

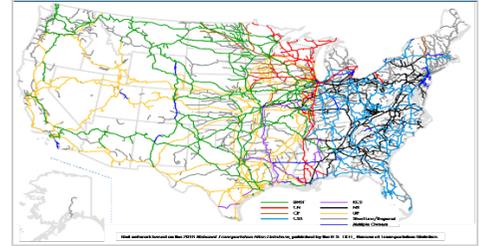
# America's Rail System

**OneRail**  
*America's future is riding on it.*



## Class I Freight Railroads:

*Safe, Efficient, and Green  
Freight Movement*



## Short Line Railroads:

*Freight Rail's First and Last  
Mile*



## Commuter Rail, Subways & Light Rail:

*Where Public Transportation  
Goes, Community Grows*



## Intercity Passenger Rail:

*Connecting the Nation*



## Railroad Labor:

*Representing America's  
Railroad Workers*



## The Railroad Supply Industry:

*Manufacturing American  
Infrastructure*



# Class I Freight Railroads: *Safe, Efficient, and Green Freight Movement*

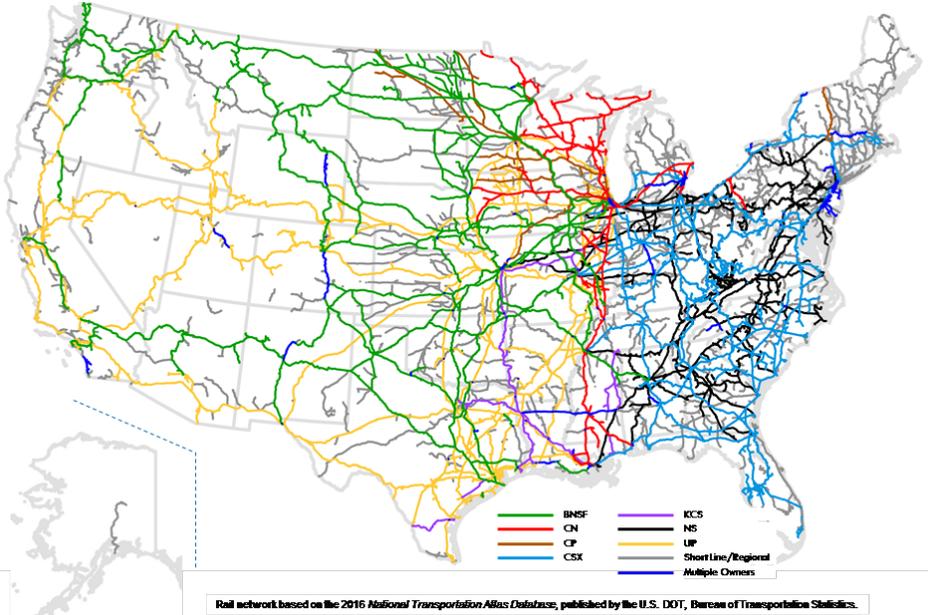
- 7 Class I railroads
- Nearly 140,000-mile rail network
- About 147,000 workers employed
- 1.7 trillion+ revenue ton-miles generated annually
- More than \$25 billion per year, on average, in spending to build, maintain, and upgrade infrastructure and equipment, in recent years
- Moving freight by rail instead of truck lowers greenhouse gas emissions by 75%



America's freight railroads operate the safest, most affordable, efficient, and environmentally sound rail system in the world. Freight railroads have played a transformational role in America's development, revolutionizing transportation and triggering this country's economic development for more than 175 years. Today, freight railroads operate over a network of nearly 140,000 miles and serve nearly every industrial, wholesale, retail and resource-based sector of the U.S. economy. In 2017, America's major freight railroads supported 1.1 million jobs (about eight jobs for every railroad job), \$219 billion in output, and \$71 billion in wages across the U.S. economy. Freight rail has historically accounted for around 40 percent of intercity ton-miles – more than any other mode of transportation – and hauls approximately one-third of the country's exports.

Moving freight by rail takes trucks off the road and benefits the public by reducing greenhouse gas emissions and easing highway congestion. All Class I freight railroads are privately owned and operate on infrastructure they have built, maintained and grown almost entirely with private capital.

