

“Freight Rail’s Positive Impact on the Economy,
Employment and Environment in the NY
Metropolitan area.”

New York Metropolitan Transportation Council

Wednesday, December 11, 2019

Melissa Knepper, State Director, GoRail



GORAIL



GoRail

Educating, Recruiting & Mobilizing Support for Freight Rail

Rail in Your State

SEE THE COMMUNITY IMPACT!

Learn more at www.gorail.org

GoRail works with thousands of community leaders across the country to tell the local story of freight rail — stronger economies, more jobs and cleaner skies.

GoRail - Mission and Goals

Who we
are...What
we Do...

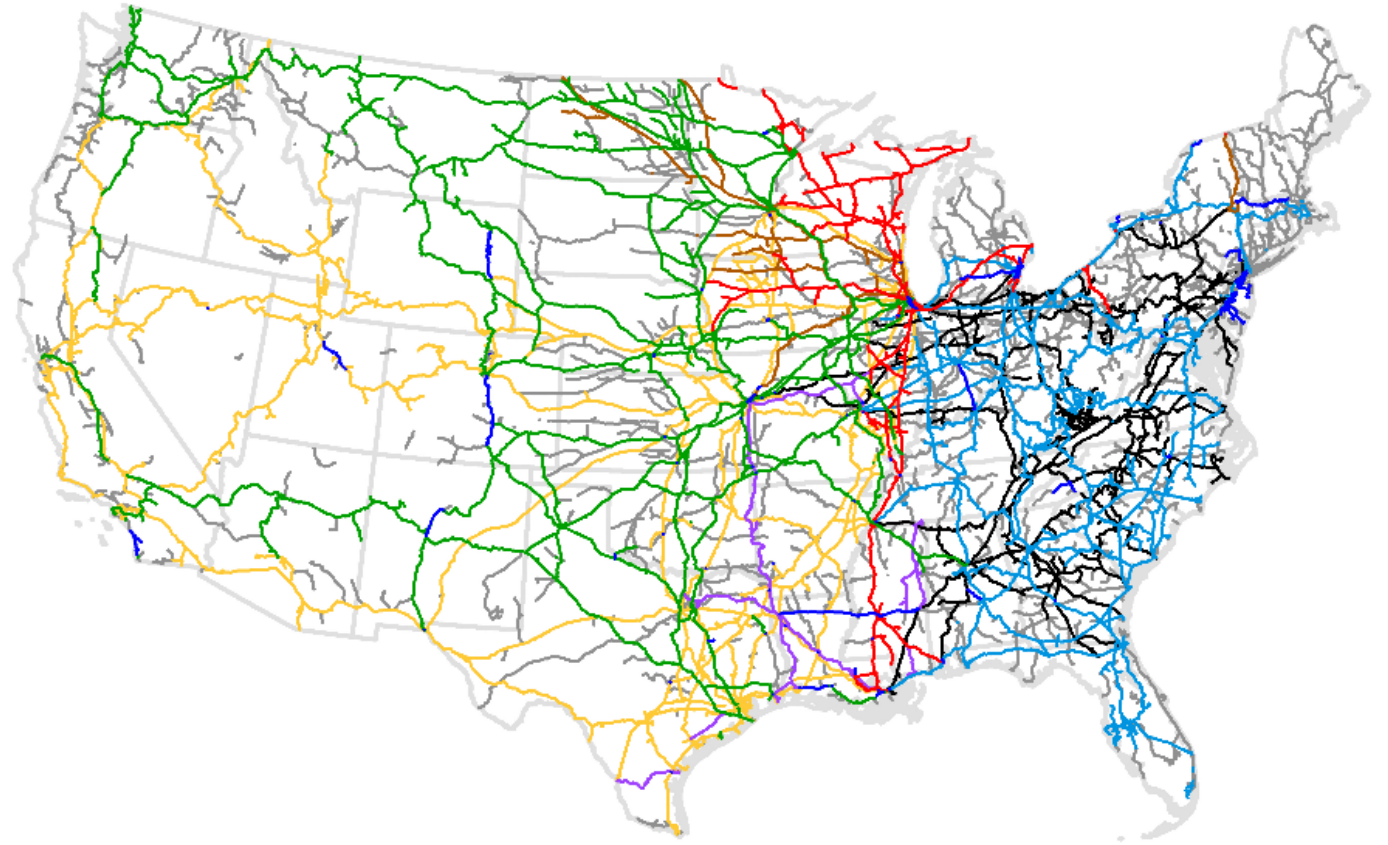
National non-profit grassroots organization promoting the public benefits of rail.

