

Investing in Infrastructure

■ Privately-owned

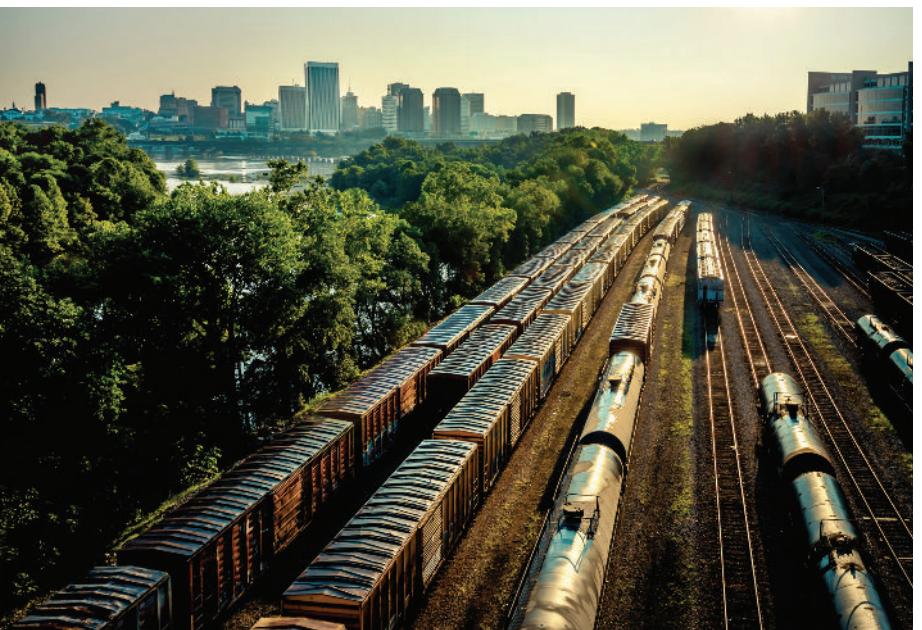
Railroads operate on a nearly 140,000-mile long network of track they almost exclusively own, maintain and pay for themselves.

■ Robust Investment

In recent years, U.S. freight railroads have spent an average of \$68 million daily on infrastructure and equipment to meet growing freight demand and support thousands of businesses that rely on railroads to supply goods and services for the US economy.

■ Exceeding the Rest

The American Society of Civil Engineers has consistently recognized America's rail network as the highest rated infrastructure in the U.S.



Delivering Safe Transportation

■ Safe & Getting Safer

Recent years have been the safest for the rail industry, with train derailments down 9% from 2009 to 2018 (most recent data).

■ Community-focused

Freight railroads train more than 20,000 local first responders annually and developed the AskRail app to provide emergency personnel detailed information on railcar contents in the event of an accident. Railroads also work with stakeholders to manage and mitigate the impact of rail crossings on communities.

Delivering Sustainable Transportation

■ Environmentally Efficient

As the most sustainable way to move goods over land, a freight train, on average, moves one ton of freight 479 miles on one gallon of fuel.

■ U.S Environmental Protection Agency data shows freight railroads account for only 0.6% of total U.S. greenhouse gas emissions and only 2.0% of the transportation-related sources, while accounting for well over one-third of intercity freight ton-miles.

■ Moving freight by rail instead of truck lowers greenhouse gas emissions by 75%.

■ If just 10% of the freight moved by the largest trucks moved by rail instead, fuel savings would be more than 1.5 billion gallons per year and annual greenhouse gas emissions would fall by more than 17 million tons — equivalent to removing 3.2 million cars from the highways for a year or planting 400 million trees.

Driving the Economy

■ Affordable Rates

Today, rail rates are 44% lower on average than in 1981.

■ Economic Engine

In 2017 alone, U.S. freight railroads generated approximately \$219.5 billion in annual economic activity and supported 1.1 million jobs. (*Towson University's Regional Economic Studies Institute, 2017*)

■ Trade Connector

Hauling approximately one-third of all U.S. exports, freight rail is a critical connector between small business, major industries and global economies.



