



Texas Railroad Day

2023

The Texas Railroad Association (TRA) is Texas' oldest trade association. Founded in 1890, the TRA consists of major Class I railroads, Class III short lines, rail advocates, and rail suppliers all working together to keep Texas moving.

Investing in Texas

Texas railroads spend approximately \$1 billion per year on a network spanning over 10,500 miles they nearly exclusively own and maintain. Over 40 railroads, including dozens of locally-based short lines, move over 300 million tons of goods across the state every year.

A Safe Way to Move Goods and People

The freight rail industry is among the safest sectors in the U.S., with lower employee injury rates than the majority of other major industries. In fact, rail accidents have decreased 80% since 1980 and 41% since 2000. In addition, Hazmat trains, a crucial component to Texas' industrial activity, arrive at their final destination 99.99% of the time without incident.

Customer-Focused

Average rail rates, taking inflation into account, are 44% lower today than in 1981, meaning the typical rail shipper can move significantly more freight for approximately the same price as 40 years ago.

New Innovations in a Historic Industry

The freight rail industry is moving faster, safer, and more efficiently than ever. Employees use technology such as trackside smart sensors to predict and prevent problems. Positive Train Control (PTC) automatically stops a train in certain instances to reduce specific human-caused errors. Rail moreover, is also extremely efficient, capable of moving, on average, one ton of freight nearly 500 miles on a single gallon of fuel.

Now Hiring!

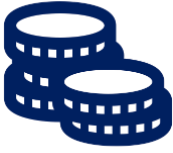
Railroads and railroad suppliers employ more than 25,000 Texans. The industry is actively hiring both union and non-union employees in a variety of fields. Railroad jobs have a total compensation ranking within the top 10% of all industries and offers world-class benefits.

A Rail Manufacturing Hub

Texas is home to more than 30 different rail supply facilities manufacturing everything from locomotives and freight cars to rail ties. This industry contributes billions to the Texas economy and for every one rail supply job an additional 7.8 jobs are created in the local economy.



Support State Funds for Infrastructure Projects



Many infrastructure grants require a local match in order to secure funding. Securing the funds for these matches can act as a barrier to applicants pursuit of grant money to accomplish important infrastructure projects. Supporting funds such as the Rail Relocation Fund, or other grant fund-matching requirements, would expand Texas communities' ability to fund major projects.

Promote Multimodal Efficiency and Less-Congestion on Roadways

One train can move one ton of freight nearly 500 miles on one gallon of fuel. Moving freight by rail rather than by truck lowers greenhouse gas emissions by up to 75%. If 25% of the truck traffic moving at least 750 miles went by rail instead, annual greenhouse gas emissions would fall by approximately 13.1 million tons. A single freight train can replace several hundred trucks, freeing up space on the highway for other motorists. This equates to less pollution and less congestion on Texas roadways.



Pursue Grade Separation Projects that Promote Fluidity and Safety at Rail Crossings



Each railroad crossing is different. Railroads work closely with their operations teams, community leaders, first responders, and the public to manage and mitigate grade crossing impacts. There is no one-size-fits-all approach to managing crossings. Like state support for other infrastructure projects, Texas freight railroads stand ready to pursue grade crossing and safety projects with communities and stakeholders across the state.

Retain Truck Length and Weight Rules

USDOT has found that infrastructure degradation would be exacerbated by bigger trucks, with such vehicles causing \$1.1 billion in immediate damage to bridges on the highway system and up to \$1.8 billion in estimated pavement damage per year. Furthermore, gasoline and diesel taxes have not kept pace with maintenance costs. As such, to prevent further degradation and maintain public safety, the Legislature should oppose truck weight increases for vehicles operating on Texas roads.



Reject Crew-Size Mandates



Train staffing has always been established through collective bargaining. Efforts to require at least two-person crews, including via regulation, lack a safety justification and ignore the decades of safe and successful use of single-person crews in passenger and freight rail systems throughout the world. In addition they undermine the rail industry's ability to compete against less climate-friendly forms of transportation.