



**Passenger & Freight Rail = Less Energy & More Choices**

**2011 ENERGY POLICY SUMMIT  
FUELING TOMORROW'S TRANSPORTATION**

**Presentation to**

**NATIONAL CONFERENCE of STATE LEGISLATURES**

**San Antonio, TX  
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OneRail Coalition, a project of the  
Surface Transportation Policy Partnership**

# OneRail

*America's future is riding on it.*

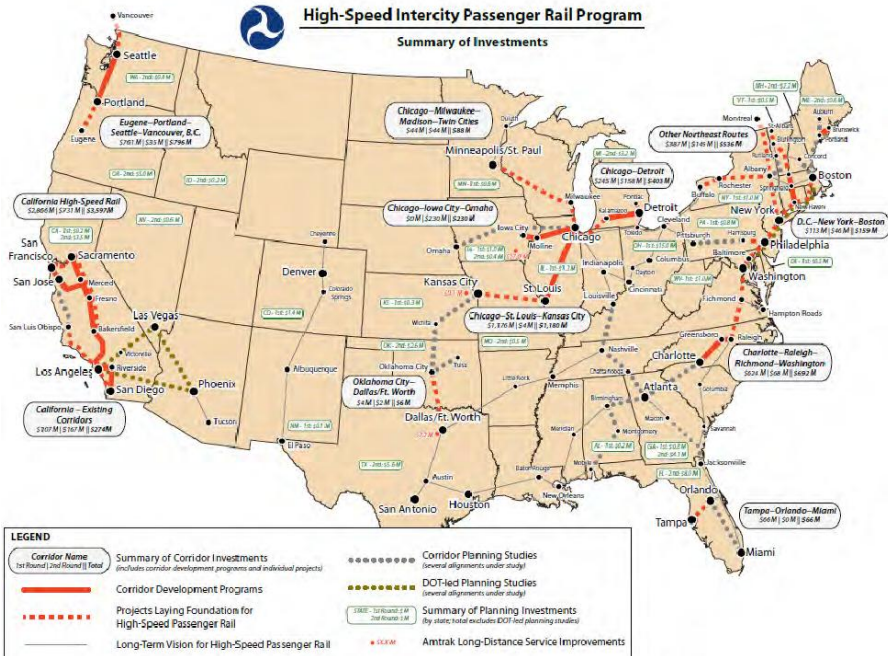


- **Rail Systems**

- Class 1 Freight RR
- Commuter Rail
- Short line RR
- Amtrak Intercity Pass. Rail
- High Speed Rail

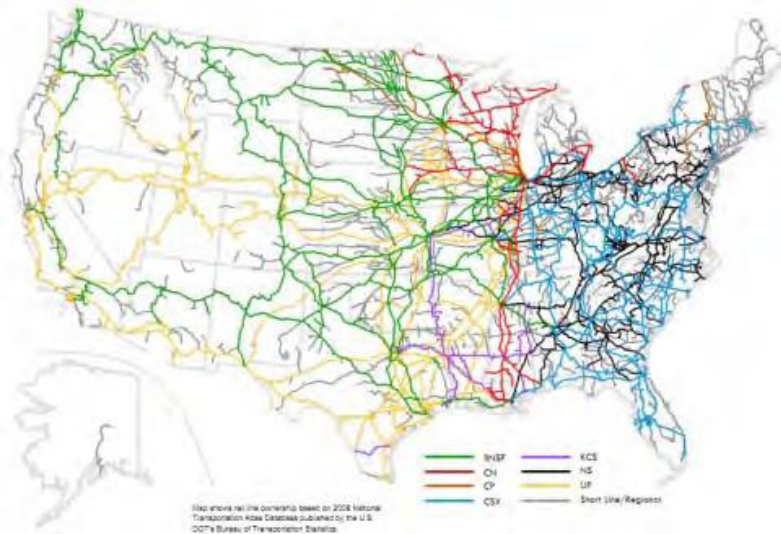
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## ■ Why OneRail?

