers, and American energy dominance, Chairman Fuchs formed the Chairman’s Policy Review Team to meet with interested parties and gather and analyze actionable policy proposals that respond to these Administration initiatives. The goal of these meetings is to help the Board create a regulatory framework that works for the American people by supporting a robust rail transportation system that is driven by market forces, delivers cost-effective, efficient service for the national economy, and supports innovation and entrepreneurship. In light of the voluminous reports, detailed submissions, and wide-ranging ideas over the years, this initiative will help the Board to set a focused, actionable agenda and to act expeditiously to further competition, increase transparency, and break down regulatory barriers. The Policy Review Team has dedicated nearly 50 hours to meeting with interested parties and has already collected over 150 ideas geared at improving competition and reducing regulatory barriers in the rail transportation industry, and the Board is progressing in implementing policy improvements in key areas of responsibility.

Streamlining Board Processes

The Board held a series of informal listening sessions with dozens of attorneys who practice before the agency. The purpose of these listening sessions, led by Vice Chairman Schultz, was to hear individual practitioners’ ideas on ways to streamline the Board’s processes and procedures that affect litigants and parties appearing before the agency. The Board gathered more than 100 ideas for process improvements from these meetings and has initially focused on implementing new processes in the areas of: (1) ex parte communications and the use of staff liaisons; (2) delegations of authority; (3) discovery; (4) technical conferences; and (5) replies to replies.

The Board played a leading role in the recent favorable Supreme Court decision that reins in the scope of environmental reviews that have unnecessarily hindered and, in effect, prevented infrastructure construction throughout the country. See Seven Cnty. Infrastructure Coal. v. Eagle Cnty., 145 S. Ct. 1497, 1513 (2025). Under Seven County, an agency has “substantial discretion” in assessing the facts relevant to its environmental review and “broad latitude” to “draw a

‘manageable line’” regarding the scope of its inquiry. *Id.* at 1513. While NEPA prescribes a process that must be followed, it does not mandate a particular result nor does it otherwise impose any “substantive constraints on the agency’s ultimate decision to build, fund, or approve a proposed project.” *Id.* at 1510-11. Rather, in making such decisions, an agency may “weigh environmental consequences as [it] reasonably sees fit under its governing statute and any relevant substantive environmental laws,” and may conclude that “other values outweigh the environmental costs.” *Id.* The Board is building on its efforts in Seven County by—consistent with recent guidance from the CEQ—progressing toward changes to its environmental review policies. Reforming the Board’s permitting process would support economic growth, strengthen national security, and lower costs for consumers.

Data Management, AI Capabilities and Customer Experience

The Board’s continued goal is to use its data as a strategic asset and to make evidence-based decisions to achieve its mission, serve the public, and steward resources while protecting security, privacy, and confidentiality. The STB continues to make progress pursuant to the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act) and the Federal Data Strategy. The STB has furthered its data and analytics maturity and continues to move forward with a multi-year data strategy that will enable the Board to meet its mission more efficiently and effectively. During FY 2025, the Board improved data transformation pipelines to continue loading legacy spreadsheets into a centralized data warehouse and updated its data submission requirements to improve data quality and process efficiency. The Board also enhanced its CKAN data catalog with additional metadata for better contextual awareness and records management integration. Additionally, the Board procured an Open Data Portal to share consolidated data with the public and provide a searchable data catalog, visualizations, dashboards and analytics.

The implementation of AI Capabilities was initiated at the Board in FY 2025. These capabilities, once fully implemented, will be focused on productivity solutions, streamlining case management processes, and the cleanup and preprocessing of documents.

Efforts on website redesign to improve the user experience using the United States Web Design System continued in FY 2025 as did efforts to continue improving search capabilities and functionality in the Board’s Dynamic Case Management System. The Board is also investing in an eDiscovery solution as well as additional cybersecurity tools while continuing efforts to mature IT services and governance and address technical debt.

The agency is also developing a number of innovative interagency partnerships to leverage the specialized technical expertise at other agencies to support the STB in its initiatives in the areas such as, for example, AI, data management, data analysis and visualization, rate reform, competition analysis, and mapping. These partnerships will allow the STB to maintain a consistent level of funding year to year while leveraging these skills across government to achieve its mission and efficiently serve the public.

Defending Against Sophisticated Cyber Adversaries

In FY 2025, the Board continued to strengthen its cybersecurity posture by partnering with other federal agencies and investing in additional technologies, capabilities, and processes to meet the requirements of Federal Information Security Modernization Act (FISMA), and the Office of Management and Budget (OMB). These partnerships include continued collaboration with the Department of Justice for a Security Operations Center as a Service capability that delivers 24x7x365 threat monitoring, detection and incident response, and intelligence within the STB. The Board also continued to expand usage of Cybersecurity and Infrastructure Security Agency's (CISA) shared services to include implementation of biometric authentication and phishing resistant Multi-Factor Authentication. Efforts to continue establishing a foundation for the Zero Trust pillars include the procurement of additional network monitoring and compliance services.

During FY 2025, the STB continued to implement a cost-effective, risk-based cybersecurity program that is aligned with the National Institute of Standards and Technology security standards and guidelines. The Board's FISMA security maturity rating for FY 2025 continues to be Level 3, "Consistently Implemented," while the Board continues to make improvements to specific areas of the cybersecurity program. The Board continues to work to resolve all open recommendations. One FY 2021 and four FY 2024 recommendations were closed during the FY 2025 assessment.

The Board also continues to mature its internal risk management process and procedure controls. At least semi-annually, the Board's Risk Management Committee meets to assess organizational risk and identify ways to mitigate that risk. At least once per year, the Board reviews and updates its Risk Profile to ensure enterprise risk is considered and addressed.

Rightsizing the Federal Real Estate Footprint

The Board is in the process of preparing its FY 2027-2031 real property capital plans. GSA leases the Board's one headquarters location. The Board has an occupancy agreement with GSA through 2034.

FY 2025 Activities and Accomplishments

Rail Mergers

Union Pacific/Norfolk Southern

In *Union Pacific Corporation and Union Pacific Railroad Company—Control—Norfolk Southern Corporation and Norfolk Southern Railway Company*, Docket No. FD 36873, Union Pacific Corporation (UPC), Union Pacific Railroad Company (UP), Norfolk Southern Corporation (NSC), and Norfolk Southern Railway Company (NS) notified the Board on July 30, 2025, that they intend to file an application seeking authority for UPC to acquire control of NSC and, through it, NS, and for the resulting common control by UPC of UP and NS, both Class I carriers. If approved, the proposed transaction would create the nation’s first transcontinental railroad.

On August 25, 2025, the Board directed the applicants to submit their 100% traffic tapes for 2019 through 2024. On August 28, 2025, the Board notified the public of receipt of the prefiling notification for this proposed major merger; in that decision the Board also appointed an administrative law judge to handle discovery matters and directed the applicants to submit certain additional information by September 29. On September 26, 2025, the Board invited public comments on a procedural schedule for this proceeding.

Canadian National/Iowa Northern

In *Canadian National Railway Company and Grand Trunk Corporation—Control—Iowa Northern Railway Company*, Docket No. FD 36744 et al., on January 14, 2025, the Board authorized Canadian National Railway Company (CN) and Grand Trunk Corporation (GTC) to acquire control of the Iowa Northern Railway Company (Iowa Northern), subject to conditions. The Board also authorized, subject to employee protective conditions, two related transactions that provide operating rights to Chicago, Central & Pacific Railroad Company (CCP) over an Iowa Northern line and operating rights to Iowa Northern over a CCP line. On January 31, 2025, the Board corrected the employee protective conditions imposed in the January 14 decision.

Watco/Great Lakes Central

In *Watco Holdings, Inc.—Acquisition of Control Exemption—Great Lakes Central Railroad, Inc.*, Docket No. FD 36843, the Board on August 29, 2025, authorized Watco Holdings, a noncarrier holding company that controls one Class II and 43 Class III rail carriers, to acquire control of Great Lakes Central Railroad, a Class III rail carrier that operates in Michigan, subject to certain conditions.

Rail Service Oversight and Monitoring

In *Canadian National Railway Company and Grand Trunk Corporation—Control—Iowa Northern Railway Company (General Oversight)*, Docket No. FD 36744 (Sub-No. 3), on March 13, 2025, the Board instituted a proceeding to implement the general oversight condition imposed by the Board’s decision authorizing Canadian National Railway Company (CN) and

Grand Trunk Corporation (GTC) to acquire control of Iowa Northern Railway Company. The decision provided instructions for CN and GTC's new reporting obligations related to the oversight condition.

In *Urgent Issues in Freight Rail Service—Railroad Reporting*, Docket No. EP 770 (Sub No. 1), the Board discontinued the Class I carriers' required temporary reporting of several categories of data and extended, until December 31, 2025, their required temporary reporting of two types of employment data.

In connection with the agency's oversight of the Canadian Pacific/Kansas City Southern merger, *Can. Pac. Ry.—Control—Kansas City S.*, Docket No. FD 36500, the Chairman, on June 17, 2025, directed CPKC to submit a Service Action Plan after unfavorable trends emerged in certain key railroad performance metrics following CPKC's deployment of new information technology systems for its combined rail network. On June 20, 2025, CPKC submitted its plan, and for the following seven weeks, until it achieved specific targets, it reported service performance data to the Board. The Board's Office of Public Assistance, Governmental Affairs, and Compliance (OPAGAC) engaged with CPKC senior management on a regular basis during the recovery period and OPAGAC's Rail Customer and Public Assistance (RCPA) worked with numerous CPKC customers to resolve acute service problems.

Finally, the Board, through OPAGAC, continued its regular calls with each Class I railroad to monitor rail service across the network and maintain awareness of positive and negative developments in the industry. These calls are informed by, among other things, the rail service performance data that the Class I railroads and the Chicago Transportation Coordination Office report to the Board on a weekly basis. RCPA reviews the data to identify performance trends and outliers and to make year-over-year and month-over-month comparisons in performance. RCPA also monitors and tracks embargoes.

In addition to the above, the Board also addressed a number of service complaint cases filed by individual shippers. Those cases are discussed under Service, Rate, and Other Complaint Cases, below.

Service, Rate, and Other Complaint Cases

In *Evergy, Inc. v. BNSF Railway Company*, Docket No. NOR 42180, Evergy, Inc., Evergy Metro, Inc., and Evergy Kansas Central, Inc. (collectively, Complainants), filed a complaint alleging that BNSF Railway Company (BNSF) had violated its obligations under 49 U.S.C. §§ 11101(a) (common carrier obligation), 10702(2) (reasonable rules and practices), and 11121(a)(1) (car service). In one count of the complaint, Complainants also sought an order declaring the scope of BNSF's service obligations to Complainants. On November 14, 2024, the Board granted BNSF's motion to dismiss that count of the complaint.

On March 4, 2025, the Board granted, in part, a BNSF motion to compel production of discovery, directed the parties to meet and confer to coordinate the exchange of information and documents, and updated the procedural schedule. On May 14, 2025, the Board granted, in part, a second BNSF motion to compel and updated the procedural schedule.

