• Rail Systems
  – Class 1 Freight RR
  – Commuter Rail
  – Short line RR
  – Amtrak Intercity Pass. Rail
  – High Speed Rail
OneRail
America’s future is riding on it.
Why OneRail?

- Elevate the **visibility of rail** as a key part of the nation’s transportation system
- **Integrate rail** into national, state, and regional transportation policies, programs, and plans
- Bring all rail interests together to speak with one voice
<table>
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<th>Members</th>
<th>Associate Supporters (to date)</th>
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<tr>
<td>• American Public Transportation Assn</td>
<td>• AECOM</td>
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<td>• Railway Supply Institute</td>
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<td>• States for Passenger Rail Coalition</td>
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<td>• Surface Transportation Policy Partnership</td>
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<td>• Transportation Communications International Union</td>
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<td>• United Transportation Union</td>
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- US ranks 3rd in per capita energy consumption behind Saudi Arabia and Canada
- World-wide pressure on energy supplies is likely to increase the cost of energy, placing our economy in a vulnerable position
US Petroleum Use by Mode 2008

- Lt Vehicles
- Bus
- Med/Heavy Trucks
- Air
- Water
- Pipeline
- Rail - Class 1 Frt.
- Rail - Intercity Pass.

Barrels per Day

'000 Barrels per Day

0
2000
4000
6000
8000
10000

One Rail
America's future is riding on it.
• Rail Trends
  – Amtrak - 36% growth in ridership since 2000
  – Freight rail
    • Class 1 – 13% growth in ton miles since 2000
    • Short Line – 12.1 M carloads shipped per year
  – Commuter – Ridership growth 13% since 2000

• U.S. Population Trends
  – Projected Growth + 130 Million by 2050
  – Metro population in 2010 84%
• Energy + Rail
  – Intercity rail is 25% more energy efficient than air travel,
  – Over 40% more efficient than cars,
  – Freight rail over 50% more energy efficient than trucks.

• Moving more freight and people by rail would
  – Protect against volatile energy prices and
  – Keep our economy competitive in world markets.[1]

• One ton of freight carried by rail can travel > 480 miles on a single gallon of fuel.
• Shifting 10% of long haul freight currently from highways to rail would save one billion gallons of fuel.
• One train can equal 280 or more trucks
Intercity passengers use 21% less BTU per mile than travel by car.

17% fewer BTU per mile than air travel.

From 2000-2008, Amtrak’s use of diesel fuel declined by 8.5%, while ridership increased by more than 27%.
Federal Investment in Transportation 1949-2009
(2009 Constant Dollars)  (Source: FRA)

Fiscal Year

$ Billions

Highway
Air
Transit
Intercity Passenger Rail
• Expand support for freight and passenger rail
  – Greater emphasis on benefit/cost across modes
  – Integrate freight and passenger rail into state and metro transportation plans
  – Provide stable and reliable funding for intercity passenger rail
  – Provide a variety of financing tools to states
  – Increase flexibility of state transportation funds to support rail
  – Focus development patterns to support rail
Expanding Passenger and Freight Rail

= Smart Energy Strategy

Thank you

Questions / Comments / Reactions?

www.onerail.org