Building public support for policies to expand rail.

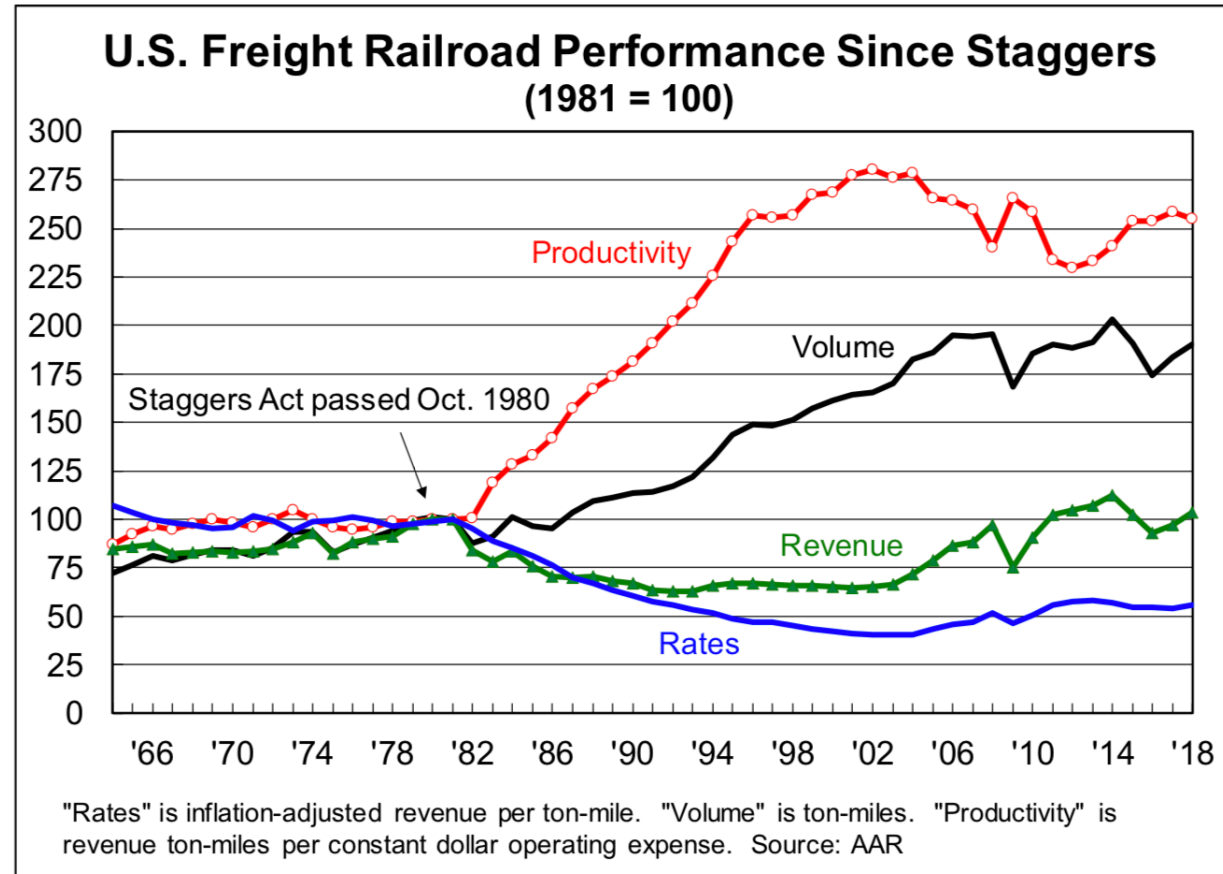
Supporting legislation to expand rail capacity.

Opposing legislation that would shrink capacity.