In *North America Freight Car Association; American Fuel & Petrochemicals Manufacturers; The Chlorine Institute; The Fertilizer Institute; American Chemistry Council; Ethanol Products, LLC d/b/a POET Ethanol Products; POET Nutrition, Inc.; and Cargill Incorporated v. Union Pacific Railroad Company*, Docket No. NOR 42144 et al., the Board on January 15, 2025, partially granted complaints filed by the North America Freight Car Association, other associations, and individual complainants related to the use of privately owned tank cars. The Board clarified what Union Pacific Railroad Company must do to comply with its statutory duties to furnish safe and adequate car service and to establish, observe, and enforce reasonable rules and practices on car service.

In *CSX Transportation, Inc. v. Norfolk Southern Corporation and Norfolk Southern Railway Company*, NOR 42183, et al, the Board granted a motion to hold this proceeding in abeyance, as well as dockets: FD 36459, AB 290 (Sub-No. 299X), and AB 1024X. These proceedings have been initiated by CSXT in relation to the transaction at issue in *Norfolk Southern Corporation and Norfolk Southern Railway Company—Acquisition of Control—Norfolk & Portsmouth Belt Line Railroad Company*, Docket No. FD 36836. The Board found that first addressing the acquisition of control proceeding would promote efficiency.

Amtrak and Other Passenger Rail

In *Application of The National Railroad Passenger Corporation Under 49 U.S.C. § 24308(a)—Canadian National Railway Company.*, Docket No. FD 35743, on February 19, 2025, the Board announced that Board staff would hold a technical conference with the parties on March 11, 2025, to discuss forthcoming requests for additional information. On April 8, 2025, the Board directed the parties to submit additional information. On September 22, 2025, the Board delegated authority to the Director of the Office of Economics to perform certain functions as part of this proceeding.

In *Complaint and Petition of The National Railroad Passenger Corp. Under 49 U.S.C. § 24308(f)—for Substandard Performance of Amtrak’s Sunset Limited Trains 1 and 2*, Docket No. NOR 42175, on August 6, 2025, the Board granted a motion to dismiss filed by the complainant, the National Railroad Passenger Corporation (Amtrak), because Amtrak had reached a settlement with Union Pacific Railroad Company.

The agency continues to analyze the quarterly Amtrak on-time performance data released by the Federal Railroad Administration (FRA). OPR and later OE and the Chief of Passenger Rail and Investigations provided the Board with observations about trends and its assessment of the data. In addition, the Board’s Passenger Rail Advisory Committee (PRAC) which began meeting for the first time in FY 2024, convened four times. Since its formation, the PRAC has established its procedures, elected leadership, and created four subcommittees to provide advice and guidance to the Board on issues surrounding railroad passenger transportation services.

Finally, throughout FY 2025, OPAGAC monitored Amtrak’s performance through publicly available information and responded to informal inquiries about Amtrak. OPAGAC staff also met

regularly with Amtrak staff to discuss Amtrak's publicly available, monthly, on-time performance operating statistics.

Rulemakings

In *Joint Petition for Rulemaking to Consider Amendments to Regulations Governing Interim Use of Rights-of-Way as Trails (49 C.F.R. Part 1152)*, Docket No. EP 777, the U.S. Department of the Interior and the U.S. Department of Justice's Environment and Natural Resources Division jointly petitioned the Board to consider potential amendments to the Board's regulations implementing section 208 of the National Trails System Act Amendments of 1983. At petitioners' request, the Board waived the regulatory deadline for acting on the petition and deferred action until further order of the Board.

In *Final Offer Rate Review*, Docket No. EP 755 et. al., the Board removed its final rule concerning Final Offer Rate Review because the final rule was vacated upon judicial review. In the same decision, the Board also terminated the proceeding in *Expanding Access to Rate Relief*, Docket No. EP 665 (Sub-No. 2).

In *Guidance on Referrals for Potential Criminal Enforcement*, Docket No. EP 783, in response to Executive Order 14294, Fighting Overcriminalization in Federal Regulations, the Board provided notice of its plans to address criminally liable regulatory offenses.

In *Petition for Rulemaking to Adopt Rules Governing Private Railcar Use by Railroads*, Docket No. EP 768, the Board issued a decision stating that it was unable to reach a majority decision on the petition for rulemaking and that the proceeding would remain open.

In *Railroad Revenue Adequacy*, Docket No. EP 722, and *Joint Petition for Rulemaking—Annual Revenue Adequacy Determinations*, Docket No. EP 766, the Board discontinued proceedings in which it sought comment on proposed modifications to its procedures for annually determining whether Class I rail carriers are revenue adequate.

In *Petition For Rulemaking—Amendments To Regulations Governing Ex Parte Communications*, Docket No. EP 782, the Board granted a petition to institute a rulemaking and opened a proceeding to consider revisions to the Board's regulations governing ex parte communications but made no determination regarding the merits of the petition.

In *Updating Class I Rail Carrier Reporting Requirements*, EP 787, the Board proposed to terminate Class I carriers' supplemental reporting of certain positive train control expenditures and to require Class I carriers to report two service metrics on a weekly basis.

In *Reporting Requirements for Positive Train Control Expenses and Investments*, EP 706, the Board denied as moot, due to the initiation of docket no. EP 787, a petition by the Association of American Railroads to reopen this proceeding.

Declaratory Orders

In *Liberty Harbor Holding LLC—Petition for Declaratory Order*, Docket No. FD 36772, the Board concluded that tracks previously located on a parcel of land acquired by Liberty Harbor Holding LLC in 2001 were excepted tracks under 49 U.S.C. § 10906.

In *Grafton and Upton Railroad Company—Petition for Declaratory Order*, FD 36464, the Board reopened the proceeding and denied a petition filed by Grafton and Upton Railroad Company (GURR) seeking a determination that federal law preempts efforts by the Town of Hopedale, Mass., to pursue remedies under state and local law related to GURR’s acquisition of control and use of certain real property in the town.

In *Utah Department of Transportation—Petition for Declaratory Order*, Docket No. FD 36799, the Board granted the Utah Department of Transportation’s request for an order declaring that the previous owner of a railroad right-of-way consummated the abandonment authority granted by the Board’s predecessor agency.

In *Sunflower State Industrial Railway, LLC—Petition for Declaratory Order*, Docket No. FD 36714 (Sub-No. 1), the Board declined to issue a declaratory order but provided guidance on its jurisdiction and categories of railroad track.

In *Kansas Department of Transportation and Sunflower Redevelopment, LLC—Petition for Declaratory Order*, Docket No. FD 36817, the Board found that certain track located at the former Sunflower Army Ammunition Plant is outside the Board’s jurisdiction.

In *Northeast Louisiana Multimodal District—Petition for Declaratory Order*, Docket No. FD 36809, the Board denied a petition for declaratory order and explained that a court properly found that a 2.7-mile track segment in Louisiana is subject to the Board’s exclusive jurisdiction.

In *Pipe Properties, LLC—Petition for Declaratory Order—Certain Trackage in Hamilton County, Chattanooga, Tenn.*, FD 36830, the Board found that abandonment of certain track in Chattanooga, Tenn., does not require prior approval from the Board.

In *City of Philadelphia—Petition for Declaratory Order*, FD 36768, the Board granted the City of Philadelphia’s request for a declaratory order finding that the Board no longer has jurisdiction over the property underlying a portion of the Philadelphia & Reading Railroad Company’s former Ninth Street Branch.

In *Mendocino Railway—Petition for Declaratory Order*, FD 36868, the Board confirmed that Mendocino Railway is a class III rail carrier subject to the jurisdiction of the Board.

Licensing

In *BNSF Railway Company—Trackage Rights Exemption—Union Pacific Railroad Company*, Docket No. FD 36377 (Sub-No. 9), the Board authorized the expiration of certain Board-

approved rights held by BNSF Railway Company to operate over certain lines of Union Pacific Railroad Company, even though such rights typically continue indefinitely.

In *CSX Transportation, Inc.—Acquisition and Operation—Rail Line of Meridian & Bigbee Railroad, L.L.C.*, Docket No. FD 36727, the Board authorized CSX Transportation, Inc., to acquire from Meridian & Bigbee Railroad, L.L.C., and operate a rail line between Burkeville, Ala., and Myrtlewood, Ala.

In *Canadian Pacific Kansas City Limited and The Kansas City Southern Railway Company, d/b/a CPKC—Acquisition and Operation—Certain Rail Line of Meridian & Bigbee Railroad, L.L.C. in Lauderdale County, Miss., and Choctaw and Marengo Counties, Ala.*, Docket No. FD 36732 et al., the Board authorized Canadian Pacific Kansas City Limited, on behalf of itself and its wholly owned subsidiary, The Kansas City Southern Railway Company, to acquire from Meridian & Bigbee Railroad, L.L.C., and operate a rail line between Meridian, Miss., and Myrtlewood, Ala.

In *Avalon Motor Coaches, LLC, and Avalon Transportation, LLC—Acquisition of Control—Kerrville Bus Company Inc., All West Coachlines, Inc., American Coach Lines of Atlanta, Inc., Coach Leasing, Inc., Cam Leasing, LLC, Coach USA, Inc., and Coach USA Administration, Inc.*, Docket No. MCF 21120, on October 18, 2024, the Board tentatively approved and authorized Avalon Transportation, LLC, Avalon Motor Coaches, LLC, Virgin-Fish, Inc., and Jeffrey Brush to acquire control over certain assets of Coach USA, Inc. subsidiaries Kerrville Bus Company, Inc.; All West Coachlines, Inc.; American Coach Lines of Atlanta, Inc.; Coach Leasing, Inc.; CAM Leasing, LLC; and Coach USA Administration, Inc. The authority became effective on December 3, 2024.

In *Union Pacific Railroad Company—Construction and Operation Exemption—in Maricopa County, Ariz.*, Docket No. FD 36501, on November 14, 2024, the Board directed Union Pacific Railroad Company (UP) to cure certain deficiencies in its responses to Board-ordered document requests and reinstated a schedule for submissions placed in abeyance earlier in the year. On June 3, 2025, the Board announced it was unable to reach a majority decision on whether UP violated Section 110(k) of the National Historic Preservation Act (NHPA). The decision stated that no determination about whether Section 110(k) is applicable would be issued under 36 C.F.R. § 800.9(c), and the Board would continue the Section 106 process under NHPA and its consideration of UP's petition.

In *Patrick O. Regan—Acquisition of Control—Faribault Transportation Service, Inc., Minnesota Coaches, Inc., Marschall Line, Inc., Rehbein Transit Co., Inc., Minn-Dakota Coaches, Inc., Voyageur Bus Company, Inc., and Ready Bus Company, Inc.*, Docket No. MCF 21123, on November 14, 2024, the Board tentatively approved and authorized Patrick O. Regan (Applicant) to acquire control of Faribault Transportation Service, Inc. (FTS). The Board also tentatively approved and authorized after-the-fact several already-consummated transactions that ultimately resulted in Applicant's acquisition of control of six passenger motor carriers: Minnesota Coaches, Inc., Marschall Line, Inc., Rehbein Transit Co., Inc., Minn-Dakota Coaches, Inc., Voyageur Bus Company, Inc., and Ready Bus Company, Inc. The authority became effective on December 31, 2024.

In *Traxx Coachlines Ltd., Quick Coachlines Ltd., and Vancouver Tours & Transit Ltd. c/b/a Charter Bus Lines of British Columbia—Amalgamation of Three Companies Into One Under the Name Traxx Coachlines Ltd.*, Docket No. MCF 21125, on November 15, 2025, the Board tentatively approved and authorized interstate passenger motor carrier Traxx Coachlines Ltd. to merge its assets and operations with those of Quick Coachlines Ltd. and Vancouver Tours & Transit Ltd. c/b/a Charter Bus Lines of British Columbia. The authority became effective on December 31, 2024.