- 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**

# **OneRail**

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## **Members**

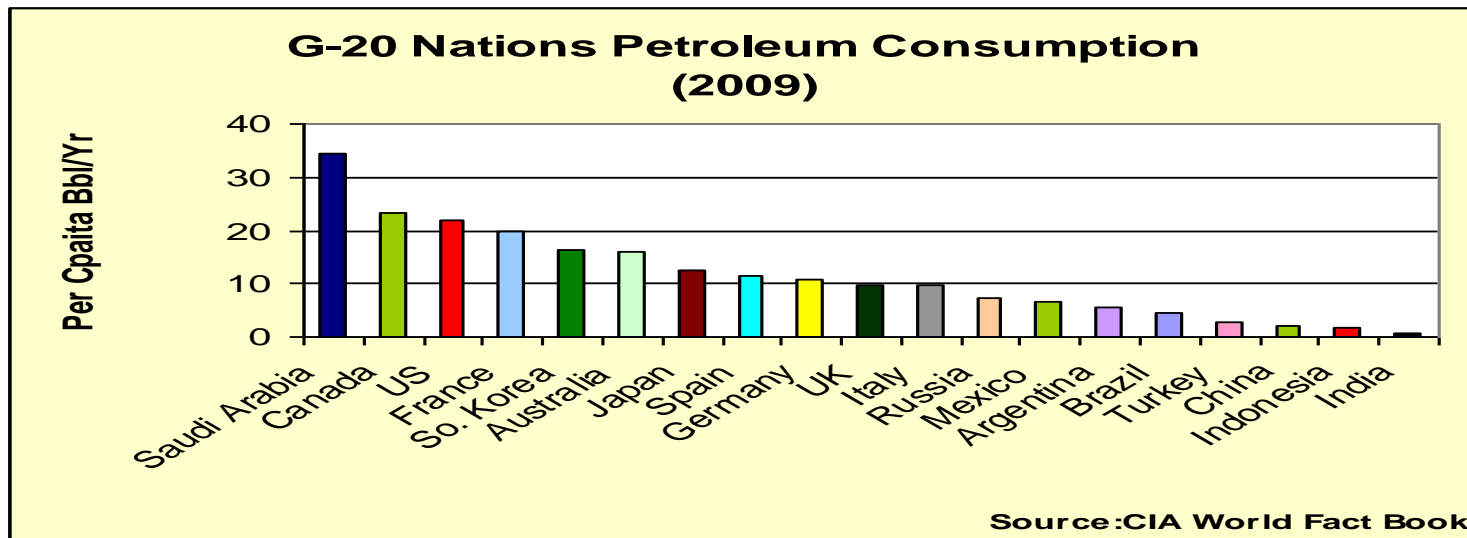
• <b>American Public Transportation Assn</b>	• <b>Natural Resources Defense Council</b>
• <b>Amtrak</b>	• <b>Railway Supply Institute</b>
• <b>American Short Line &amp; Regional Railroad Association</b>	• <b>Sheet Metal Workers International Association</b>
• <b>Association of American Railroads</b>	• <b>States for Passenger Rail Coalition</b>
• <b>Brotherhood of Railway Signalmen</b>	• <b>Surface Transportation Policy Partnership</b>
• <b>National Association of Railroad Passengers</b>	• <b>Transportation Communications International Union</b>
• <b>National Railroad Construction and Maintenance Association</b>	• <b>United Transportation Union</b>

## **Associate Supporters (to date)**

• <b>AECOM</b>	• <b>GE Transportation</b>
• <b>Alstom</b>	• <b>Parsons</b>
• <b>HNTB</b>	• <b>Parsons Brinckerhoff</b>
	• <b>SYSTRA</b>

