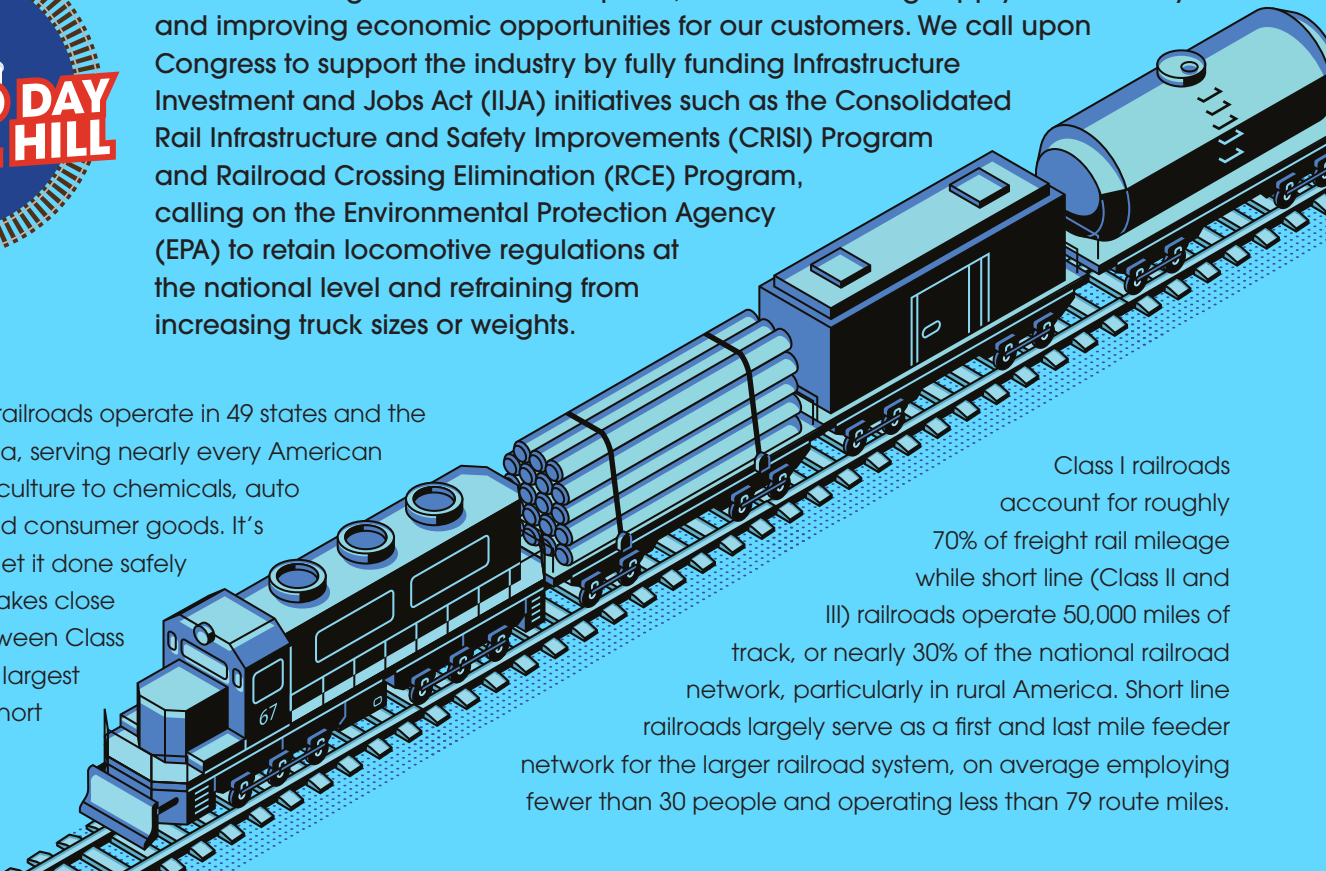




The U.S. freight rail industry is safe and getting safer. We are committed to further reducing environmental impacts, while maintaining supply chain fluidity and improving economic opportunities for our customers. We call upon Congress to support the industry by fully funding Infrastructure Investment and Jobs Act (IIJA) initiatives such as the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program and Railroad Crossing Elimination (RCE) Program, calling on the Environmental Protection Agency (EPA) to retain locomotive regulations at the national level and refraining from increasing truck sizes or weights.

America's freight railroads operate in 49 states and the District of Columbia, serving nearly every American industry, from agriculture to chemicals, auto manufacturing and consumer goods. It's a big job and to get it done safely and efficiently, it takes close collaboration between Class I railroads – the six largest – and about 600 short line railroads.



Class I railroads account for roughly 70% of freight rail mileage while short line (Class II and III) railroads operate 50,000 miles of track, or nearly 30% of the national railroad network, particularly in rural America. Short line railroads largely serve as a first and last mile feeder network for the larger railroad system, on average employing fewer than 30 people and operating less than 79 route miles.

#1: America's freight railroads are the safest way to move goods over land and work every day to get safer.

Congress should recognize the freight rail industry's positive safety trajectory and work to bolster smart, industry-led efforts that will continue the drive toward zero fatalities.