In *Traxx America Inc. and Beeline Tours Ltd.—Acquisition of Beeline Tours Ltd. by Traxx America Inc.*, Docket No. MCF 21135, the Board tentatively authorized motor passenger carrier Traxx America Inc. to acquire all or substantially all of the operating assets of motor passenger carrier Beeline Tours Ltd., subject to the addition of an additional applicant.

In *Van Pool Transportation LLC—Acquisition of Control—Butler’s Bus Service, Inc.*, Docket No. MCF 21124, the Board on November 15, 2024, tentatively approved and authorized Van Pool Transportation LLC and AG Van Pool Holdings, LP, to acquire control of interstate passenger motor carrier Butler’s Bus Service, Inc., from its shareholders, Bruce Lyskawa and Emo Chynoweth. The authority became effective on December 31, 2024.

In *Trivest Fund VII, L.P. and Passenger Transport Holdings, L.P.—Acquisition of Control—Cline Tours, Inc. et al.*, Docket No. MCF 21131, the Board tentatively approved and authorized Trivest Fund VII, L.P., and its subsidiary, Passenger Transport Holdings, L.P., both noncarriers, to acquire control of Cline Tours, Inc. (Cline), a passenger motor carrier, and Cline’s passenger motor carrier subsidiaries, Bus Supply Charters, Inc. (BSCI), and Crown Coach Corporation (Crown). In the same decision, the Board tentatively approved and authorized after-the-fact Cline’s prior acquisition of BSCI and Crown.

In *Stefan Soloviev, Executor, Estate of Sheldon H. Solow—Continuance in Control Exemption—Colorado Pacific San Luis Railroad LLC*, Docket No. FD 36795, the Board’s decision allowed the Estate of Sheldon H. Solow to continue in control of Colorado Pacific San Luis Railroad LLC when it becomes a Class III rail carrier in a related transaction involving its acquisition of a rail line.

In *First Coast Railroad Inc.—Lease and Operation Exemption—CSX Transportation, Inc.*, Docket No. FD 36777, the Board waived the 60-day advance notice requirement with respect to First Coast Railroad Inc.’s exemption to extend the term of its lease for approximately 31.83 miles of rail line and allowed the exemption to take effect on November 24, 2024.

In *Townline Rail Terminal, LLC—Construction and Operation Exemption—in Suffolk County, N.Y.*, Docket No. FD 36575, the Board denied separate requests from Townline Association and John Kenavan to reconsider the Board’s August 15, 2024 decision granting Townline Rail Terminal, LLC, authority to construct and operate a new rail line in New York.

In *Carload Express, Inc.—Control Exemption—the Maryland and Delaware Railroad Company*, Docket No. FD 36807, the Board authorized Carload Express, Inc., a noncarrier, to acquire control of The Maryland and Delaware Railroad Company.

In *TIP Minnesota Coaches Acquisition LLC, TIP MN Investments LP, and Tiger Infrastructure Partners Fund IV AIV LP—Acquisition of Control—Marschall Line, Inc., Minnesota Coaches, Inc., Rehbein Transit Co., Inc., Ready Bus Company, Inc., Voyageur Bus Company, Inc., Minn-Dakota Coaches, Inc., and Faribault Transportation Service, Inc.*, Docket No. MCF 21127, on January 8, 2025, the Board tentatively approved and authorized TIP Minnesota Coaches Acquisition LLC, TIP MN Investments LP, and Tiger Infrastructure Partners Fund IV AIV LP to acquire control of seven interstate passenger motor carriers: Marschall Line, Inc., Minnesota Coaches, Inc., Rehbein Transit Co., Inc., Ready Bus Company Inc., Voyageur Bus Company, Inc., Minn-Dakota Coaches, Inc., and Faribault Transportation Service, Inc. The authority became effective on February 25, 2025.

In *Avalon Motor Coaches, LLC—Acquisition of Control—Rose Chauffeured Transportation, Inc.*, Docket No. MCF 21128 TA, on January 6, 2025, the Board permitted Avalon Motor Coaches, LLC, and its affiliates Virgin-Fish, Inc., and Jeffrey Brush (collectively, Avalon), to manage and operate certain assets of Rose Chauffeured Transportation, Inc. (Rose), on an interim basis while the Board considered Avalon’s related application to purchase those assets.

In that related proceeding, *Avalon Motor Coaches, LLC—Acquisition of Control—Rose Chauffeured Transportation, Inc.*, Docket No. MCF 21128, on January 10, 2025, the Board tentatively approved and authorized Avalon to purchase most of Rose’s assets and assume substantially all of its outstanding contracts related to its charter services. The authority became effective on February 25, 2025.

In *Atchison, Topeka & Santa Fe Railway Company—Operating Rights—Southern Pacific Transportation Company*, Docket No. FD 22218, the Board denied in part and granted in part BNSF Railway Company’s motion to compel the production of discovery responses by Union Pacific Railroad Company. The decision also directed the parties to meet and confer on a proposed revised procedural schedule for the remainder of this proceeding.

In *TBL Group, Inc.—Acquisition of Control—Reston Limousine & Travel Service, Inc.*, Docket No. MCF 21126, on February 14, 2025, the Board tentatively approved and authorized TBL Group, Inc., a holding company that owns multiple interstate motor passenger carriers, to acquire an additional federally regulated motor passenger carrier, Reston Limousine & Travel Service, Inc. The authority became effective on April 1, 2025.

In *TBL Group, Inc.—Control—Echo Windy City, LLC*, Docket No. MCF 21129, the Board on February 20, 2025, tentatively approved and authorized TBL Group, Inc., a holding company, to acquire an additional federally regulated motor passenger carrier, Echo Windy City, LLC. The authority became effective on April 8, 2025.

In *Jefferson Partners, L.P. DBA Jefferson Lines—Acquisition of Control—Karst Stage, Inc.*, Docket No. MCF 21130 TA, the Board permitted Jefferson Partners, L.P., d/b/a Jefferson Lines

(Jefferson) to operate the assets of Karst Stage, Inc., on an interim basis while the Board considered Jefferson’s application to purchase those assets.

In that related proceeding, *Jefferson Partners, L.P. DBA Jefferson Lines—Acquisition of Control—Karst Stage, Inc.*, Docket No. MCF 21130, the Board on March 12, 2025, tentatively approved and authorized Jefferson to purchase and operate Karst Stage’s assets. The authority became effective on April 29, 2025.

In *Kansas & Oklahoma Railroad, Inc.—Acquisition Exemption—Central Kansas Railway, LLC*, Docket No. FD 34030, the Board denied Weskan Grain LLC’s petition to reopen and partially revoke the acquisition exemption previously noticed in this proceeding and directed Kansas & Oklahoma Railroad, LLC, to file a petition for exemption or application to obtain after-the-fact lease renewal authority.

In *Savage Tooele Railroad Company—Construction and Operation Exemption—Line of Railroad in Tooele County, Utah*, Docket No. FD 36616, the Board denied a petition to reconsider the Board’s April 1, 2024 decision granting Savage Tooele Railroad Company authority to construct and operate approximately 11 miles of rail line in Tooele County, Utah.

In *Macquarie Infrastructure Partners V GP, LLC, et al.—Continuance in Control—North Florida Industrial Railroad, LLC.*, Docket No. FD 36823 et al., the Board allowed Macquarie Infrastructure Partners V GP, LLC, for the benefit of the Macquarie Infrastructure Partners V fund vehicle; MIP V Rail, LLC; Pinsly Holdco, LLC; and Pinsly Railroad Company, LLC, all noncarriers, to continue in control of North Florida Industrial Railroad, LLC, when it becomes a Class III rail carrier as a result of a related transaction involving its lease and operation of a rail line in Columbia County, Fla. The Board also set the effective date for the exemption in that related transaction.

In *Norfolk Southern Corporation and Norfolk Southern Railway Company—Acquisition of Control—Norfolk & Portsmouth Belt Line Railroad Company*, Docket No. FD 36836, the Board on March 14, 2025 reviewed a submission by Norfolk Southern Corporation and Norfolk Southern Railway Company, styled as an application for a minor transaction, that sought the Board’s approval to acquire control of Norfolk & Portsmouth Belt Line Railroad Company. In its March 14 decision, the Board found that the proposed transaction would be “significant” rather than minor and considered the applicants’ submission as a prefiling notification. On June 13, 2025, applicants filed a supplement to perfect their application for a “significant” transaction. On April 11, 2025, the Board invited public comment on a proposed a procedural schedule and designated 2023 as the year to be used for the impact analysis, and on June 13 addressed a number of issues related to discovery. On July 10, 2025, the Board found that the application was complete, accepted the application for consideration, and adopted a procedural schedule.

In *Central Oregon & Pacific Railroad, Inc.—Lease and Operation Exemption Including Interchange Commitment—Union Pacific Railroad Company*, Docket No. FD 36818, the Board denied a request to waive the labor notification requirements under 49 C.F.R. § 1150.42(e) and denied requests to reject the notice of exemption in this proceeding.

In *Soo Line Railroad Company D/B/A Canadian Pacific Railway—Acquisition and Operation Exemption—BNSF Railway Company*, Docket No. FD 35068, on April 11, 2025, the Board removed this proceeding from abeyance and granted Soo Line Railroad Company’s d/b/a Canadian Pacific Railway petition to reconsider a 2020 Board decision that reopened this 2007 exemption proceeding. The April 11, 2025 decision vacated the 2020 decision.

In *BNSF Railway Company—Petition for Enforcement—Interchange with Savage Tooele Railroad Company*, Docket No. FD 32760 (Sub-No. 50), the Board denied Union Pacific Railroad Company’s request to dismiss BNSF Railway Company’s petition for enforcement and set a procedural schedule.

In *Norfolk Southern Railway Company—Trackage Rights Exemption—CSXT Transportation, Inc.*, Docket No. FD 36790 (Sub-No. 1), the Board authorized the expiration of certain Board-approved trackage rights held by Norfolk Southern Railway Company over certain lines of CSXT Transportation, Inc., even though such rights typically continue indefinitely.

In *CSX Transportation, Inc.—Trackage Rights Exemption—Norfolk Southern Railway Company*, Docket No. FD 36776 (Sub-No. 1), the Board authorized the expiration of certain Board-approved trackage rights held by CSX Transportation, Inc. over certain lines of Norfolk Southern Railway Company, even though such rights typically continue indefinitely.

In *San Joaquin Valley Railroad Co.—Lease and Operation Exemption Including Interchange Commitment—Union Pacific Railroad Company*, Docket No. FD 36829, the Board waived a 60-day advance notice requirement and allowed San Joaquin Valley Railroad Co. to enter into a lease agreement with Union Pacific Railroad Company and continue to operate approximately 101.5 miles of rail line in California, on or after May 2, 2025.

In *Marquette Rail, LLC—Lease and Operation Exemption Including Interchange Commitment—CSX Transportation, Inc.*, Docket No. FD 36831, the Board waived a 60-day advance notice requirement and allowed Marquette Rail, LLC, to continue to lease and operate approximately 129.03 miles of rail line in Michigan, on or after May 11, 2025.