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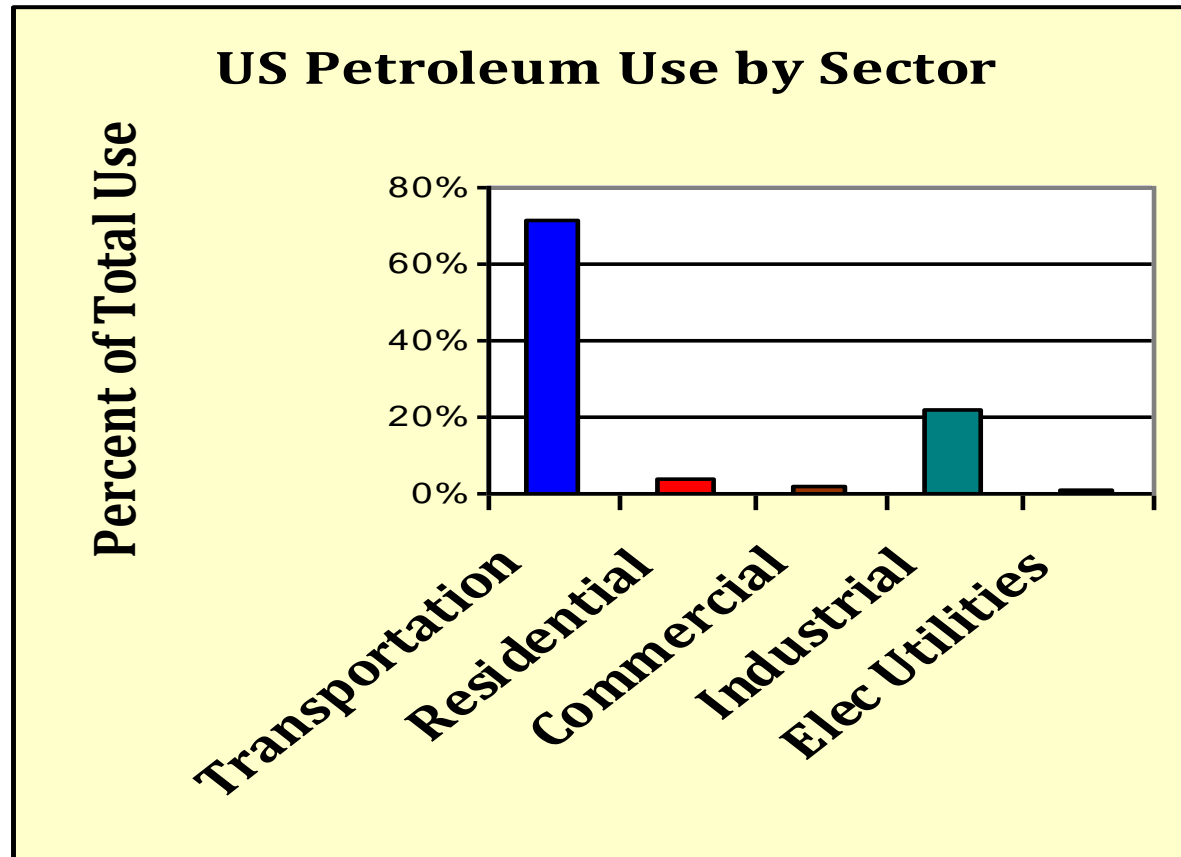
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- ❖ US ranks 3rd in per capita energy consumption behind Saudi Arabia and Canada
- ❖ World-wide pressure on energy supplies is likely to increase the cost of energy, placing our economy in a vulnerable position

