



KANSAS RAILROAD ASSOCIATION

Mr. Chairman and members of the Senate Transportation Committee, I am Pat Hubbell, Kansas Railroad Association. I am here to address the section of SB 271 that speaks to train lengths.

Freight is not going away. The demand for freight is expected to increase by 40% by 2040.

DOES YOUR COMMUNITY WANT MORE TRAINS?

- Train length limits mean more trains are needed to move the same number of rail cars, which can result in an increase in trains through road crossings.
- Increased train volume will mean more trains will need to wait for space to open in rail yards, resulting in **MORE TRAFFIC DELAYS** for your communities.

SAFETY IS FIRST AND FOREMOST

- There is no objective data to support the notion that train length negatively impacts safety.
- The ability to operate trains with more freight containers results in fewer trains, which reduces potential for employee injuries and derailments, improves operating practices, and provides less opportunity for train-vehicle collisions. Thus, making it **SAFER** for drivers, communities, customers, and employees.

MOVING FREIGHT BY TRAIN IS BETTER FOR THE ENVIRONMENT

- According to EPA data, freight trains account for just 2.1% of transportation-related greenhouse gas emissions, making rail the **MOST FUEL EFFICIENT** way to move freight over land.
- Trains are 3-4 times more fuel efficient than trucks and can move one ton of goods more than 470 miles on a single gallon of diesel fuel.
- Moving freight by train instead of truck **REDUCES GREENHOUSE GAS** emissions by 75%

IMPACT ON COSTS AND ROADS

- Train length limits will interrupt interstate freight traffic by requiring trains to stop and be broken down before entering Kansas. This less efficient operation would severely disrupt the rail network and create delays and **INCREASED COSTS** for shippers and consumers.
- Trains carry the freight of hundreds of trucks, helping reduce damage to roads and bridges and **REDUCE HIGHWAY CONGESTION.**
- Finally, the issue of train length has already been ruled upon by the U.S. Supreme Court as counter to the U. S. Commerce Clause, in *Southern Pacific Co. v. State of Arizona ex rel. Sullivan*, for example, the Court invalidated an Arizona law limiting the length of trains because it would force railroads to suffer significant inefficiencies and profit losses by shortening their trains upon entering the state.

In closing, I will continue to engage directly with local communities and public safety personnel. There are tools at the Federal Railroad Administration that facilitate productive, safety-oriented, and resolution-based outcomes on rail congestion.

I have attached additional information on Kansas Freight Rail Data.

Thank you, and I will be glad to answer any questions.



Kansas

Freight Rail 2021 Data

Freight railroads	14
Freight railroad mileage	4,748
Freight rail employees	4,296
Average wages and benefits per employee	\$134,030
Railroad retirement beneficiaries	12,500
Railroad retirement benefits paid	\$356 million

Quick Facts



Privately Owned: Freight railroads operate on a nearly 140,000-mile network they almost exclusively own, maintain and pay for themselves.



Sustainable: Railroads are the most fuel efficient way to move freight over land. It would have taken approximately 1.6 million additional trucks to handle the 28.6 million tons of freight that originated by rail in Kansas in 2021.

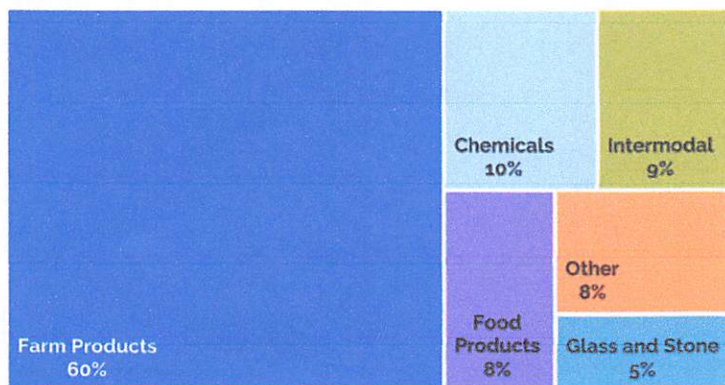


Economic Driver: Railroads haul 1/3 of U.S. exports and serve nearly every sector of the economy, from moving the food we eat to the chemicals that treat our water.