U.S. Freight Rail Network

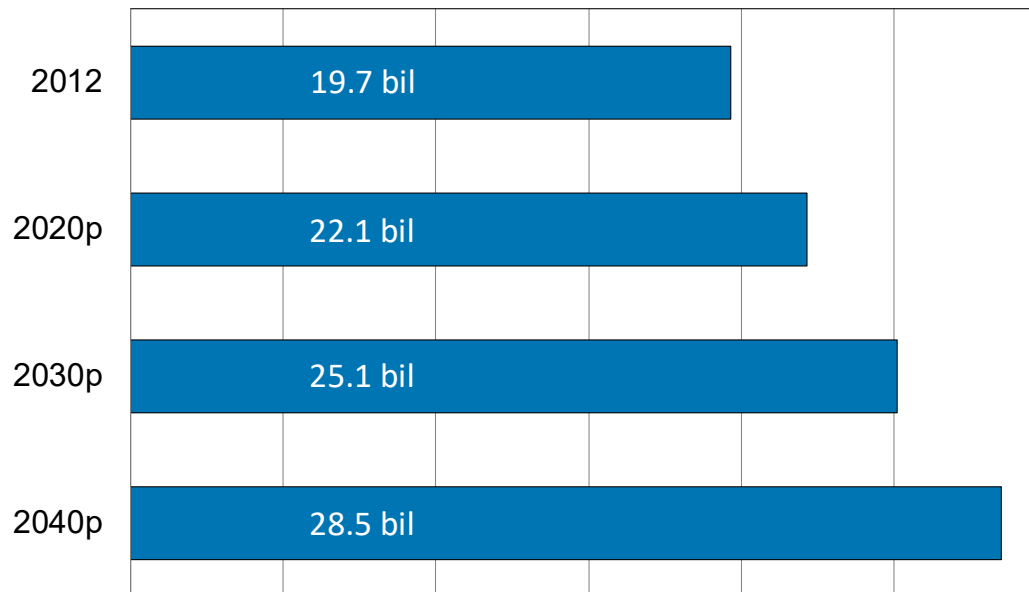


Staggers Rail Act of 1980



The U.S. Department of Transportation expects total freight demand to grow 35% by 2040, which means the improvements made today are even more important for world-class service tomorrow.

Demand For Freight Transportation To Rise Sharply (billions of tons transported in U.S.)



p - projected Source: FHWA Office of Freight Management and Operations, Freight Analysis Framework version 3.5



Investing in the Future of Intermodal

Continued investment enables freight railroads to meet the changing needs of their customers. From technological improvements to new facilities, railroads provide access to efficient and cost effective intermodal service — benefiting shippers, the U.S. economy and you.



Terminals in new or underserved markets provide intermodal access to small and medium-sized shippers for the first time.

Expanded track capacity helps meet the needs of existing customers and provides the foundation for future growth.

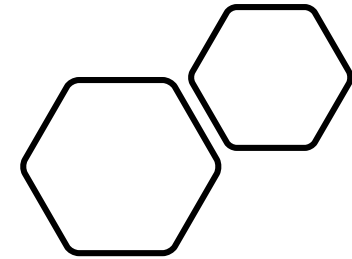
Hi-tech cranes lead to faster, more efficient loading and unloading of trains and increase the number of container lifts per year.

New gate and optical scanning technology allows trucks to move freight through the facility faster and improves productivity.

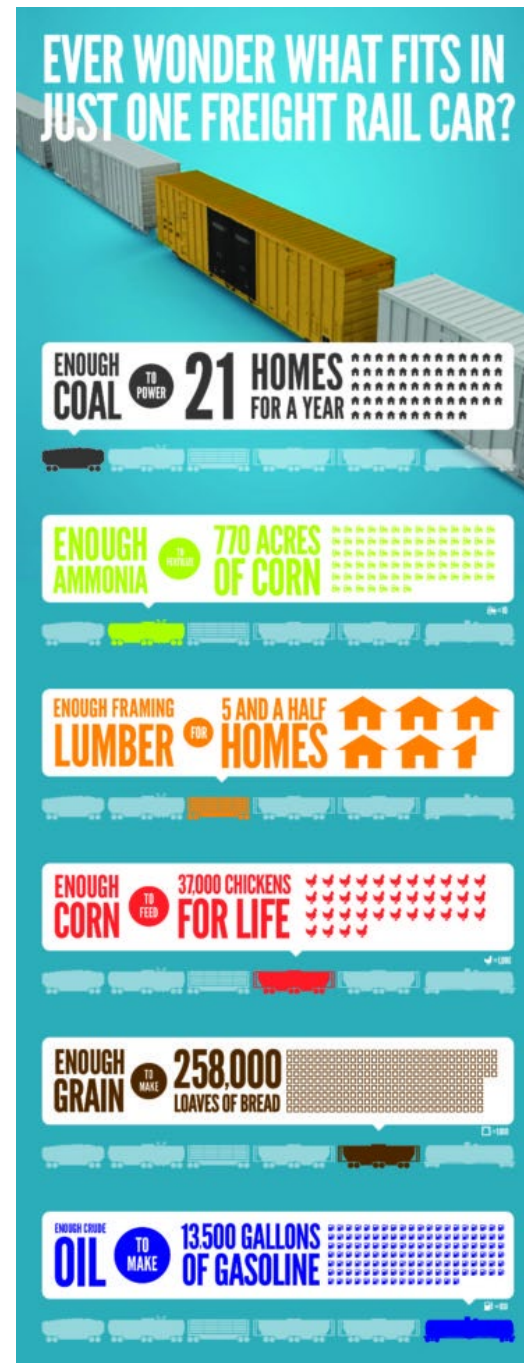
New rail facilities adjacent to or on docks improve efficiency at ports, and benefit local residents by reducing truck traffic and improving air quality.