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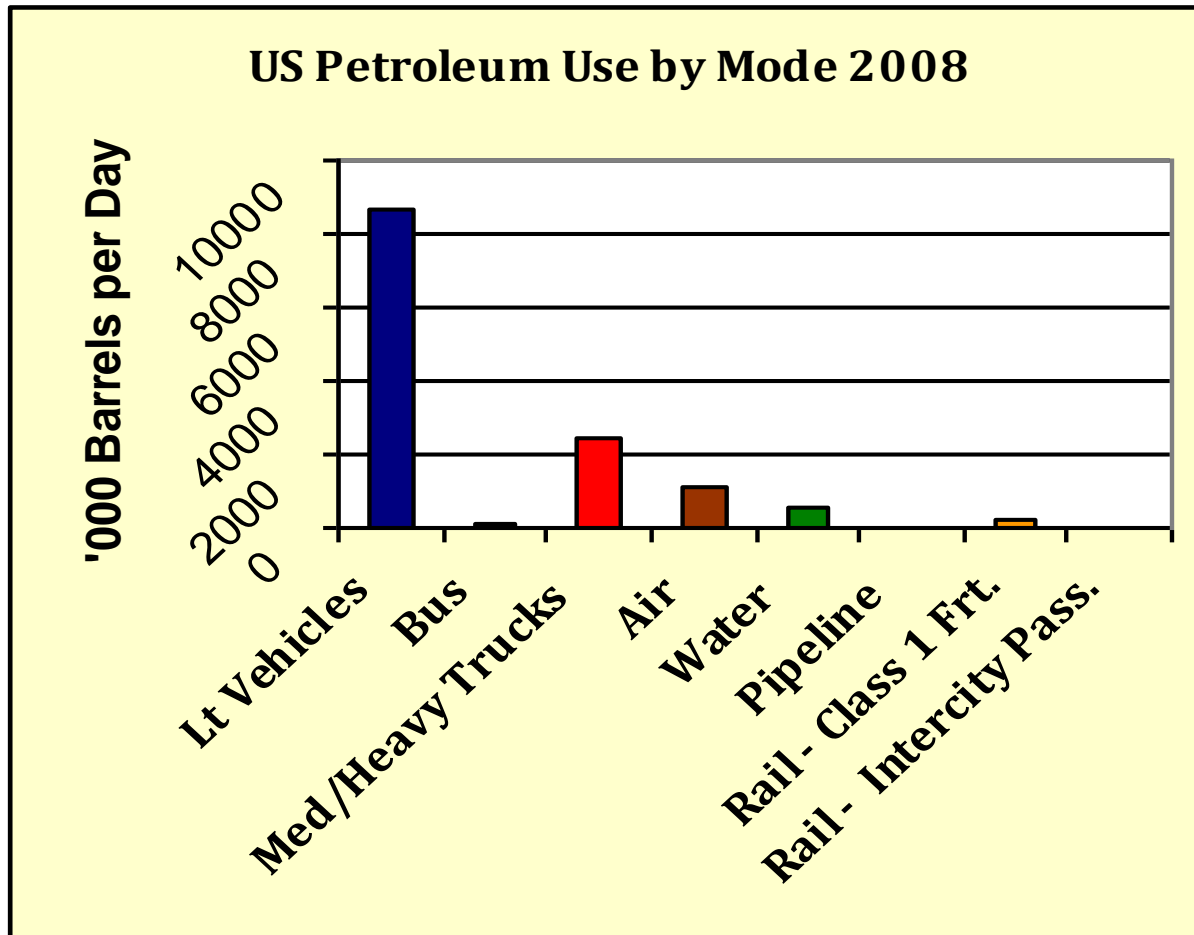
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- Rail Trends
  - Amtrak - 36% growth in ridership since 2000
  - Freight rail
    - Class 1 – 13% growth in ton miles since 2000
    - Short Line – 12.1 M carloads shipped per year
  - Commuter – Ridership growth 13% since 2000
- U.S. Population Trends
  - Projected Growth + 130 Million by 2050
  - Metro population in 2010 84%

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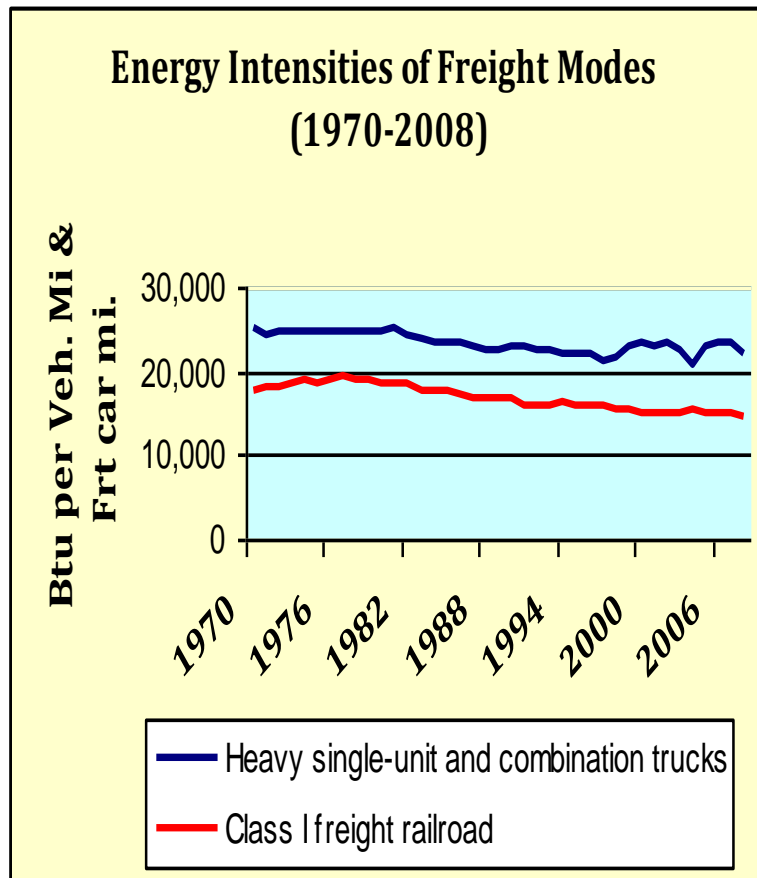
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- Energy + Rail
  - Intercity rail is 25% more energy efficient than air travel,
  - Over 40% more efficient than cars,
  - Freight rail over 50% more energy efficient than trucks.
- Moving more freight and people by rail would
  - Protect against volatile energy prices and
  - Keep our economy competitive in world markets.[\[1\]](#)