Major freight railroads are investing record amounts to build, maintain, and upgrade their rail networks, including well over \$100 billion between 2015 and 2018.



**How the Network Works**

Class I railroads own, maintain, operate, and pay for their own infrastructure.

Outside of the Northeast Corridor, Class I-owned track hosts much of Amtrak's intercity passenger rail operations and, in some circumstances, also hosts commuter rail operations.

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*America's Class I Freight Railroad Network*

## Short Line Railroads: *Freight Rail's First and Last Mile*

- 603 short line railroads
- Over 50,000-mile rail network
- Over 17,000 workers employed
- Over 12 million carloads shipped annually
- Short lines operate in 49 states, managing at least 37% of the rail network nationwide



Today's short line freight railroad industry (Class II and III railroads) is largely the product of deregulation launched by the 1980 Staggers Act. The United States Congress believed that it was better to enable local entrepreneurs to save light density branch lines than it was to continue down the same regulatory path and force those lines to be abandoned.

Short lines have grown from 8,000 miles of track in 1980 to over 50,000 miles today. The importance of short lines lies not only in their size and total market share, but also in who and where they serve. For large areas of the country and particularly for small town rural America, short line rail service is the only connection to the national railroad network. For the small businesses and farmers in those areas, the ability to take a 25-car train 75 miles to the nearest Class I interchange is just as important as the Class I's ability to attach that block of traffic to a 100-car unit train and move it across the country.

Short lines serve over 10,000 customers and invest 25-33% of their revenues in maintenance, track, and bridge improvements. These improvements ensure better service to their agricultural, energy, and industrial customers, and keep 31.8 million heavy truckloads off local roads, each year. Short lines provide a safer and more energy efficient way to move freight compared to trucking. In fact, railroads move one ton of freight more than 470 miles on just one gallon of fuel.



*America's Short Line Freight Railroad Network*

### **How the Network Works**

Class II and III railroads own, maintain, and operate their own infrastructure. Short line railroads act as the feeder and distribution system for the national freight rail network.

Short lines also occasionally host intercity passenger rail and commuter rail operations.

## Commuter Rail, Subways & Light Rail: *Where Public Transportation Goes, Community Grows*

- 29 commuter rail systems
- 15 heavy rail (metro/subway) systems
- 7 hybrid rail systems
- 24 light rail systems
- 25 streetcar systems
- 20 monorail/automated guideway/inclined plane/tramway systems
- Nearly 100,000 total employees
- Approximately 5 billion unlinked trips per year and 109 million passenger-miles every week day
- Commuting to work by subway emits 73% less CO<sub>2</sub> than commuting by car.



Public transportation rail systems provide frequent and reliable travel from suburban communities to business centers and throughout most of the country's major urban areas. There are nearly 21,000 rail vehicles in operation across the nation's 120 rail transit systems. These rail systems invest \$14.1 billion annually in capital upgrades, with the largest portions going towards track renewal and rolling stock procurement. The industry estimates it will spend more than \$4 billion implementing life-saving positive train control (PTC) technology. Even before PTC, traveling by commuter or intercity rail is 18 times safer than traveling by automobile.

Public transportation underpins the economy by increasing productivity, efficiency, and competitiveness. The March 2017 study "Who Rides Public Transportation" reveals that 87% of public transportation trips directly affect the economy, connecting people to employers needing workers and to retail and entertainment venues. Based on the study, people from all walks of life use public transportation, and 89% of riders are people in the most economically active years of their lives, from 20 to 64 years of age. Riding public transportation enables a commuter to save nearly \$10,000 annually.

### How the Network Works

There are 120 rail transit systems currently operating in the United States. Each of these systems operate in a unique way tailoring passenger service to local environmental and transportation needs.

Most agencies own, maintain, and operate their own infrastructure. Heavy rail, light rail, and streetcars for example, do not commonly share infrastructure with other rail systems.

Other systems, like commuter rail agencies, typically operate over Amtrak or freight rail owned track.



*America's Commuter Rail, Metro/Subway, Light Rail, and Streetcar Systems*

## Intercity Passenger Rail: *Connecting the Nation*

- More than 300 daily trains on a national network of more than 21,400 route-miles
- Over 31.7 million passengers in 2018, with ridership up 66% since 1998
- 18 states support intercity rail services, accounting for 48% of passenger rail ridership
- “Buy America” compliant procurement is underway for new Acela trainsets and diesel electric locomotives
- Amtrak employs about 20,000 workers.