Rail Traffic Originated in 2021

Total Tons: 28.6 million

Total Carloads: 458,600



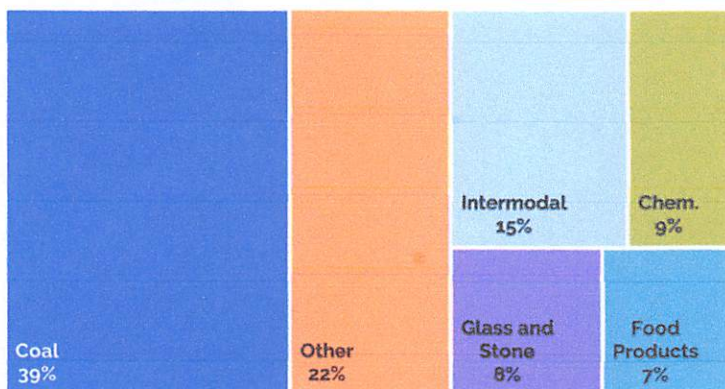
Commodity	Tons (mil)	Carloads
Farm Products	17.1	165,400
Chemicals	2.8	29,000
Intermodal	2.6	187,900
Food Products	2.4	24,600
Glass and Stone	1.4	14,400
Other	2.4	37,200

Source: AAR analysis of industry data
(% based on tonnage)

Rail Traffic Terminated in 2021

Total Tons: 18.2 million

Total Carloads: 368,500



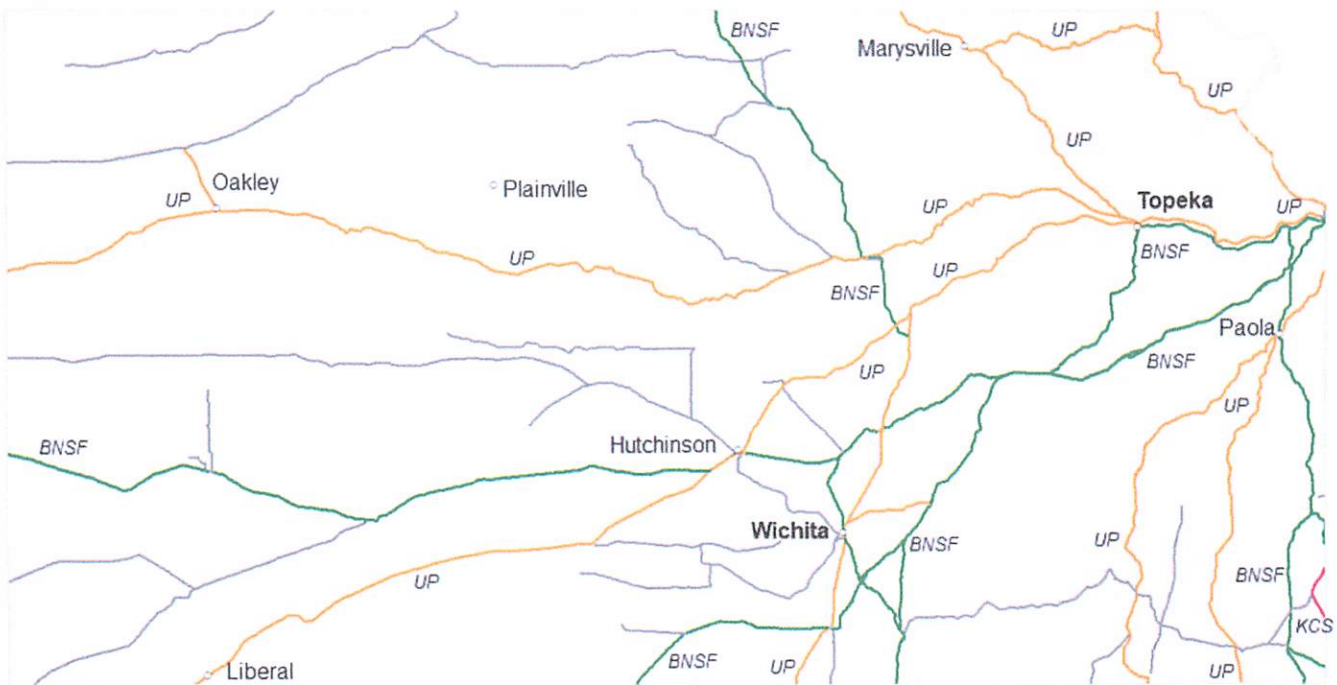
Commodity	Tons (mil)	Carloads
Coal	7.1	61,000
Intermodal	2.8	203,700
Chemicals	1.7	17,500
Glass and Stone	1.4	14,000
Food Products	1.2	12,600
Other	4.0	59,600

Source: AAR analysis of industry data
(% based on tonnage)