In *Willamette & Pacific Railroad, Inc.—Lease and Operation Exemption Including Interchange Commitment—Union Pacific Railroad Company*, Docket No. FD 36827, the Board waived a 60-day advance notice requirement and allowed Willamette & Pacific Railroad, Inc., to enter into an amended lease agreement for approximately 160.95 miles of rail line in Oregon, on or after May 14, 2025.

In *Portland & Western Railroad, Inc.—Lease and Operation Exemption Including Interchange Commitment—Union Pacific Railroad Company*, Docket No. FD 36826, the Board waived a 60-day advance notice requirement and allowed Portland & Western Railroad, Inc., to continue to lease and operate approximately 47.20 miles of rail line in Oregon, on or after May 11, 2025.

In *California Northern Railroad Company—Lease and Operation Exemption Including Interchange Commitment—Union Pacific Railroad Company*, Docket No. FD 36828, the Board waived a 60-day advance notice requirement and allowed California Northern Railroad

Company to continue to lease and operate approximately 183 miles of rail line in California, on or after May 14, 2025.

In Portland & Western Railroad, Inc.—Acquisition and Operation Exemption—Port of Tillamook Bay, Docket No. FD 36850, the Board waived a 60-day advance notice requirement and allowed Portland & Western Railroad, Inc., to acquire from Port of Tillamook Bay and operate approximately 1.01 miles of rail line in Oregon, on or after May 24, 2025.

In ISQ Bus BidCo, Inc. et al.—Acquisition of Control—A&S Transportation Incorporated et al., Docket No. MCF 21133, the Board tentatively approved and authorized ISQ Bus BidCo, Inc.; ISQ Global Infrastructure Fund III Bus AIV, LP; ISQ Global Infrastructure Fund III Bus AIV, LP; ISQ Global Infrastructure Fund III Bus AIV, LP; and ISQ Global Infrastructure Fund III Bus AIV, LP, to acquire from Mobico Group PLC indirect control of its North American home-to-school transportation entities, which include regulated interstate passenger motor carriers. The authority became effective on July 8, 2025.

In Kaw River Railroad, LLC—Lease Exemption With Interchange Commitment—BNSF Railway Company, Docket No. FD 34693 (Sub-No. 1), the Board waived a 60-day advance notice requirement and allowed Kaw River Railroad, LLC, to enter into a lease agreement with BNSF Railway Company and continue to operate approximately 15.69 miles of rail line in Missouri, on or after May 31, 2025.

In Kaw River Railroad, LLC—Lease Exemption with Interchange Commitment—BNSF Railway Company, Docket No. FD 35015 (Sub-No. 1), the Board waived a 60-day advance notice requirement and allowed Kaw River Railroad, LLC, to enter into a lease agreement with BNSF Railway Company and continue to operate approximately 14.66 miles of rail line in Missouri, on or after May 31, 2025.

In Grainbelt Corporation—Trackage Rights Exemption—BNSF Railway Company, Docket No. FD 36486 (Sub-No. 9), the Board authorized the expiration of certain Board-approved rights held by Grainbelt Corporation to operate over certain lines of BNSF Railway Company, even though such rights typically continue indefinitely.

In Trivest Fund VII, L.P. and Passenger Transport Holdings, L.P.—Acquisition of Control Roadrunner Charters Inc. et al., Docket No. MCF 21132, on June 4, 2025, the Board tentatively approved and authorized Trivest Fund VII, L.P., and its subsidiary Passenger Transport Holdings, L.P. to acquire all voting securities of Roadrunner Charters, Inc., and its affiliate, Clark Charters and Travel, Inc., d/b/a Clark Travel Enterprises, both of which are interstate passenger motor carriers. The authority became effective on July 22, 2025.

In Van Pool Transportation LLC and AG Van Pool Holdings, LP—Acquisition of Control—Bill's Taxi Service Inc., Dell Transportation Corp., Hendrickson Bus Corporation, Huntington Coach Corporation, Huntington Coach, L.L.C., Towne Bus Corp., Towne Bus LLC, Van Trans LLC, We Transport (Ny) LLC, We Transport LLC (Connecticut), And We Transport, Inc., Docket No. MCF 21134, on June 13, 2025, the Board tentatively approved and authorized Van Pool Transportation LLC and AG Van Pool Holdings, LP, to acquire control of an interstate passenger

motor carrier, Bill's Taxi Service Inc. d/b/a A&A Metro Transportation, from its shareholders, Thomas Arrighi, Michael Arrighi, and Gaile Arrighi. In addition to this proposed transaction, Applicants also obtained after-the-fact authority to control the following Van Pool subsidiaries: Dell Transportation Corp., Hendrickson Bus Corporation, Huntington Coach Corporation, Huntington Coach, L.L.C., Towne Bus Corp., Towne Bus LLC, Van Trans LLC, WE Transport LLC, WE Transport LLC, and WE Transport, Inc. The authority became effective on July 29, 2025.

In *BNSF Railway Company—Petition for Clarification—Service to Colorado Materials*, Docket No. FD 32760 (Sub-No. 49), the Board denied a request from BNSF Railway Company to issue an order clarifying that it has the right to serve a shipper named Colorado Materials pursuant to conditions imposed by the Board as part of the Union Pacific Corporation/Southern Pacific Rail Corporation merger approval. However, the Board granted BNSF the opportunity to take limited discovery from Union Pacific Railroad Company and, if supported, to file an amended petition based on any additional information obtained.

In *BNSF Railway Company—Petition for Enforcement—Service to Granite Mountain Quarries*, Docket No. FD 32760 (Sub-No. 48), the Board denied a petition filed by BNSF Railway Company seeking enforcement of conditions. The Board found that BNSF failed to demonstrate, based on the current record, that it has the right to serve a facility known as Granite Mountain Quarries under the conditions imposed by the Board as part of the Union Pacific Corporation/Southern Pacific Rail Corporation merger approval. However, the Board granted BNSF the opportunity to take discovery from Union Pacific Railroad Company and file an amended petition based on any additional information that is obtained.

In *BNSF Railway Company—Trackage Rights Exemption—Union Pacific Railroad Company*, Docket No. FD 36377 (Sub-No. 11), the Board authorized the expiration of certain Board-approved rights held by BNSF Railway Company to operate over certain lines of Union Pacific Railroad Company, even though such rights typically continue indefinitely.

In *Commuter Rail Division of The Regional Transportation Authority D/B/A Metra—Terminal Trackage Rights—Union Pacific Railroad Company*, Docket No. FD 36844, by decision served July 1, 2025, the Board denied Metra's request for a temporary injunction or emergency service order. Subsequently, on September 3, 2025, the Board granted Metra's application for terminal trackage rights over three Union Pacific railroad lines used to operate commuter rail service in the Chicago area. On September 30, 2025, the Board imposed, on a temporary basis, interim liability and indemnification terms applicable to the three railroad lines.

In *Union Pacific Corporation, Union Pacific Railroad Company and Missouri Pacific Railroad Company—Control—Missouri-Kansas-Texas Railroad Company, et al.*, Docket No. FD 30800 et al., the Board granted the petition of the Kansas City Southern Railway Company (KCSR) and determined that KCSR may continue to use the "South End" haulage rights outlined in its 1988 contract with Union Pacific Railroad Company (UP) to move certain grain traffic originated by Canadian Pacific/Soo Line Railroad Company over UP trackage from Beaumont, Tex., to the ports of Houston, Tex., and Galveston, Tex.

In *Savannah Industrial Transportation, LLC—Operation Exemption—in Effingham County, Ga., et al.*, Docket Nos. FD 36489, 36723, and 36723 (Sub-No. 1), the Board granted after-the-fact authority for Savannah Industrial Logistics, LLC, to construct, and for Savannah Industrial Transportation, LLC, to lease and operate, a rail line located in an industrial park near Rincon, in Effingham County, Ga., subject to an environmental mitigation condition.

In *American Safety Holdings, LLC, a Louisiana Limited Liability Company—Acquisition of Property—American-International Travel, Inc. d/b/a Dixieland Tours & Cruises, a Louisiana Corporation*, Docket No. MCF 21136, the Board approved and authorized, subject to the filing of opposing comments, a proposed acquisition of property of American-International Travel, Inc. d/b/a Dixieland Tours and Cruises; and (2) approved and authorized, subject to the filing of opposing comments, after the fact a prior acquisition of the assets of New Orleans Tours, Inc. and its affiliates.

In *Port of Moses Lake—Acquisition Exemption—Moses Lake, Wash.*, Docket No. FD 34936 (Sub-No. 1), the Board directed the Port of Moses lake to file a notice of exemption, petition for exemption, or application for authority to acquire approximately 0.5 miles of trackage as part of a rail construction project in and near the city of Moses Lake, Wash., that the Board previously authorized.

In *Van Pool Transportation LLC and Ag Van Pool Holdings, LP—Acquisition of Control—George M. Carroll Transportation, Inc.*, MCF 21137, the Board approved and authorized, subject to the filing of opposing comments, Van Pool Transportation LLC and AG Van Pool Holdings, LP to acquire control of George M. Carroll Transportation, Inc. dba George M. Carroll Inc. from its sole shareholder, John Schindler.

In *Arkansas-Oklahoma Railroad, Inc.—Lease & Operation Exemption Including Interchange Commitment—BNSF Railway Company, Inc.*, FD 36871, the Board waived a 60-day advance notice requirement and allowed Arkansas-Oklahoma Railroad, Inc., to continue to lease and operate approximately 10.658 miles of rail line in Oklahoma, on or after September 24, 2025.

In *U S Rail Corporation—Construction and Operation Exemption—Brookhaven Rail Terminal*, FD 35141, et al., the Board permitted Brookhaven Rail LLC and the Citizen Campaign for the Environment to withdraw various petitions concerning a rail terminal in Brookhaven, N.Y. The decision also directed Sills Road Realty LLC to file an application for after-the-fact authority to acquire a rail line in the terminal.

In *TBL Group, Inc.—Acquisition of Control—BTM Coaches, Inc.*, MCF 21138, the Board approved and authorized, subject to the filing of opposing comments, TBL Group, Inc.'s application to acquire an additional federally regulated motor passenger carrier BTM Coaches, Inc.

In *Norfolk Southern Railway Company—Petition to Set Trackage Rights Compensation—Norfolk & Portsmouth Belt Line Railroad Company*, FD 36223, the Board denied Norfolk Southern Railway Company’s motion to remove this proceeding from abeyance, granted a motion filed by CSXT to continue to hold the proceeding in abeyance, and denied CSXT’s motion to dismiss the proceeding.

In *Lake Providence Port Commission—Feeder Line Application—Line of Delta Southern Railroad Located in East Carroll and Madison Parishes, La.*, FD 36447, the Board: (1) removed this proceeding from abeyance, (2) denied the motions to dismiss the proceeding, (3) directed the parties to submit a proposed procedural schedule, and (4) denied a request for attorneys’ fees.

In *TBL Group, Inc.—Control—Kaptyn Nevada, LLC*, MCF 21139, the Board approved and authorized, subject to the filing of opposing comments, TBL Group, Inc.’s application to acquire the assets of Kaptyn Nevada, LLC, a federally regulated motor passenger carrier.

Abandonments/Discontinuances

In *CG Railway, LLC—Discontinuance of Service Exemption—in New Orleans, La.*, Docket No. AB 1340X, the Board authorized CG Railway, LLC, to discontinue service over approximately 3.4 miles of rail line in New Orleans, La.