Intercity passenger rail service in America is provided primarily by Amtrak, a corporation established by Congress in 1970 to take over passenger rail services that private railroad companies were previously required to operate. Today, over 300 trains operate every weekday over a more than 21,400 route-mile network in collaboration with freight railroads, which host 70% of Amtrak train-miles. Amtrak owns 363 miles of the 457-mile Northeast Corridor (NEC), as well as track on other lines operating in Pennsylvania, Michigan, Iowa, Connecticut, Massachusetts, and New York.

Across the country, intercity passenger rail serves more than 500 stations in 46 states, the District of Columbia, and three Canadian provinces. In 2018, Amtrak carried more than 31.7 million riders; national network trains carried 62% of all Amtrak passengers. Ninety-five percent of Amtrak’s operating costs are covered by non-Federal sources, including ticket revenues and support from state partners. This cost recovery rate is one of the best for intercity passenger rail service worldwide. Amtrak continues to make business decisions to both improve efficiency and modernize products and services. Federal investments are dedicated to the significant capital needs required for state of good repair, service expansions, network fluidity, safety systems, and rolling stock.

### **How the Network Works**

Amtrak owns, maintains, and operates most of the infrastructure it uses in the NEC, which also hosts extensive commuter rail operations and some freight rail service.

Outside of the NEC, infrastructure investments are improving passenger and freight rail services along the West Coast, in the Midwest, the Southeast, and New England over shared track and right-of-way with freight rail.

Current investments in intercity passenger rail are focused in five mega-regions encompassing 65% of the U.S population. See OneRail’s Success Stories report for Return on Investments ([www.onerail.org](http://www.onerail.org)).



*America’s Intercity Passenger Rail Service Network*

### **Map Legend**

- Amtrak Owned (Green)*
- Amtrak Long Distance Service (Blue)*
- State Supported Passenger Rail Service (Orange)*
- High Performance Passenger Rail Investments (Purple)*
- Circles represent mega-regions: SoCal/NorCal, Cascadia, Great Lakes, Piedmont/Atlantic, Northeast*

## Railroad Labor: *Representing America's Railroad Workers*

- The International Association of Sheet Metal, Air, Rail, and Transportation Workers (SMART – Transportation Division), the Transportation Communications International Union (TCU), the Brotherhood of Railroad Signalmen (BRS), the Brotherhood of Locomotive Engineers and Trainmen (BLET), the Brotherhood of Maintenance of Way Employees Division of the International Brotherhood of Teamsters (BMWE), and other major rail unions represent more than 250,000 skilled employees
- These various, skilled jobs provide lifetime careers for tens of thousands of union employees and their families. Railroads are hiring thousands of new employees each year both to make up for retirements and to expand their businesses
- Skilled and dedicated railroad labor has helped make rail transportation the safest mode of surface transportation in the United States



America's freight and passenger railroads have some of the most productive and dedicated employees in the world. Railroad employment means more than just "jobs" - they are careers that support middle-class families. Many railroad employees work 40 years or more for a single employer.



Twenty-five percent of freight railroad employees are veterans of America's military, and freight railroads, passenger railroads, and rail supply companies are aiming to hire thousands of new veterans each year.

Jobs in the railroad industry provide living wage opportunities and benefit packages. They do so because of the skills involved and because more than 90% of the industry is organized. For more than 100 years, railroad workers have bargained with their employers through their unions to secure good wages and fringe benefits. These wage and benefit packages, and the corresponding increases in productivity, have helped railroads secure and retain an excellent workforce dedicated to their profession and helped the railroads secure increases in revenue, profitability and improve service to their customers.

A skilled, loyal and dedicated workforce is essential to freight and passenger railroad safety and productivity, with hundreds of thousands of individuals working across what is essentially the largest factory floor in America. Railroad labor unions provide the cohesive environment to make this possible.