	Miles Operated In Kansas in 2021
Class I Railroads	
BNSF Railway Company	1,582
Kansas City Southern Railway Co.	18
Norfolk Southern Corp.	2
Union Pacific Railroad Co.	2,199
	<u>3,801</u>
Regional Railroads	
Kansas & Oklahoma Railroad	907
Kyle Railroad	471
Nebraska, Kansas, & Colorado Railway	125
	<u>1,503</u>
Short Line Railroads	
Blackwell Northern Gateway Railroad	18
Cimarron Valley Railroad	172
Garden City Western Railway	52
Kaw River Railroad	28

Kansas 2021 Totals	Number of Freight Railroads	Miles Operated	
		Excluding Trackage Rights	Including Trackage Rights
Class I	4	2,721	3,801
Regional	3	1,480	1,503
Short Line	7	547	586
Total	14	4,748	5,890

Miles Operated In Kansas in 2021	
Short Line Railroads, cont.	
South Kansas & Oklahoma Railroad	282
V & S Railway	27
Wichita Terminal Association	7
	<u>586</u>



- BNSF
- CN
- CP
- CSX
- KCS
- NS
- UP
- Short Line/Regional
- Multiple Owners

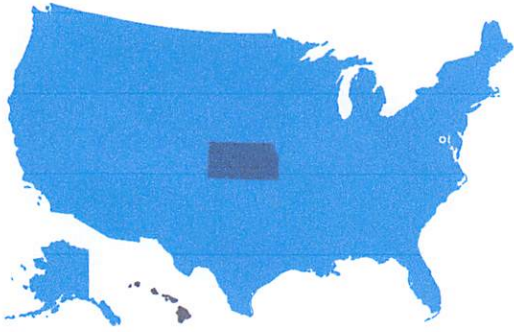
Map is based on the 2022 North American Rail Network published by the U.S. Department of Transportation. Some mileage figures are AAR estimates.

Class I Railroad: A railroad with 2021 operating revenues of at least \$943.9 million. **Regional Railroad:** A non-Class I line-haul railroad that has annual revenues of at least \$40 million, or that operates at least 350 miles of road and revenues of at least \$20 million. **Short Line Railroad:** A railroad which is neither a Class I nor a Regional Railroad.

Select a state from the dropdown or map.

[DOWNLOAD STATE FACT SHEET](#)

Kansas



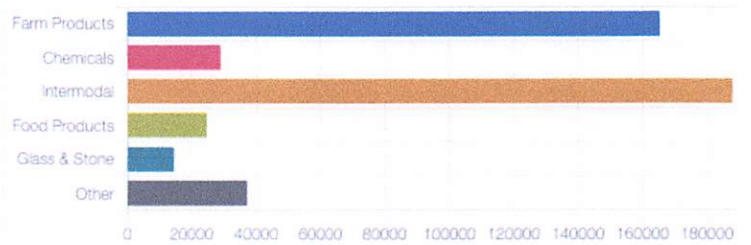
14	4,748	4,296	\$134,030	12,500
Number of Freight Railroads	Freight Railroad Miles	Freight Railroad Employees	Avg. Wages and Benefits Per Freight Railroad Employee	Railroad Retirement Beneficiaries

Railroads are the most fuel efficient way to move freight over land. It would have taken approximately 1.6 million additional trucks to handle the 28.6 million tons of freight that originated by rail in Kansas in 2021.

Originating In Kansas



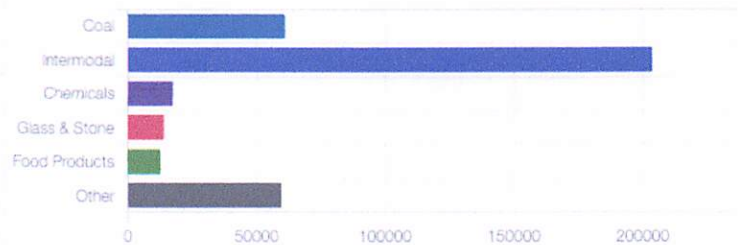
COMMODITIES	CARLOADS	PCT
Farm Products	165,400	36.1%
Chemicals	29,000	6.3%
Intermodal	187,900	41.0%
Food Products	24,600	5.4%
Glass & Stone	14,400	3.1%
Other	37,200	8.1%
Total	458,600	100%



Terminating In Kansas



COMMODITIES	CARLOADS	PCT
Coal	61,000	16.6%
Intermodal	203,700	55.3%
Chemicals	17,500	4.7%
Glass & Stone	14,000	3.8%
Food Products	12,600	3.4%
Other	59,600	16.2%
Total	368,500	100%



*data from...

Kansas Rail Lines