In *Midcoast Railservice, Inc.—Discontinuance of Service Exemption—in Cumberland, Knox, Lincoln, Sagadahoc Counties, Me.*, Docket No. AB 1341X, the Board authorized Midcoast Railservice, Inc., to discontinue service over approximately 58.68 miles of rail line in Cumberland, Knox, Lincoln, and Sagadahoc Counties, Me.

In *CSX Transportation, Inc.—Abandonment Exemption—in Pinellas County, Fla.*, Docket No. AB 55 (Sub No. 794X), the Board denied a motion filed by the National Association of Reversionary Property Owners seeking termination of a notice of interim trail use or abandonment issued to the City of St. Petersburg and CSX Transportation, Inc.

In *Mohawk, Adirondack & Northern Railroad Corporation—Abandonment Exemption—in Lewis and Jefferson Counties, N.Y.*, Docket No. AB 768X, et al., the Board removed these proceedings from abeyance, granted a request by The Lowville & Beaver River Railroad Company to waive the requirement that a rail carrier have Board-authorized ownership of a rail line for at least two years in order to use the expedited procedures for terminating operations on out-of-service lines, denied requests to reject the verified notices of exemption filed in these dockets, and authorized publication of the verified notices in the Federal Register.

In *Knoxville & Holston River Railroad Co., Inc., a Wholly Owned Subsidiary of Gulf & Ohio Railways, Inc.—Abandonment Exemption—in Knox County, Tenn*, Docket No. AB 580 (Sub-No. 1X), the Board permitted Knoxville & Holston River Railroad Co., Inc., to abandon approximately 3.8 miles of rail line in Knox County, Tenn., subject to trail use, environmental, and standard employee protective conditions.

In Norfolk Southern Railway Company—Abandonment Exemption—in the City of Baltimore, Md., Docket No. AB 290 (Sub-No. 412X), the Board found that the Acting Director of the Office of Proceedings was correct to grant a railroad’s request to withdraw its verified notice of exemption.

In Colorado Landowners—Adverse Abandonment—Great Western Railway of Colorado, LLC in Weld County, Colo., Docket No. AB 857 (Sub-No. 2), the Board on July 30, 2025, denied an application for adverse abandonment of a rail line owned by Great Western Railway of Colorado in Weld County, Colo.

In Walkersville Southern Railroad, Inc.—Discontinuance of Service Exemption—Frederick County, Md., Docket No. AB 1339X, the Board denied an appeal filed by the Maryland Transit Administration and Frederick County, Maryland, of a prior Board decision declining to issue a notice of interim trail use for a rail line in Frederick County.

In West Belt Railway, LLC—Discontinuance of Service Exemption—in the City of St. Louis, and St. Louis County, Mo., AB 1346, the Board allowed West Belt Railway, LLC, to discontinue service over approximately 9.66 miles of rail line in St. Louis, Mo.

Environmental Review

The Board considers environmental impacts in its decision-making process under the National Environmental Policy Act (NEPA) and related laws and regulations. By preparing the requisite environmental reviews and inviting the public to participate in the Board’s environmental review process, the Board ensures its compliance with NEPA. The Board documents its NEPA findings by preparing Environmental Impact Statements (EISs) or Environmental Assessments (EAs), which assess the potential environmental impacts that could result from Board decisions.

During FY 2025, OEA worked on 6 EISs and 31 EAs in rail projects, comprising rail line constructions, rail line abandonments and acquisitions. During FY 2025, 185 cases before the Board either fell within a categorical exclusion from NEPA review or did not qualify as a major Federal action requiring NEPA review. These cases included leases, operating exemptions, declaratory orders, rulemakings, transactions involving corporate changes, and certain acquisitions and discontinuances.

Environmental Impact Statements

The EISs addressed projects such as the proposed construction and operation of a rail line in Eagle Pass, Texas. The Board served as a cooperating agency in environmental reviews for rail constructions in Texas and California. The Board is also monitoring environmental mitigation in rail construction cases in Utah, South Carolina and in the acquisition of KCS by Canadian Pacific.

Environmental Assessments

The EAs addressed 10 rail line construction cases that would provide passenger service or freight rail service to various industrial complexes and port facilities and 21 rail line abandonments. Finally, the Board completed the National Historic Preservation Act requirements for a complex rail line abandonment in Jersey City, N.J.

Alternative Dispute Resolution

The Board has established arbitration and mediation rules to help parties informally resolve disputes and avoid costly litigation, and the Board actively encourages parties to use alternative dispute resolution. Mediation efforts have facilitated the settlement of cases and satisfactorily addressed other conflicts. Successful mediation settlements result in significant savings of litigation expenses to the parties, allow both sides to reach mutually satisfactory agreements, and make available the Board's limited staff resources to work on other matters. In FY 2025, the Board held one mediation, which did not reach a successful resolution. To date, there has not been an arbitration case filed under the Board's mediation and arbitration procedures.

Public Outreach and Informal Dispute Resolution

OPAGAC continues to provide shippers, carriers, state and local governments, and members of the public with an accessible and effective resource for resolving certain disputes on an informal basis. OPAGAC's RCPA works to resolve conflicts that might otherwise be submitted to the Board for adjudication, thereby conserving stakeholder and agency resources.

In FY 2025, RCPA handled 1,338 inquiries from stakeholders, of which approximately 129 pertained to shipper-railroad disputes. RCPA worked with parties to successfully resolve matters related to timely fulfillment of car orders, availability of rail resources, track maintenance, interchange operations, inter-carrier disputes, switching services, car storage, rates and charges, track lease agreements, and responsibility for spur track.

RCPA also informally assisted customers of household goods (HHG) moving companies to resolve service and rate disputes. The Federal Motor Carrier Safety Administration (FMCSA) has primary regulatory and enforcement jurisdiction in this area. RCPA maintained its informal engagement with FMCSA to discuss HHG trends and with the Federal Maritime Commission to discuss issues of common interest.

In addition to its dispute resolution function, OPAGAC also serves as a primary liaison between the public and the Board. OPAGAC fields inquiries from Board practitioners, other agencies, state, local and foreign governments, members of Congress, and members of the broader public to provide those parties with a better understanding of the laws and regulations administered by the Board, as well as proceedings before the Board.

Court Actions and Other Legal Matters

In FY 2025, the Office of the General Counsel (OGC), now part of the Office of Chief Counsel, handled a variety of cases on behalf of the Board:

In the area of new-carrier entry, in December 2023, the D.C. Circuit denied a petition for rehearing en banc of the Court's August 2023 decision vacating and remanding a Board decision authorizing, through an exemption, the construction and operation of a rail line in Utah. *See Eagle Cnty., Colo., et al. v. Surface Transportation Board, et al.*, Nos. 22-1019 and 22-1020 (reviewing *Seven Cnty. Infrastructure Coal.—Rail Constr. & Operation Exemption—in Utah, Carbon, Duchesne, & Uintah Cntys., Utah*, FD 36284 (STB served Dec. 5, 2021)). The project proponents petitioned the Supreme Court for a writ of certiorari, which the Court granted on June 24, 2024. *Seven Cnty Infrastructure Coal., et al., v. Eagle Cnty, CO, et al.*, No. 23-975 (S. Ct.) In June 2025, the Supreme Court reversed the D.C. Circuit decision in part and remanded the case to the D.C. Circuit for further proceedings. Intervenor, Seven County Infrastructure Coalition subsequently moved the D.C. Circuit to remand to the Board without vacatur, which the Board supported, while Petitioners moved the Court to remand to the agency with vacatur, which the Board opposed.

The Board is defending its decisions exempting the construction and operation of a different rail line in Utah from the prior approval requirements of 49 U.S.C. § 10901. The Board granted the exemption request filed by Savage Tooele Railroad Company in April 2024 and denied reconsideration in March 2025. An environmental-advocacy group has petitioned the D.C. Circuit for review of the Board's environmental review and decision making in that case. A briefing scheduled has been established.

In the area of switching, the Board defended its final rule providing for the prescription of a reciprocal switching agreement as a means to promote adequate rail service. *Reciprocal Switching for Inadequate Rail Serv.*, EP 711 (Sub-No. 2) (STB served Apr. 30, 2024). CSXT, Union Pacific and Canadian National sought review of the Board's decision in the Seventh Circuit. *Grand Trunk., et al. v. STB, et al.*, No. 24-1811 (7th Cir.). Briefing and oral argument occurred in 2024 and early 2025. On July 8, 2025, the U.S. Court of Appeals for the Seventh Circuit entered an order vacating that rule and remanding to the Board for further proceedings.

In the area of combinations and mergers, the Board successfully defended its decision approving the combination of Canadian Pacific and Kansas City Southern, which was the first merger of Class I carriers approved by the Board in over 25 years. *Can. Pac. Ry.—Control—Kansas City S.*, FD 36500 (STB served Mar. 15, 2023). A coalition of Chicago-area local government entities sought review of the decision in the D.C. Circuit. *Coalition to Stop CPKC, et al. v. Surface Transportation Board, et al.*, Nos. 23-1165, and 23-1274 (D.C. Cir.). (Union Pacific and commuter-rail operation Metra had also sought review but subsequently withdrew their petitions.) On June 20, 2025, the D.C. Circuit denied the Coalition's petition, concluding that the Board reasonably assessed the merger's environmental harms (with a specific focus on the projected increase in blocked crossing delays) and reasonably determined that the merger was in the public interest (with a specific focus on passenger-rail congestion in the Chicago suburbs). *Coal. to Stop CPKC v. Surface Transportation Bd.*, No. 23-1165, 2025 WL 1720672 (D.C. Cir. June 20, 2025).

In the area of interchange, the Board successfully defended its decision in *Wisc. Cent. Ltd.—Pet. for Declaratory Order*, FD 36397 (STB served Jan. 29, 2024), which concluded that Canadian National’s proposal for receiving traffic from Canadian Pacific Kansas City is inconsistent with the statutory reasonableness requirement. Canadian National sought review of the Board’s decision in the Seventh Circuit and oral argument was held in November 2024. On December 11, 2024, the Seventh Circuit denied Canadian National’s petition for review, concluding that (1) the question of reasonableness was within the scope of the Court’s prior remand decision and (2) the factors considered by the Board in its reasonableness assessment (including, particularly the costs of interchange and the agency’s policy of encouraging private resolution of interchange disputes) fell firmly within the scope of the discretion conferred by the statutory term “reasonable.”

In the area of rates, the Eighth Circuit denied the Board’s petition for rehearing or rehearing en banc with respect to the court’s judgment vacating the Board’s rulemaking adopting “Final Offer Rate Review” procedures. The Board’s decision stated that FORR would have given shippers a practical way to seek rate relief through accelerated procedural schedules, flexible rate reasonableness standards, and “final offer” procedures for selecting the rate that will be prescribed for the future. Upon petitions for review by Union Pacific and the Association of American Railroads, the court held in August 2024 that cases under FORR would constitute formal adjudication under the Administrative Procedure Act (APA) and did not comply with the APA’s burden of proof requirements applicable to such proceedings. The court also held that FORR would have impermissibly permitted the parties, instead of the Board, to prescribe the maximum rate. *Union Pacific Railroad Company & the Association of American Railroads v. Surface Transportation Board*, Nos. 22-3648 & 23- 1325 (8th Cir, Aug. 20, 2024.). The Board sought rehearing on the first holding on that grounds that the holding violated long-established precedent and contravened the party presentation principle. In December 2024, the en banc court denied rehearing in an 8-3 vote.