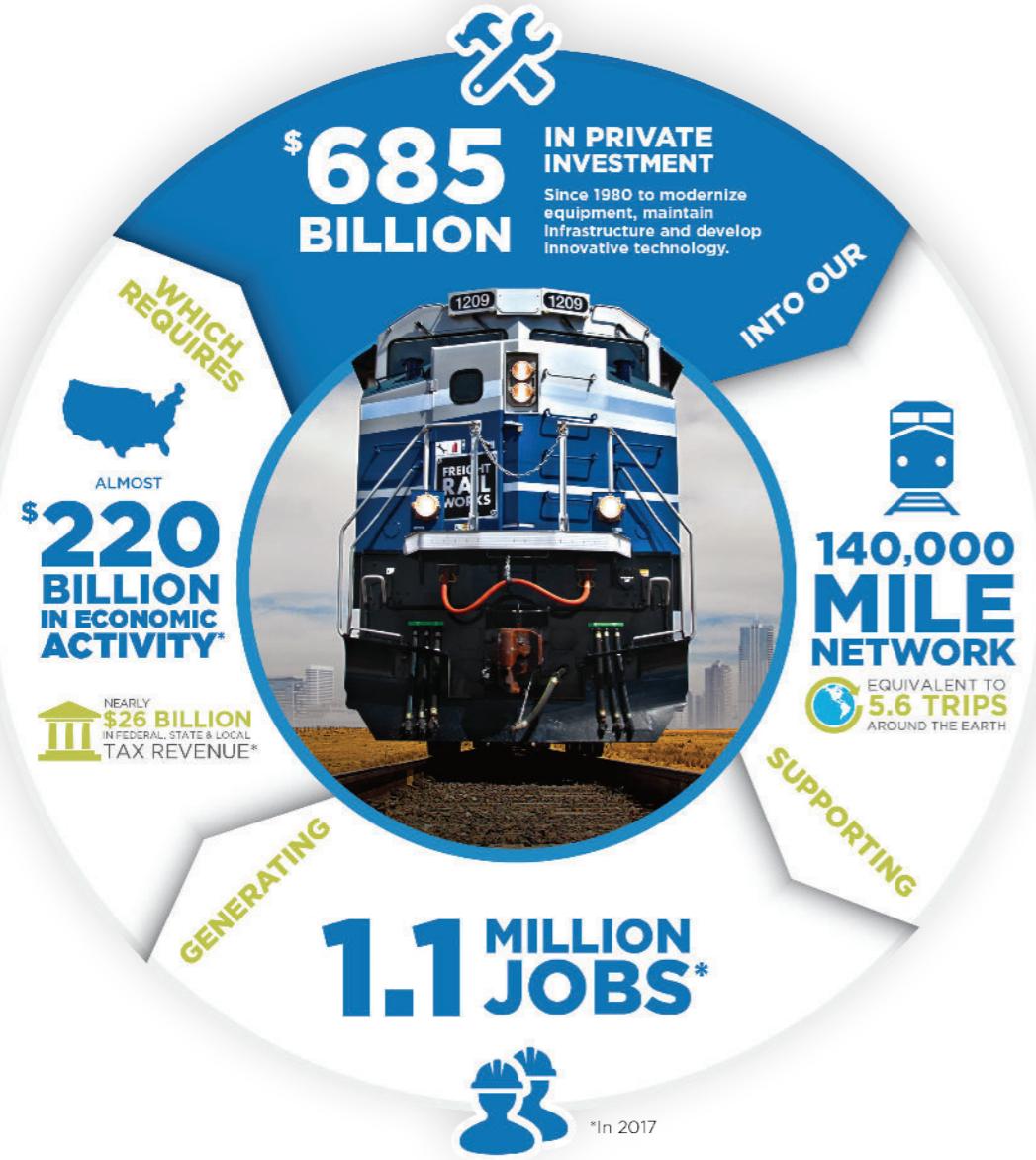
Railroad Retirement Board (RRB) Modernization

The RRB is an independent federal agency that administers retirement, survivor, unemployment, sickness and Medicare benefits to over 750,000 railroad beneficiaries. Wholly funded by railroad workers and the nation's railroads, the RRB's annual congressional appropriations requires no outlays and simply allows the agency to access its own trust funds. Stagnant appropriations in FY 2018-20 has left the agency severely understaffed, with reduced customer service, and unable to meet its mission mandate. To better serve railroaders critical to America's rail network, the RRB needs \$155.8 million in FY2021 funding to not only continue the modernization of its 40-year old IT system, but fully staff the agency.

FREIGHT RAILROADS: EVER FORWARD. ALWAYS TRANSFORMING.

The world is rapidly changing, and freight railroads are keeping pace. Fueled by billions of dollars in private investments, America's freight railroads are transforming and modernizing to better serve America now and in the future. Changing markets, shipper expectations, technological advancements and government policy are precipitating fundamental changes to the way railroads operate, invest, deploy their workforce and serve customers. The result? A new model for a modernized freight rail industry that is more efficient, responsive, safer and greener than ever before.





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Harnessing the Power of Technology

On-Track for PTC (Positive Train Control)

As of January 2020, the nation's largest freight railroads are operating PTC across the vast majority — 98.5% — of the required Class I PTC route miles nationwide. The system will be fully interoperable by the end of 2020.

Innovative

Railroads rely on technologies to drive safety, operational and environmental improvements.

Employee-driven

Integrated teams of data scientists and software developers use cutting-edge technologies that help rail employees to move beyond simply detecting existing safety issues to predicting and preventing them.

As of January 2020

Locomotives equipped	100%
Wayside units installed	100%
Radio towers installed	100%
Employees trained	100%
PTC route miles operational	98.5%