AAR.org
@AAR_FreightRail




What's on that Train?




America isn't America without Freight Rail.




AMERICA ISN'T AMERICA WITHOUT FREIGHT RAIL

 **— WE —
DRIVE
AMERICA**


Cars, trucks and motorcycles ride our rails before they ever hit the road — as raw materials, auto parts and fully assembled vehicles. **To accommodate the needs of automakers, we developed a flexible rail car,** adjustable to two or three levels based on the manufacturer's needs.

 **— WE —
POWER
AMERICA**

From ethanol to crude oil, railroads move nearly every U.S. energy product and many of the raw materials needed to produce them. In fact, **railroads move enough coal to power nearly 70 percent of American homes, each year.** Our energy transport means America has cost-effective fuel whenever and wherever it needs it.

 **— WE —
SUSTAIN
AMERICA**


Thanks to the chemicals railroads ship each year, Americans get their bottled water, thriving garden, hand sanitizer and toilet bowl cleaner safely and efficiently. Over the years, **railroads have implemented special safety practices so 99.999% of these sensitive materials reach their destinations without incident.**

 **— WE —
BUILD
AMERICA**

Freight rail is the foundation for the nation's construction industry, moving steel, cement, lumber and much more. Railroads' lumber transport has become a bellwether for the American dream as rail carloads strongly correlate to housing starts.


 **— WE —
FEED
AMERICA**

Railroad shipments of farm and food products fill grocery store shelves every day. To preserve the nation's role as the world's top grain exporter, **railroads have invested in high-capacity covered hoppers and "shuttle trains"** so U.S. corn, soybeans and wheat can efficiently reach a hungry world.

 **— WE —
OUTFIT
AMERICA**

Intermodal — the movement of shipping containers and trailers on rail cars — is used to move many consumer goods, including electronics, clothes and appliances. **In 2015, railroads moved a record 13.7 million trailers and containers,** making intermodal one of the largest segments of the railroads' business.