The Board’s decision adopting arbitration procedures for small rate cases has been challenged in court by railroad interests. The arbitration program, which followed the contours but not all the details of a program that the rail industry recommended, would have postponed FORR’s application for a period of at least five years, but only if all Class I railroads opted into the program; because only one railroad did so, the program is currently inoperable. *Joint Pet. for Rulemaking to Establish a Voluntary Arb. Program for Small Rate Disputes*, EP 765 (STB served Dec. 19, 2022). The court case was in abeyance as the Board considers administrative petitions for reconsideration. *Grand Trunk Corp. and Illinois Central Railroad Co. v. Surface Transportation Board*, No. 22-3289 (7th Cir.). The petitioners filed an unopposed motion for voluntary dismissal, which was granted on August 19, 2025.

The Board continued to defend in court its decisions regarding BNSF Railway Company’s terminal trackage rights in *Kansas City Southern Railway Company v. Surface Transportation Board*, Nos. 16-1308, 20-1116 and 22-1069 (D.C. Cir.). All three consolidated appeals are

currently being held in abeyance, with the parties providing quarterly status reports to the Court, pending the resolution of the compensation-setting phase at the Board.

Also in the area of trackage rights, the Board is defending its September 3, 2025, decision granting Metra’s application for terminal trackage rights over three Union Pacific Railroad lines used to operate commuter rail service in the Chicago area. Union Pacific petitioned the Eighth Circuit for review of the Board’s decision and moved for a judicial stay, which the Board has opposed.

In the area of interim trail use/railbanking, the Board is defending its decision revoking a notice of interim trail use for a line located in Pinellas County, Florida due to failure by the trail sponsor and railroad to properly railbank the line. *CSX Transp., Inc.—Aban. Exemption—Pinellas Cnty., Fla.*, AB 55 (Sub-No. 794X) (STB served Nov. 14, 2023). The rail carrier and the trail sponsor – CSX Transportation and GHL High Line Railway—petitioned for review of the Board’s decision in the Eleventh Circuit. *CSX Transp., et al. v. STB, et al.*, No 23-13860 (11th Cir.). Briefing was completed in 2025 and oral argument has been tentatively scheduled for the week of February 23, 2026.

Also in the area of interim trail use/railbanking, the Board is defending against a complaint brought in the United State District Court for the District of Kansas by Sunflower State Industrial Railway seeking a declaration that the Board must more readily authorize the reactivation of railbanked rights-of-way. *See Sunflower State Industrial Railway*, 5:25-cv-04056-JAR-RES (D. Kan.). The Board filed a motion to dismiss on September 2, 2025. After the Board filed a motion to dismiss on September 2, 2025, Sunflower voluntarily moved to dismiss its complaint.

In the area of preemption, the Board is defending its decision in a declaratory order proceeding where it found that 49 U.S.C. § 10501(b) did not preempt a town’s attempt to enforce in state court a statutory right of first refusal to purchase land that a railroad sought to acquire for development as a transload facility. *Grafton & Upton R.R. —Pet. For Declaratory Order*, FD 36464 (STB served Dec. 18, 2024). Grafton & Upton Railroad sought review of the Board’s decision in the D.C. Circuit. *Grafton & Upton R.R. v. Surface Transportation Board*, No. 25-1058 (D.C. Cir.). The Board’s brief was filed June 20, 2025. Oral argument has been scheduled for October 28, 2025.

In the area of car service, the Board is defending a decision partially granting and partially denying complaints filed by car providers that alleged that Union Pacific Railroad (UP) failed to compensate them for UP’s use of their tank cars to provide freight rail service and improperly charged them for moving their cars to repair facilities. *North America Freight Car Association v. Union Pacific Railroad*, NOR 42144 et al. (STB served Jan. 15, 2025). UP sought judicial review in the Eighth Circuit. *Union Pacific R.R. v. Surface Transportation Board*, No. 25-1121 (8th Cir.). After the car providers sought administrative reconsideration of the Board’s decision, the Eighth Circuit placed the petition for review proceeding in abeyance pending the Board’s resolution of the reconsideration petition, which remains pending.

In the area of abandonment authorization, the Board is defending its decision granting a railroad's request to withdraw its verified notice of exemption seeking abandonment authority for approximately one mile of line in Baltimore, Maryland. *Norfolk Southern Rwy. Co.—Abandonment Exemption—in the City of Baltimore, Md.*, AB 290 (Sub-No. 412X) (STB served Dec. 9, 2024). A potential offeror of financial assistance for the line is seeking review of the Board's decisions in the D.C. Circuit. *Riffin v. STB, et al.*, No. 24-1385 (D.C. Cir. 2024) and No. 25-1141 (D.C. Cir. 2025), which have been consolidated. The Board moved to dismiss the petition for review in No. 1385 as premature, which the motions' panel referred to the merit's panel. A briefing schedule has been established.

The Board continued to assist the DOJ in the defense of numerous Fifth Amendment takings cases arising from the conversion or attempted conversion of rail lines to interim trail use under the National Trails System Act. OGC also participated on behalf of the Board in various government interest litigation matters. The Office also continued to work on a wide variety of other legal matters, including matters involving FOIA, the Paperwork Reduction Act, the Equal Employment Opportunity Act, NEPA, the National Historic Preservation Act, the National Trails System Act, and the Federal Advisory Committee Act. It provided legal counsel on general personnel and ethics issues, and government contracting, and participated in the Administrative Conference of the United States. The OGC also housed the Board's Records Office (now housed in the Office of Managing Director), which manages the agency's compliance with the Federal Records Act and related authorities.

Advisory Committees

The Board has four transportation advisory committees, of which the Board members are ex-officio members. Established under the ICC Termination Act of 1995, the Railroad-Shipper Transportation Advisory Council (RSTAC) advises the Board, the Secretary of Transportation, and Congress on railroad-transportation policy issues of particular importance to small shippers and small railroads, such as railcar supply, railroad service, rates, and competitive matters. Its 15 appointed members consist of senior officials representing large and small shippers, large and small railroads, and one at-large representative. Along with the Board members, the Secretary of Transportation is also an ex-officio member. RSTAC held quarterly in-person meetings during FY 2025 on December 9-10, 2024, March 19-20, 2025, June 17-18, 2025, and September 9-10, 2025.

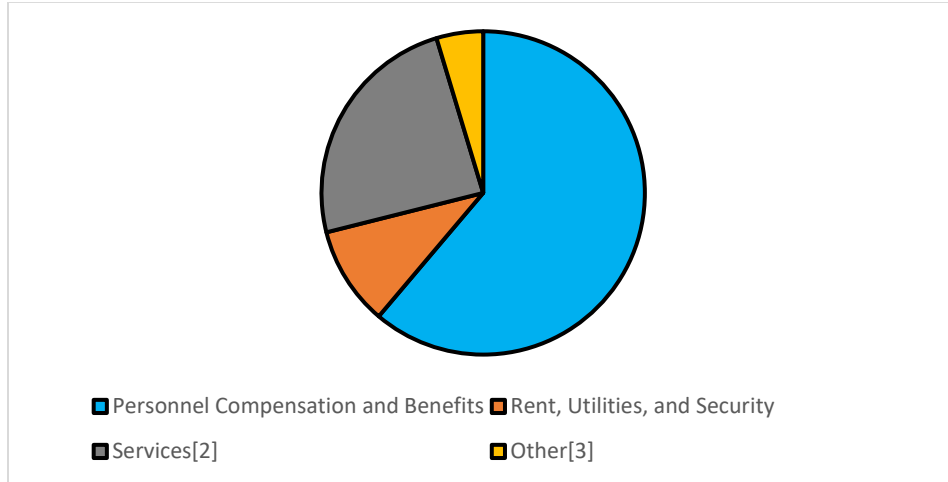
The Rail Energy Transportation Advisory Committee (RETAC) was created in 2007 to provide advice and guidance to the agency on emerging issues concerning the rail transportation of energy resources such as coal, crude oil, ethanol, and other biofuels. The 27 voting members of RETAC represent a balance of stakeholders, including large and small railroads, coal producers, electric utilities, the biofuels industry, the petroleum production industry, the private railcar industry, the renewable energy industry, and labor. RETAC typically holds meetings twice per year. In FY 2025, RETAC met in-person on October 9, 2024, and again on May 29, 2025.

The National Grain Car Council (NGCC) assists the Board in addressing issues concerning grain transportation by fostering communication among railroads, shippers, rail-car manufacturers, and the government. The NGCC, which meets once a year, is composed of 12 representatives from Class I railroads, seven from Class II and Class III railroads, 14 from grain shippers and receivers, and seven from private rail car owners and manufacturers. In FY 2025, NGCC met in-person on August 19, 2025.

The Passenger Rail Advisory Committee (PRAC) was created in 2023 and provides advice and guidance to the Board on issues surrounding railroad passenger transportation services. PRAC, which meets at least twice a year, is composed of approximately 21 members, with knowledge regarding passenger rail transportation, freight rail transportation, commuter rail operations, and transportation public policy. In FY 2025, PRAC met in-person on October 16, 2024, February 11, 2025, May 5, 2025, and September 18, 2025.

Budget Data

Dollar Cost: Comparison by Object Classification, FYs 2025–2027
 (as of 09/30/2025)
 (dollar amounts in thousands)



CATEGORY OF OBLIGATION ¹	FY 2025 Actual (as of 09/30/2025)		FY 2026 Request		FY 2027 Request	
	Dollars	Percent of Total	Dollars	Percent of Total	Dollars	Percent of Total
Personnel Compensation and Benefits	\$28,539	61%	\$24,960	61%	\$25,255	62%
Rent, Utilities, and Security	\$3,678	8%	\$4,040	10%	\$4,044	10%
Services ²	\$13,010	27%	\$9,831	24%	\$9,709	24%
Other ³	\$1,746	4%	\$1,968	5%	\$1,791	4%
TOTAL	\$46,973	100%	\$40,799	100%	\$40,799	100%

¹ Note: Dollars may not add due to rounding in this and subsequent charts.

² Services include, but are not limited to, obligations for contractor staff (IT services; financial management, internal controls, and financial audits), software licenses, and the Working Capital Fund.

³ Other includes budget object classes such as equipment, supplies, reimbursable collections, travel, training, printing, postage and contractual mail, and miscellaneous services.

