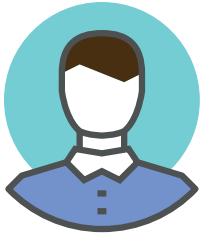


# SHORT LINE & REGIONAL RAILROADS 101

The nation's 600 short line freight railroads are small, hometown businesses directly tied to their local economies. They address challenging public issues by connecting the communities they serve to the national rail network, providing local jobs and helping more than 10,000 shippers reach domestic and international markets. Short lines:



## DRIVE THE ECONOMY

Short lines provide an efficient alternative to other transportation modes, allowing shippers to compete effectively in domestic and global markets. For many shippers in rural areas and small towns, a short line railroad provides the only connection to the national freight rail network.

The industry supports **478,000 JOBS** at customer locations across the country that require short line services, driving **\$26 BILLION** in labor income and **\$56 BILLION** in economic value-add.\*

\* The Section 45G Tax Credit and the Economic Contribution of the Short Line Railroad Industry, PricewaterhouseCoopers LLP (PwC), July 2018.



## ADVANCE SAFETY

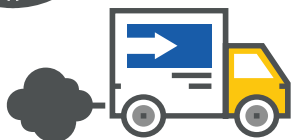
Short lines annually invest up to one-third of operating revenues to upgrade rails and bridges to modern standards and implement technologies to ensure that railroads are the safest form of surface transportation. The Short Line Tax Credit (45G) has helped drive a **50% reduction in train derailments since 2005**, incentivizing more than **\$5 billion in industry infrastructure investments** to date according to Federal Railroad Administration data.

Short line railroads keep **31.8 million heavy trucks off local roads**, and away from the motoring public. One railcar can move three to four full truckloads of heavy freight.

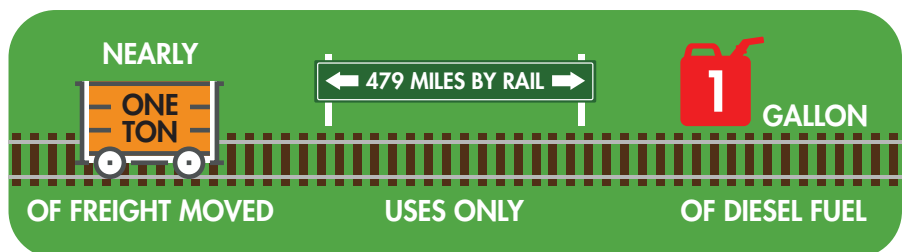


## PROTECT THE ENVIRONMENT

Freight rail is a sustainable, environmentally friendly mode of transportation. U.S. Environmental Protection Agency data show **freight railroads account for 40% of long distance freight volume**, but only 1.9% of transportation-related greenhouse gas emissions.



Moving freight by rail **reduces** highway congestion, lowering idling emissions, fossil fuel consumption and **greenhouse gas emissions by 75% vs. trucks.**



## REDUCE TAXPAYER BURDENS

Short lines are privately funded, **investing up to 33% of annual revenues in infrastructure.** **Moving more freight by rail lowers the cost of heavy truck damage** by \$1.5 billion annually on the nation's beleaguered highway system, **lessening the cost burden to the taxpayer.**



## THE SHORT LINE CONNECTION: A CRITICAL PIECE OF THE U.S. FREIGHT RAIL SYSTEM

Comprising 600 small business railroads, the short line rail industry was created by entrepreneurs who took large financial risks to save marginal or money-losing Class I railroad branch lines from abandonment. Their success is driven by a relentless focus on safety, customer service and seeking growth opportunities one carload at a time.

**FIRST & LAST MILE OF SERVICE**  
for 1 in 5 cars moving throughout the system each year

**50,000**

miles of track are operated by short lines

**29%**

of the freight rail network in the U.S.

**10,000+**

customers are served by short lines

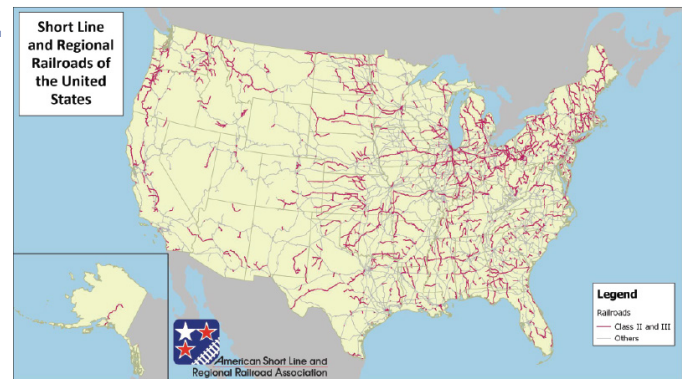
**100%**

Short lines provide 100% of rail service in some states, AND more than 25% in 36 states.

**25+%**

### SHORT LINE FREIGHT RAIL IS ESSENTIAL IN PROVIDING SERVICE TO MORE THAN 10,000 SHIPPERS

For large areas of rural and small-town America, the short line rail industry provides the only way shippers can be directly connected to the national economy while ensuring business and employment stay local. Short lines serve every industry but are particularly critical for energy, agriculture and manufacturing.



### TOP LEGISLATIVE ISSUES

**Provide robust CRISI Funding** – The Consolidated Rail Infrastructure and Safety Improvements (CRISI) program is a popular and successful grant program that includes short line railroads as directly eligible recipients. The CRISI program should be funded at the maximum level annually: \$2 billion, which includes guaranteed and discretionary appropriations. Congress should avoid new set-asides to ensure an even playing field for small business freight railroads.

**Maintain Truck Size and Weight (TSW) Limits** – Increases and exceptions to current federal law resulting in a shift from freight rail to truck transportation would be harmful to everyday drivers, the environment and the public infrastructure paid for with taxpayer dollars. ASLRRA opposes any legislation that increases current limits to the size and weight of commercial motor vehicles.

**Oppose Crew Size Mandates** – There is no safety data to support the need for a crew size mandate, which could shift scarce resources away from the development and adoption of new safety technologies and critically needed infrastructure improvements and instead toward hiring unnecessary personnel. Crew size should continue to be handled as part of collective bargaining agreements – NOT as a part of a one-size-fits-all federal mandate.

**Fund the Short Line Safety Institute (SLSI)** – Continue federal support for the SLSI, which helps build a stronger, more sustainable safety culture through safety culture assessments, outreach activities, research, training and education, including the safe transportation of energy products and hazardous materials.