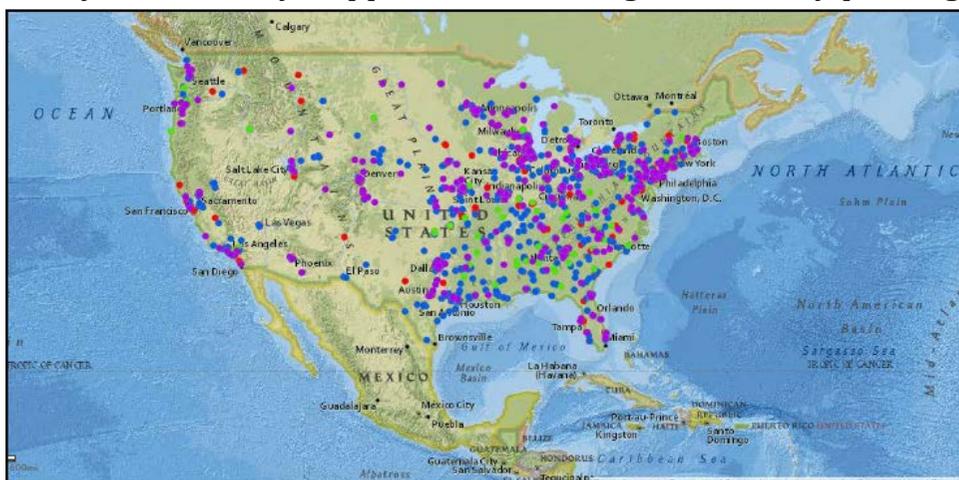
## The Railroad Supply Industry: *Manufacturing American Infrastructure*

- More than 1,400 rail supplier facilities in 47 states are active in the American rail supply industry, directly employing more than 125,000 workers with an average income over \$78,000.
- North America's six major rolling stock manufacturers, 250 major component parts manufacturers, and 1,500+ maintenance-of-way, railway tie, communications and signaling, and other service providers represent a \$20 billion/ year industry
- Of the 1.47 million rail cars that exist in North America today, over 70% of these are privately owned.
- Suppliers built and delivered 566,217 freight rail cars from 2007 to 2017.



Freight and passenger railroads rely on suppliers and contractors to provide the necessary equipment, supplies, services, and R&D to help improve railroad safety and productivity. The nation's rail supply companies are involved in the manufacturing of products and provision of services in the rail car, locomotive, maintenance-of-way, construction, communications, signaling, intercity passenger rail and rail transit industries.

Rail car manufacturers work in coordination with the railroads on rail car design standards, while tank car manufacturers are at the forefront of the latest research to improve tank car safety. Additionally, suppliers are building the intercity passenger rail cars and locomotives



- Railway Supply Institute (RSI)
- Railway Engineering Maintenance-of-Way Association (REMSA)
- Railway Tie Association (RTA)
- Railway Systems Suppliers Association (RSSI)

*U.S. Rail Supply Facilities*

necessary to meet the demand of increased passenger rail travel in the United States. Suppliers are also involved in the design and manufacturing of highway-rail grade crossing technology, positive train control technology, enhanced rail inspection equipment, and other rail safety technologies.

## About the OneRail Coalition

OneRail is a diverse group of rail stakeholders who have come together to educate America about the benefits of strong freight and passenger rail systems. Our members include the American Association of Private Railroad Car Owners (**AAPRCO**), Association of American Railroads (**AAR**), **Amtrak**, American Public Transportation Association (**APTA**), American Short Line and Regional Railroad Association (**ASLRRRA**), Teamsters Rail Conference (**BLET and BMWE**), Brotherhood of Railroad Signalmen (**BRS**), National Railroad Construction and Maintenance Association (**NRC**), Rail Passengers Association (**RPA**), Railway Engineering-Maintenance Suppliers Association (**REMSA**), Railway Supply Institute (**RSI**), States for Passenger Rail Coalition (**SPRC**), International Association of Sheet Metal, Air, Rail, and Transportation Workers (**SMART Transportation Division**), and the Transportation Communications International Union/International Association of Machinists (**TCU/IAM**).

Our Corporate Supporters include **AECOM**, **Alstom**, **Caterpillar/EMD/Progress Rail**, **HNTB**, **WSP**, and **Wabtec**. These global companies represent the engineering and manufacturing sectors that are an essential component of private sector job creation in the transportation industry in the United States.



**OneRail**  
*America's future is riding on it.*

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