Funding the U.S. Department of Transportation's (USDOT) CRISI and RCE grant programs at full authorized levels in FY25, in addition to funds already guaranteed in the IIJA, will improve freight rail safety.

Freight Rail's Commitment to Safety

Collaborating with employees, suppliers, customers, and government officials at all levels, railroads maintain a comprehensive approach to safety. Freight rail's private investments, reaching nearly \$23 billion annually, have significantly improved safety records. The mainline accident rate has decreased by 42% since 2000, marking the last decade as the safest ever, with the 2023 hazmat accident rate reaching its lowest point in history.

Short Lines' Focus on Safety Culture

Since its inception in 2015, the Short Line Safety Institute (SLSI) has worked vigorously with short line railroads to identify and close gaps in safety culture, and to train railroad personnel and first responders on how to safely transport and handle hazardous materials. An independent analysis by USDOT's Volpe Center in 2023 found that for railroads that were evaluated by SLSI, and had a follow-up evaluation, "each railroad in the sample demonstrated evidence of safety culture growth" in all areas measured. SLSI shows that industry-led efforts yield real results that lead to a safer freight network.

Grant Funding Directly Links to Improved Safety

Funding for the CRISI program allows small railroads to address the primary cause of derailments on short lines: worn-out rail and railroad crossties. CRISI is significantly over-subscribed.

Since 2017, more than \$2.9B in CRISI funds have been invested, helping build a world-class, sustainable network for freight rail. Nearly every state in the nation has directly benefited from the program.

The RCE program provides resources to eliminate dangerous crossings nationwide, effectively tackling the leading cause of fatalities and injuries involving trains: incidents at crossings with the public.

ACTION ITEM: Join the bipartisan Sen. Casey (D-PA)-Sen. Cramer (R-ND) letter by May 10; the deadline to join a House letter has passed.

Learn more at [AAR.org/Safety](https://www.aar.org) and [ASLRRR.org/IIJA-Funding](https://www.aslrra.org)

#2: Freight rail is the most fuel-efficient way to move goods over land. The California Air Resources Board's (CARB) recent in-use locomotive regulation is entirely unworkable for freight rail and will hurt the economy.

Congress should call on EPA to prevent CARB's new framework. EPA should instead ensure locomotive emissions regulations move forward only at the federal level and in a responsible, measured fashion that takes into full account technology readiness, comprehensive costs and benefits of government actions, and impacts on small business.

CARB's expectation is that locomotives will be zero-emissions starting in 2030. But the technology needed for zero-emission locomotives is not commercially available today, and likely will not be by 2030. The U.S. Department of Energy implicitly recognizes the lack of rationality in this goal; in its recent FY25 budget request

document, it stated that its goal was to demonstrate a 50% reduction in greenhouse gas emissions by 2030.

Before the rule can go into effect, CARB must obtain approval from EPA. The rule conflicts with two long-standing federal laws:

- It violates the federal Clean Air Act (CAA) prohibition on states regulating emissions of new locomotives; and
- It violates the federal ICC Termination Act (ICCTA) of 1995 prohibition on states regulating the rail industry.

If EPA were to grant CARB's requested waiver, it will create a harmful chain reaction across our economy:

- The California rule would be felt nationally immediately, as two-thirds of the U.S. locomotive fleet would be prohibited from operating in California by 2030, and because EPA's authorization would empower other states to replicate the regulation;
- Some short lines would go out of business, which CARB itself acknowledges and seems to think is acceptable; and
- The supply chain would become less resilient.

Learn more at [AAR.org/CARB](https://www.aar.org/CARB)

#3: Freight railroads privately invest billions into their infrastructure, easing taxpayer burden and removing millions of trucks from the highways. Longer and heavier trucks further damage America's crumbling infrastructure and emit more greenhouse gas emissions.

Congress should not consider changes to federal truck size or weight (TSW) limitations until the full extent of the impacts of different truck configurations are understood and trucks are paying for the damage they cause to our nation's roads and bridges.

Congress has historically upheld restrictions on truck sizes with trucks on the Interstate Highway System limited to 80,000 pounds and two 28-foot trailers. Persistent efforts to

raise these limits to at least 91,000 pounds and allow longer double-trailer trucks have met resistance due to their anticipated adverse effects.

Despite calls for change, the USDOT's 2016 Comprehensive Truck Size and Weight Limits Study advised against alterations to federal policy, citing multiple concerns, including the potential for heightened infrastructure damage, increased tax burdens, diminished rail utilization, and increased greenhouse gas emissions.

Comprehensive research on all safety and financial implications should be completed before considering any adjustments to truck size and weight limits.

Learn more at [AAR.org/TSW](https://www.aar.org/TSW) and [ASLRRR.org/TSW](https://www.aslrra.org/TSW)

PARTICIPATING ASSOCIATIONS FOR RAILROAD DAY ON CAPITOL HILL 2024:



**American Short Line and
Regional Railroad Association**



**ASSOCIATION OF
AMERICAN RAILROADS**



**NATIONAL RAILROAD
CONSTRUCTION & MAINTENANCE
ASSOCIATION**



REMSA

THE RAILWAY ENGINEERING-MAINTENANCE SUPPLIERS ASSOCIATION



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