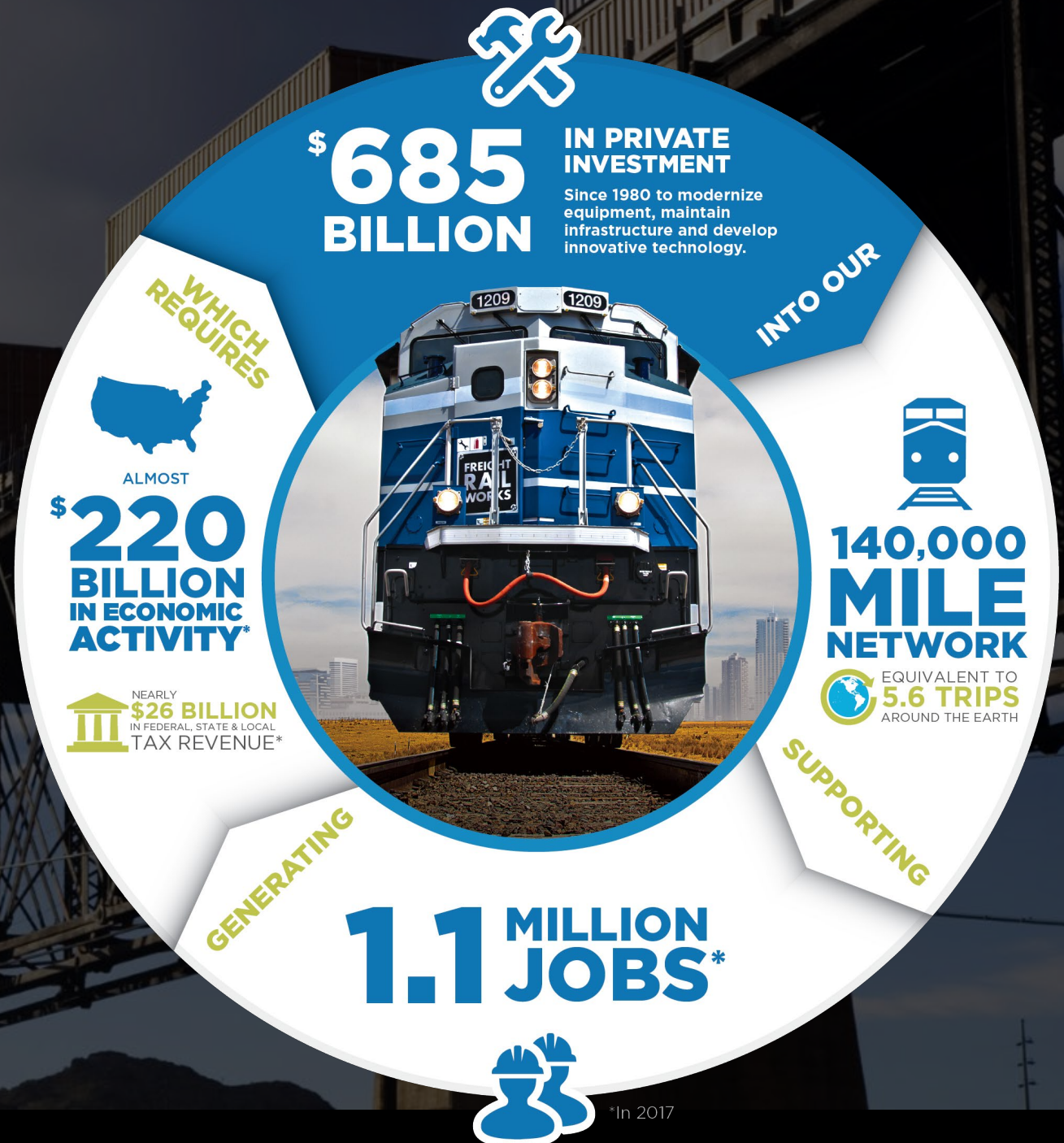
FreightWorks.org
@AAFI_freight

FREIGHT RAIL WORKS  ASSOCIATION OF
AMERICAN RAILROADS



Public Benefits of Freight Rail

America's Freight Rail Industry...the Engine that Keeps our Economy Strong



Employment

Freight rail's private spending supports more than



across the U.S. economy.

[Source: Towson University's Regional Economic Studies Institute]

Conserving Fuel, Mitigating Pollution & Keeping Communities Safe

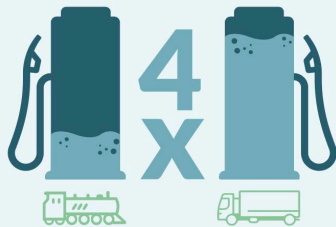
Railroads reinvest into the nationwide rail network at



the rate of the average manufacturer.

[Source: Census Bureau, AAR]

Freight rail is



more fuel efficient than trucking.

[Source: FRA]

Today, the average rail shipper can move nearly



the amount of freight for about the same price it paid more than 35 years ago.

[Source: AAR]