[\[1\]](#) Data source: Transportation Energy Data Book, Ed. 29, Oak Ridge Laboratory for the US Department of Energy

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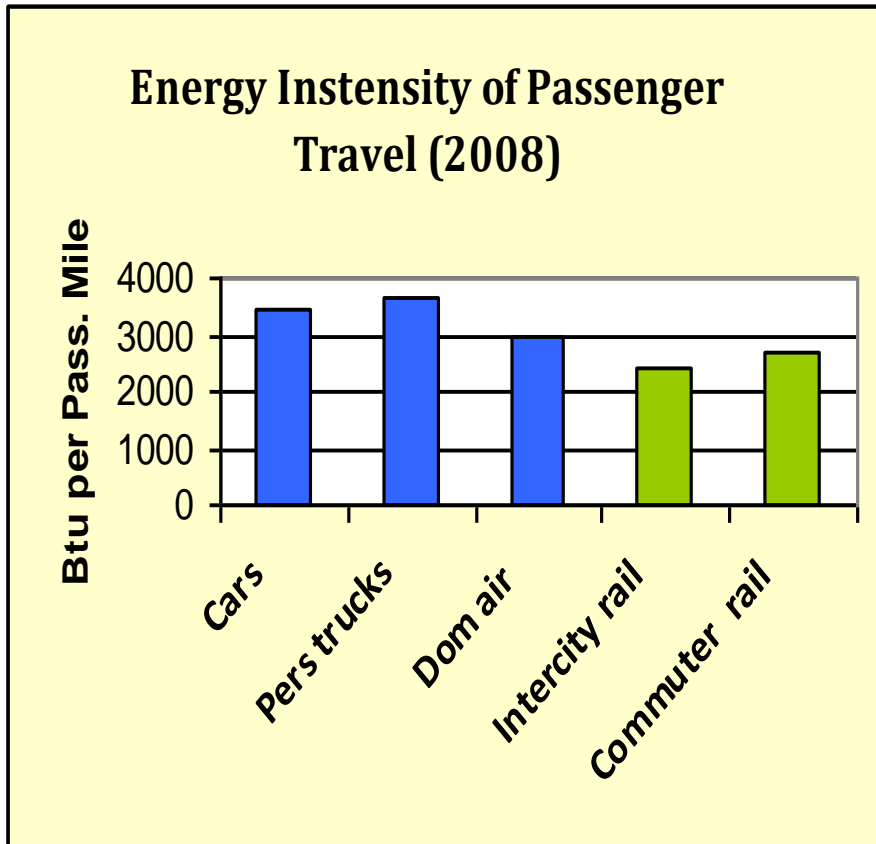
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- One ton of freight carried by rail can travel > 480 miles on a single gallon of fuel.
- Shifting 10% of long haul freight currently from highways to rail would save one billion gallons of fuel.
- One train can equal 280 or more trucks