Analysis of Change by Object Classification, FYs 2025–2027
(dollar amounts in thousands)

	FY 2025 Actual Obligation (As of 09/30/2025)	FY 2026 Request	FY 2027 Request	FY 2026-27 Change	Percentage Change
Personnel Compensation and Benefits	\$28,539	\$24,960	\$25,255	295	1%
Rent and Utilities	\$2,841	\$3,250	\$3,230	(20)	-1%
Building Security	837	790	814	24	3%
Information Technology	9,141	6,754	6,754	0	0%
Interagency Agreements and Technical Services	3,463	2,757	2,757	0	0%
Working Capital Fund	406	320	198	(122)	-38%
Travel and Transportation	69	120	78	(42)	-35%
Training	16	126	126	0	0%
Office Printing, Supplies, Subscriptions, and Publications (Federal Register, Legal, and Periodicals)	368	307	269	(38)	-12%
Misc. Expenses (Building maintenance, Operational support, and other operating expenses)	74	165	68	(97)	-59%
Reimbursable Obligations (Offsetting Collections)	1,219	1,250	1,250	0	0%
Subtotal Non-personnel Obligations	\$18,434	\$15,839	\$15,544	(295)	-2%
Total Obligations	\$46,973	\$40,799	\$40,799	\$0	0%

FY 2025 Breakout of Shared Service Providers and Non-Federal Partners

Shared Services Provider

- **Department of Interior** (Cloud and Payroll)
- **Department of Justice** (Security Operations Center)
- **Department of Transportation**
 - **Office of the Secretary of Transportation** (Procurement)
 - **Federal Aviation Administration** (Financial)
 - **Office of the Inspector General** (FISMA/Financial Statement audits)
- *Other Interagency Agreements*
 - **Veterans Affairs** (Credit Card management)
 - **Office of Personnel Management** (Performance Management)
 - **Health and Human Services** (Employee Health Services)
 - **Federal Railroad Administration** (Waybill collection and Analysis)
 - **Volpe National Transportation Systems Center** (Data Analysis and Support)

Contracts

- **IT Modernization and Cybersecurity Support Services**
- **Website modernization and cloud migration** (Infrastructure)
- **Enterprise Risk Management program** (A-123)

Strategic Performance Goals & Measures⁴

Goal 1: Promote and protect the public interest in surface transportation matters.		
Performance Goals and Measures	FY25 Target	FY25 Actual
<u>Performance Goal 1.0.1:</u> Promptly and fairly resolve disputes consistent with the public interest.		
Performance Measure 1.0.1.1: Proportion of cases and disputes in which the Board issues decisions within applicable deadlines	75%	96%
Performance Measure 1.0.1.2: Proportion of court filings timely filed and accepted	95%	100%
Performance Measure 1.0.1.3: Number of substantive judicial filings made	NA	25
Performance Measure 1.0.1.4: Proportion of court decisions that fault the STB for failing to address issues raised	≤25%	0%
Performance Measure 1.0.1.5: Proportion of court decisions that set aside agency rulings	≤25%	25%

⁴ These Strategic Performance Goals and Measures are based on the Strategic Plan Fiscal Years 2022-2026, (STB decided February 28, 2023) (Board Member Fuchs dissenting). The Board’s fourth strategic goal and its associated performance measures have been removed from this budget request. The Board has updated its Strategic Plan and is in the process of updating its Strategic Performance Goals & Measures.

Goal 1: Promote and protect the public interest in surface transportation matters.		
Performance Goals and Measures	FY25 Target	FY25 Actual
Performance Measure 1.0.1.6: Number of defensibility assessments completed	NA	151
<u>Performance Goal 1.0.2:</u> Promulgate rules and policy statements, employing notice- and-comment procedures as appropriate.		
Performance Measure 1.0.2.1: Proportion of rulemakings with publicly stated deadlines that are completed in the timeline identified in the Regulatory Agenda	60%	100%
<u>Performance Goal 1.0.3:</u> Provide for transparency and public participation in Board decisions and policymaking to the extent practicable.		
Performance Measure 1.0.3.1: Proportion of FOIA requests responded to within 20 business days as required by statute (excluding statutorily authorized extensions)	95%	93%
Performance Measure 1.0.3.2: Number of collaborative meetings hosted to discuss emerging challenges and industry trends with various stakeholder groups	225	164
Objective 1.1: Remedy competitive and other regulatory concerns, where appropriate, by determining reasonable rates and practices for users of the national rail network and other transportation modes within the Board’s jurisdiction.		

Goal 1: Promote and protect the public interest in surface transportation matters.		
Performance Goals and Measures	FY25 Target	FY25 Actual
<u>Performance Goal 1.1.1:</u> Provide rate case processes that fairly and efficiently resolve rate disputes.		
Performance Measure 1.1.1.1: Complete rulemakings to update procedures for small rate disputes in FY23	Achieve	Achieved
Performance Measure 1.1.1.2: Number of rate and unreasonable practice cases/disputes brought before the Board	NA	1
Objective 1.2: Evaluate certain railroad licensing actions for consistency with the public interest, considering the potential effects on shippers, consumers, the rail network, the environment, railroad employees, and the public at large.		
<u>Performance Goal 1.2.1:</u> Ensure compliance with applicable statutory and regulatory requirements.		
Performance Measure 1.2.1.1: Proportion of licensing actions resolved through Director Order in which the Order is timely published, or parties are informed of deficiencies	95%	95%
<u>Performance Goal 1.2.2:</u> Consider potential economic, environmental, and operational impacts in agency decision-making.		
Performance Measure 1.2.2.1: Total number of economic and operational analyses initiated during the FY in support of docketed and non-docketed cases	Baseline	53

Goal 1: Promote and protect the public interest in surface transportation matters.		
Performance Goals and Measures	FY25 Target	FY25 Actual
Performance Measure 1.2.2.2: Number of categorical exclusions	NA	185
Performance Measure 1.2.2.3: Number of Environmental Impact Statements prepared	NA	6
Performance Measure 1.2.2.4: Number of Environmental Assessments prepared	NA	31
Objective 1.3: Promote consistent, fluid, and efficient service that fulfills the needs of customers and the public in an ever-changing economy.		
Performance Goal 1.3.1: Through Rail Customer and Public Assistance, provide an informal venue for the private-sector resolution of disputes, and assist Board stakeholders seeking guidance in complying with Board decisions and regulations.		
Performance Measure 1.3.1.1: Number of RCPA inquiries received	NA	1,338
Performance Measure 1.3.1.2: Proportion of informal inquiries and complaints from stakeholders and the public responded to by RCPA within 3 days of receipt	95%	95%
Performance Goal 1.3.2: Monitor the surface transportation network and gather industry information and data to allow the Board to intervene when necessary or prudent.		
Performance Measure 1.3.2.1: Proportion of weekly rail service metrics published within 48 hours of receipt	90%	100%
Performance Measure 1.3.2.2: Proportion of weekly rail service metrics analyzed and provided to the Board within 3 business days of receipt	75%	100%

Goal 1: Promote and protect the public interest in surface transportation matters.		
Performance Goals and Measures	FY25 Target	FY25 Actual
Objective 1.4: Consider potential environmental and historic impacts in agency decision-making, consistent with applicable laws and regulations and impose mitigation conditions as appropriate.		
Performance Goal 1.4.1: Conduct timely and thorough environmental and historic preservation reviews consistent with NEPA, NHPA, and other laws and regulations.		
Performance Measure 1.4.1.1: Proportion of environmental reviews concluded within the FY which adhered to applicable statutory and regulatory timelines	80%	96%
Performance Goal 1.4.2: Consult with other Federal agencies, state and local agencies, tribes, and other interested parties		
Performance Measure 1.4.2.1: Total number of cooperating agencies involved in environmental and historic review processes	NA	7
Performance Measure 1.4.2.2: Total number of tribes with which government-to- government consultation is conducted	NA	12
Performance Measure 1.4.2.3: Number of cases in which a NHPA Section 106 Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is executed	NA	1
Performance Goal 1.4.3: Provide the opportunity for public participation in the environmental and historic review processes for specific cases before the Board.		
Performance Measure 1.4.3.1: Total number of public meetings held during environmental and historic reviews	NA	24
Performance Measure 1.4.3.2: Total number of comments (oral and written) received during environmental and historic reviews	NA	525

Goal 2: Foster a competitive and sound surface transportation system that provides reliable service at reasonable rates.		
Performance Goals and Measures	FY25 Target	FY25 Actual
<u>Performance Goal 2.0.1:</u> Collect and publish rail service data permitting the public to better understand trends in traffic volumes, rates, and the financial health of the rail industry.		
Performance Measure 2.0.1.1: Proportion of monthly, quarterly, and annual statistical reports published within 30 days of receiving all needed inputs	100%	100%
Performance Measure 2.0.1.2: Proportion of waybill requests timely processed	100%	100%
Objective 2.1: Uphold the common carrier obligation.		
<u>Performance Goal 2.1.1:</u> Enforce the common carrier obligation through the formal adjudication of service complaints.		
Performance Measure 2.1.1.1: Number of service complaints brought before the Board	NA	1
<u>Performance Goal 2.1.2:</u> Facilitate the common carrier obligation through informal dispute resolution of service complaints.		
Performance Measure 2.1.2.1: Number of informal dispute resolutions relating to the common carrier obligation supported	NA	129
Objective 2.2: Preserve and enhance competition, including through regulation where appropriate.		

Goal 2: Foster a competitive and sound surface transportation system that provides reliable service at reasonable rates.		
Performance Goals and Measures	FY25 Target	FY25 Actual
Performance Goal 2.2.1: Evaluate policies and implement rules to adjust to changes in the industry.		
Performance Measure 2.2.1.1: Number of research projects supporting policy evaluation or rulemakings	48	24
Objective 2.3: Provide accessible and transparent rate review processes.		
Performance Goal 2.3.1: Conduct public hearings and listening sessions on matters of economic import, including, when applicable, rate procedures.		
Performance Measure 2.3.1.1: Number of public events convened on matters of economic import	2	2
Objective 2.4: Provide oversight of passenger rail service in order to carry out statutory directives.		
Performance Goal 2.4.1: Monitor the On-Time Performance (OTP) and delays of Amtrak’s routes and trains as they provide passenger service over the nation’s rail network		
Performance Measure 2.4.1.1: Administratively establish the Office of Passenger Rail in FY23	Achieve	Achieved

Goal 2: Foster a competitive and sound surface transportation system that provides reliable service at reasonable rates.		
Performance Goals and Measures	FY25 Target	FY25 Actual
Performance Measure 2.4.1.2: Proportion of quarters in which quarterly data is analyzed and provided to the Board within 10 business days of posting by the FRA	75%	100%
<u>Performance Goal 2.4.2:</u> Enforce OTP through efficient adjudication of OTP complaints and Board-initiated investigations, when appropriate		
Performance Measure 2.4.2.1: Proportion of non-“grant stamp” decisions related to PRIIA Section 213 in which a plan and deadline for completion is established	100%	100%
Performance Measure 2.4.2.2: Proportion of non-“grant stamp” decisions related to PRIIA Section 213 in which established deadlines are achieved	75%	100
Objective 2.5: Monitor the service and operations of carriers and take appropriate action where conditions warrant.		
<u>Performance Goal 2.5.1:</u> Investigate changes in service metrics and/or reports from stakeholders.		
Performance Measure 2.5.1.1: Number of Class 1 Railroads audited by the STB within the FY	6	6
<u>Performance Goal 2.5.2:</u> Issue service letters, perform site visits, and hold meetings and hearings to ensure accountability and service reliability.		