One train can carry the load of several hundred trucks,

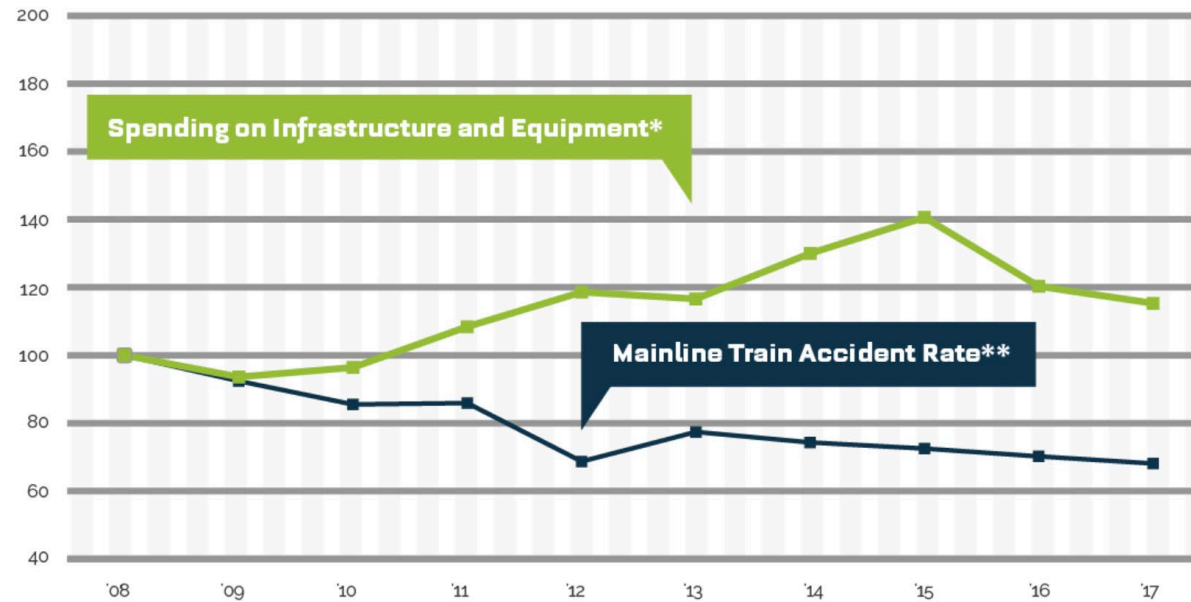


which reduces highway gridlock.

[Source: AAR]

RAIL INVESTMENT LEADS TO FEWER TRAIN ACCIDENTS

TRAIN ACCIDENT RATE DOWN 32 PERCENT SINCE 2008



*Class I railroad capital spending and maintenance expenses for infrastructure and equipment

**Total mainline train accidents per million train-miles
2008=100

Source: Association of American Railroads, U.S. Federal Railroad Administration

Freight Railroad PTC Status

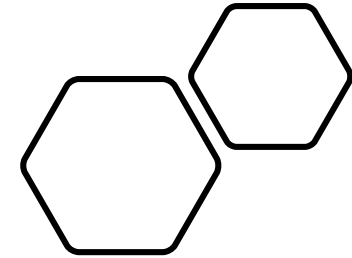
Network-wide, Class I freight railroads remain committed to safely implementing Positive Train Control and they will meet all deadlines as required by Congress.

As of July 1, 2019

	Locomotives equipped	100%
	Wayside units installed	100%
	Radio towers installed	100%
	Employees trained	100%
	PTC-required route miles operational	91%

