



## Faster Freight—Cleaner Air Conference Long Beach, California 26 February 2007

Thomas L. Finkbiner  
Chairman of the Board of Directors  
Intermodal Transportation Institute  
University of Denver

### Class 1 Freight Railroad Basics

- Between 1980 (the year of the Staggers Act) and 2005, Class 1 Railroad freight revenue ton-miles grew from **\$918B** to **\$1.696T** per year, an 84.7% gain--unprecedented in a non-war era.
- US real Gross Domestic Product more than doubled from **\$5.2T** to **\$11.7T** in the same period.
- As a comparison, today Class 1 Freight Railroads operate 97,496 miles of railroads.
- The Interstate Highway System consists of 46,837 miles of multi-lane, grade-separated surface.
- Railcars operated on Class 1 Freight Railroads:

Freight Cars:	1980=1,116,114	2003=467,063	(63%)
Locomotives:	1980=28,094	2003=20,774	(26%)
Other Freight Cars:	1980=542,713	2003=811,917	+50%
- Employment of Class 1 Freight Railroads:

	1980=272,000	2004=224,000	(18%)
--	--------------	--------------	-------

# MAP OF THE MONTH

1980



2005



Mainline tonnage, 1980 / 2005

## Summary

- Class 1 Freight Railroads have stepped up to take their fair share of the freight burden of the growing economy.
- Class 1 Freight Railroads pay for the construction and maintenance of their own rail “rights-of-way.”
- In order for Class 1 Freight Railroads to continue to carry more freight, more quickly, they must have access to capital beyond what they are able to generate.
- Rail “rights-of-way” need to be re-engineered and rebuilt, as in the Alameda Corridor.