Goal 2: Foster a competitive and sound surface transportation system that provides reliable service at reasonable rates.		
Performance Goals and Measures	FY25 Target	FY25 Actual
Performance Measure 2.5.2.1: Number of service letters issued	NA	1
Objective 2.6: Promote a climate that encourages carriers to invest in present and future capacity needs.		
Performance Goal 2.6.1: Engage and communicate with stakeholders regarding the investment, maintenance, and development of the surface transportation system.		
Performance Measure 2.6.1.1: Proportion of recordations entered into the Board's public database within one business day	90%	97%
Performance Measure 2.6.1.2: Total number of major infrastructure investments reported by Class 1 railroads	NA	17
Performance Measure 2.6.1.3: Proportion of depreciation studies timely completed	100%	100%

Goal 3: Provide an accessible, data-driven, and time- and cost-efficient regulatory process that enables stakeholders in the surface transportation industry to plan and conduct their operations effectively.		
Performance Goals and Measures	FY25 Target	FY25 Actual
<u>Performance Goal 3.0.1:</u> Make key, disclosable information from the Board’s internal case monitoring and management system available to the public so that stakeholders can be informed about the expected timing for specific Board decisions.		
Performance Measure 3.0.1.1: Proportion of quarterly reports timely provided to Congress on status of rate reasonableness cases, formal complaints, informal complaints, and pending regulatory proceedings	100%	100%
Performance Measure 3.0.1.2: Publish Semi-annual Regulatory Agenda	Achieve	Achieved
Objective 3.1: Provide well-defined formal and informal dispute resolution processes to enable parties to make informed decisions about how to best resolve their disputes.		
<u>Performance Goal 3.1.1:</u> Offer alternative dispute resolution services that facilitate private sector solutions to problems.		
Performance Measure 3.1.1.1: Number of formal alternative dispute resolutions initiated	NA	1
Performance Measure 3.1.1.2: Number of informal dispute resolutions initiated	NA	129

Goal 3: Provide an accessible, data-driven, and time- and cost-efficient regulatory process that enables stakeholders in the surface transportation industry to plan and conduct their operations effectively.		
Performance Goals and Measures	FY25 Target	FY25 Actual
<u>Performance Goal 3.1.2:</u> Hold conferences, hearings, and oral arguments and provide adequate guidance to the parties as to the methods the Board intends to use to adjudicate disputes.		
Performance Measure 3.1.2.1: Number of conferences, hearings, and oral arguments hosted	12	12
Objective 3.2: Reach timely adjudicatory decisions by adhering to appropriate internal and external deadlines.		
<u>Performance Goal 3.2.1:</u> Establish internal timelines and deadlines for work products needed to support Board decisions.		
Performance Measure 3.2.1.1: Proportion of weeks in which the Board is provided with a weekly internal deadline report	90%	100%

Workload Summary

Workload Category	FY 2025 (actual as of 9/30/2025)	FY 2026 Estimate	FY 2027 Estimate
Alternative Dispute Resolution			
Arbitrations	0	0	0
Informal Dispute Resolution	129	120	120
Mediations	1	2	3
Audits	9	8	9
Decisions			
Complaints			
Rate	1	12	16
Non-Rate	29	25	30
Declaratory Orders	22	20	25
Ex Parte Proceeding Decisions			
Rulemakings	22	25	25
Other	30	22	22
Licensing			
Applications/Petitions	92	100	100
Notices of Exemption	151	185	190
Other (incl. grant stamps)	7	26	40
Non-Rail Decisions	24	10	10
Other	23	25	25
Defensibility Assessments	151	160	120
Depreciation Studies	11	9	9
Economic Statistical Reports	75	43	82
Environmental			
Actions not requiring NEPA review	185	150	150
Environmental Assessments	31	30	35
Environmental Impact Statements	6	10	10
Ethics Reviews	150	160	160
Fee Waiver Decisions	4	0	15
Advisory Committee Meetings (incl. Federal Advisory Committee Act Committees)	11	9	8
Filings	1,360	2,300	2,400
FOIA Requests	74	85	85
Investigations (pursuant to 49 U.S.C. § 11701)	0	1	1
Investigations (pursuant to 49 U.S.C. § 24308(f))	1	1	1
Judicial Review	25	20	25
Outreach & Communication			
Conferences	56	40	40
Environmental Meetings	24	20	20
Ex Parte Meetings	0	20	20
Stakeholder Meetings	164	225	225

Workload Category	FY 2025 (actual as of 9/30/2025)	FY 2026 Estimate	FY 2027 Estimate
Public Forum			
Hearings	0	2	2
Listening Sessions	5	1	1
Oral Arguments	0	4	4
Other	47	0	0
Rail Service Data Reports	354	364	364
Recordations	927	1,400	1,500
Section 5 Collaborative Discussions	13	15	20
Technical Conferences	1	2	2
Waybill Requests	169	125	125
Paperwork Reduction Act Requests and Submissions to OMB	11	16	19

Administrative and Organizational Data

Board Members

The Board consists of five members nominated by the President and confirmed by the Senate. The Board’s vice chairmanship rotates among the members. If a member leaves the STB before the end of his or her term, a successor may be appointed to the vacant seat for the remainder of that term. Each member has a term of five years unless they are filling an unexpired term. The Board’s governing statute permits a member to serve up to one year after the expiration of that member’s term unless a successor is appointed.

STB Office Overview

In addition to the five Board members’ offices, the staff of the STB is organized into five offices. The five offices are comprised of attorneys, economists, and financial, transportation, and environmental analysts with expertise in the rail industry, as well as HR specialists, paralegals, IT specialists, and contractors providing support to ensure the STB has the capabilities to meet its statutory responsibilities.

Office of Chief Counsel (OCC)

The Office of Chief Counsel (OCC) is the Board’s legal office. OCC provides legal advice and recommendations to the Board members for resolving the issues presented in cases before the agency, prepares draft decisions for the Board’s consideration, and defends the Board’s decisions when challenged in court. OCC also houses the legal functions and investigations management of the Board’s statutory Passenger Rail Program, leading interoffice flex teams to carry out that work. In addition, OCC advises the Board on various mission-related legal matters, including government ethics requirements and matters involving the Freedom of Information, Paperwork Reduction, Government in the Sunshine, and Equal Employment Opportunity Acts, and other laws of government-wide applicability, and assists the Department of Justice in responding to

ancillary litigation related to Board proceedings and the Solicitor General in transportation-related Supreme Court litigation.

Finally, OCC performs administrative services for the Board, including receiving and processing formal filings, managing the agency's case and litigation dockets, administering the Board's voting process, clearing and releasing Board decisions, coordinating with the Federal Register for publication of decisions, tracking the Board's casework, and administering the agency's database for recording and perfecting secured transactions involving vessels and railroad rolling stock.

The Office of Economics (OE)

OE provides economic, cost, financial, and engineering analyses for the Board. OE also makes available to the public a variety of statistical and financial analyses of the railroad industry. OE manages the Board-prescribed Uniform System of Accounts and cost accounting systems. OE also audits Class I carriers to ensure their compliance with these systems and uses the data provided by carriers to develop and disseminate the Uniform Railroad Costing System.

The Office of Environmental Analysis (OEA)

OEA assists the Board in meeting its responsibilities under the National Environmental Policy Act (NEPA), and other related Federal statutes. NEPA requires the Board to consider potential environmental impacts before making its final decision in certain cases. OEA conducts an independent environmental review of cases filed with the Board and prepares any necessary environmental documentation. OEA also conducts public outreach to inform the public about proposals before the Board and invites public comments on related environmental matters. It also provides technical advice and environmental recommendations to the Board on pending matters, as appropriate.

The Office of the Managing Director (OMD)

OMD provides a wide range of administrative services in support of the Board's mission, including human resource management, financial services, IT support, cybersecurity, the Privacy Act, facilities management, and records management. It heads the Board's Privacy, Records, and Risk Management programs.

The Office of Public Assistance, Governmental Affairs, and Compliance (OPAGAC)

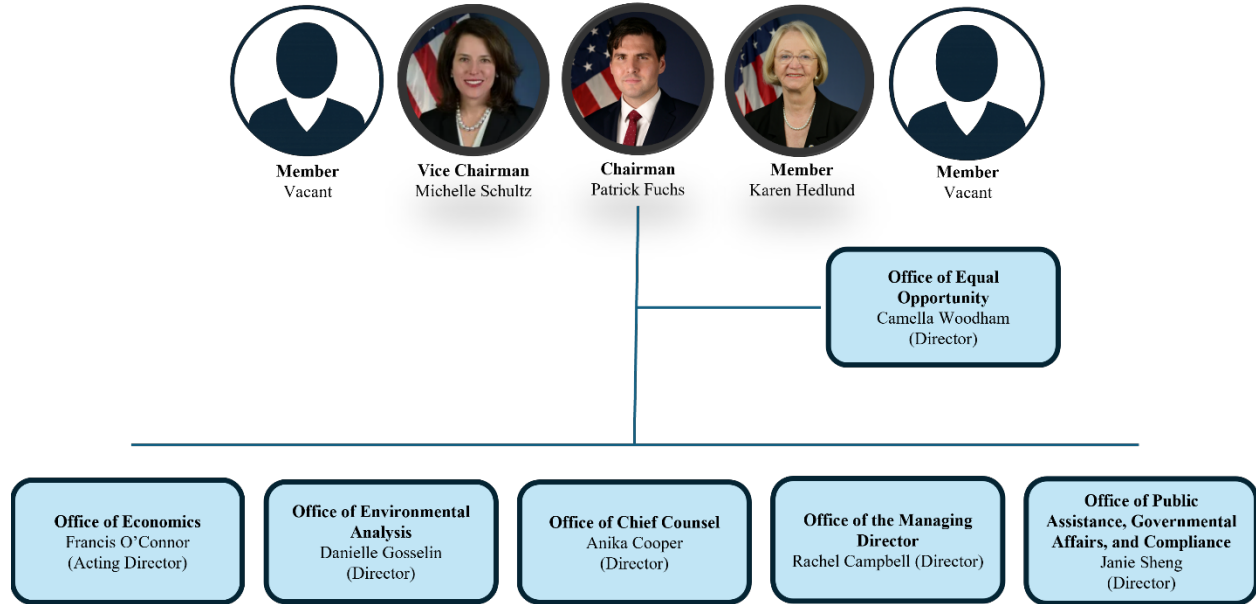
OPAGAC serves as the STB's principal point of contact for the U.S. Congress, Federal agencies, foreign, state and local governments, interested stakeholders, the public, and the media. OPAGAC's mission is to aid the public, to disseminate accurate information concerning the agency and its work, and to help the public understand the law and the agency's decisions. This office is responsible for external operations including governmental affairs, communications, and compliance. It is also responsible for monitoring rail operations, service analysis, maintaining tariffs, the monitoring and analysis of certain passenger rail matters, and mediation coordination. OPAGAC is also responsible for the management of Rail Customer and Public Assistance, which assists interested stakeholders and the public by answering questions pertaining to Board

regulations and procedures and facilitating informal private-sector dispute resolution of rail operational and service-related issues and other matters.

STB Office Organization Chart

As of September 30, 2025

Board Members



Current Staffing Plan and Vacancies

Office	As of September 30, 2025		
	Employee Positions in Staffing Plan	Employees on Board	Vacancies
Members' Offices	13	12*	0
Equal Employment Opportunity**	0	0	0
Office of Economics	26	26	0
Office of Environmental Analysis	8	9	0
Office of the Chief Counsel	43	48	0
Office of the Managing Director	17	17	0
Office of Public Assistance, Governmental Affairs, and Compliance	7	8	0
Board Total	114	120***	

* Three Temporary Transition Schedule C employees are included in this count. The STB has two Board member vacancies and two staff vacancies for unfilled Board seats.

**The STB through an Interagency Agreement with the Federal Maritime Commission shares the costs of a Director for the Office of Equal Employment Opportunity, which allows both agencies to use funds responsibly while meeting required federal regulations.

*** Nine FTEs have taken Deferred Resignation and are counted in the “employees on board”.



395 E Street SW, Washington, DC 20423