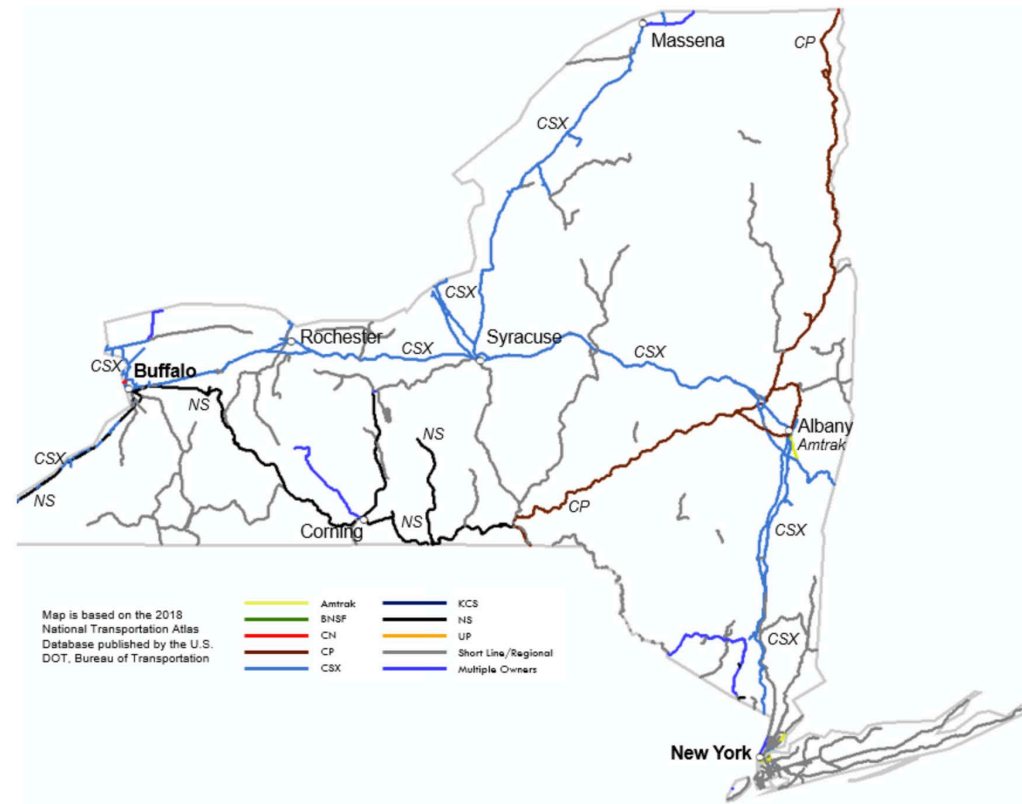
By the end of 2020

	Fully implemented	100%
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Freight Rail's Impact in New York State

New York Rail Lines



Freight Railroads in New York

	Miles Operated In New York in 2017
Class I Railroads	
Canadian Pacific Railway	414
CSX Transportation	1,276
Norfolk Southern Corp.	890
	<hr/> 2,580
Canadian Railroads*	
Canadian National	3
	<hr/> 3
Regional Railroads	
Buffalo & Pittsburgh Railroad, LLC	109
New York, Susquehanna & Western Railway	306
Pan Am Railways	53
	<hr/> 468
Local Railroads	
Arcade & Attica Railroad	15
B&H Rail Corp.	47
Batten Kill Railroad Co., Inc.	34
Brookhaven Rail, LLC	3
Central New York Railroad Corporation	83
Clarendon & Pittsford Railroad	13
Depew, Lancaster & Western Railroad	14
Falls Road Railroad Co., Inc.	45
Finger Lakes Railway Corp.	167
Housatonic Railroad Co., Inc.	41
Livonia, Avon & Lakeville Railroad Corp.	32
Middletown and New Jersey Rwy. Co., Inc.	48
Mohawk, Adirondack & Northern Railroad	124
New York & Atlantic Railway	216
New York & Lake Erie Railroad	35
New York & Ogdensburg Railway Co.	28
Ontario Midland Railroad Corp.	51
Rochester & Southern Railroad, Inc.	232
Saratoga & North Creek Railway	90
SMS Rail Lines of New York, LLC	25
Vermont Railway	10
Wellsboro & Coming Railroad LLC	1
Western New York & Pennsylvania Railroad	127
	<hr/> 1,481

New York 2017 Totals	Number of Freight Railroads	Miles Operated	
		Excluding Trackage Rights	Including Trackage Rights
Class I	3	1,729	2,580
Canadian*	1	2	3
Regional	3	332	468
Local	23	1,090	1,481
Switching & Terminal	7	126	132
Total	37	3,279	4,664

Miles Operated In New York in 2017	
Switching & Terminal Railroads	
Albany Port Railroad Corp.	10
Buffalo Southern Railroad	32
Massena Terminal Railroad	4
New York New Jersey Rail, LLC	4
Owego & Harford Railway, Inc.	27
South Brooklyn Railway	1
South Buffalo Railway	54
	<hr/> 132

Short Line Tax Credit

Short Line tax credit (45G)
was first enacted in 2005

Expired at the end of 2017

BRACE Act would extend tax
credit permanently

295 supporters in House, 62
in Senate



Surface Transportation Board (STB) members

Chairman Ann Begeman

- Appointed Chairman in 2018 by President Trump
- Second term expires December 31, 2020; can holdover one year

Patrick Fuchs

- Sworn in on January 17, 2019
- First term on the Board

Marty Oberman

- Sworn on on January 22, 2019
- First Term on the Board

Michelle Schultz

- Nominated in 2017
- Waiting to be confirmed by Senate Commerce Committee

Robert Primus

- Waiting to be nominated by President Trump and then confirmed by Senate Commerce Committee

"Among the social forces of the modern world the railroad holds unquestionably the first place. There is not a single occupation or interest which it has not radically affected. Agriculture, manufactures, commerce, city and country life, banking, finance, law, and even government itself, have all felt its influence."

Edward Howard, "A Railroad Study," Harper's New Monthly Magazine, 1877: 4.

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Freight Rail in New York's Metropolitan Area