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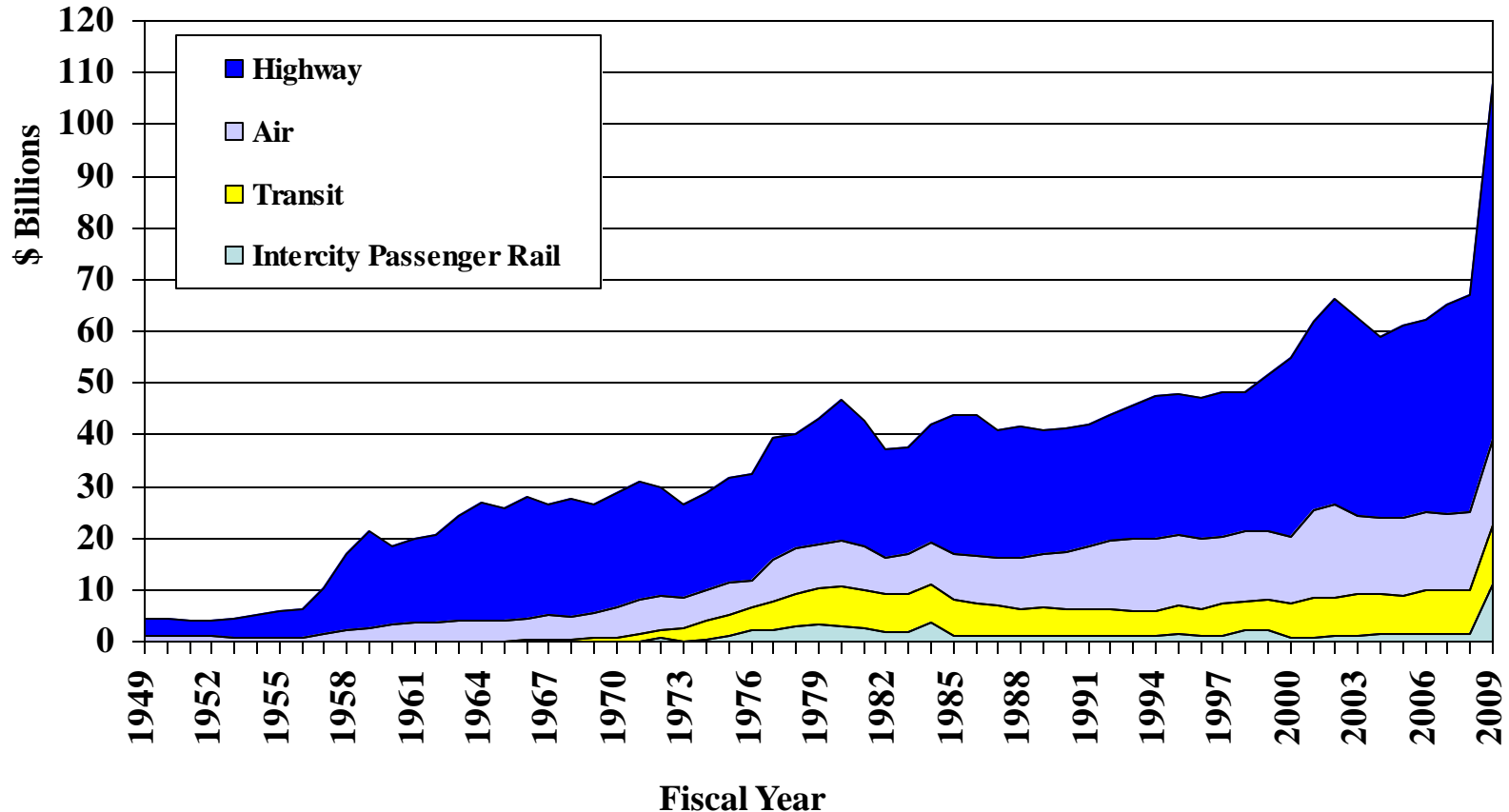
- Intercity passengers use 21% less BTU per mile than travel by car
- 17% fewer BTU per mile than air travel
- From 2000-2008, Amtrak's use of diesel fuel declined by 8.5%, while ridership increased by more than 27%.

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## Federal Investment in Transportation 1949-2009

(2009 Constant Dollars) (Source: FRA)



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- 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](http://www.onerail.org)**