RAIL

MOVING AMERICA FORWARD

FRA 101: Getting to Know FRA



Mission:

The mission of the Federal Railroad Administration (FRA) is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.

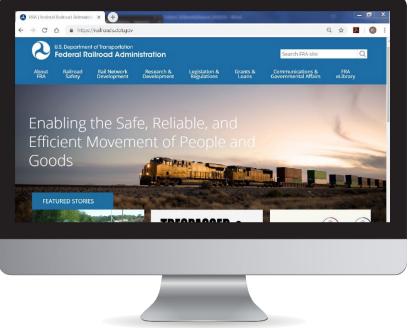
Vision: <u>RAIL – Moving America Forward</u>

Priorities:

Rail safety is in everything we develop, plan, institute, and practice. Our priority of rail safety also supports DOT's departmental goals.

In all we do, FRA is committed to managing COVID-19, supporting economic recovery, promoting racial equity, and fighting climate change.



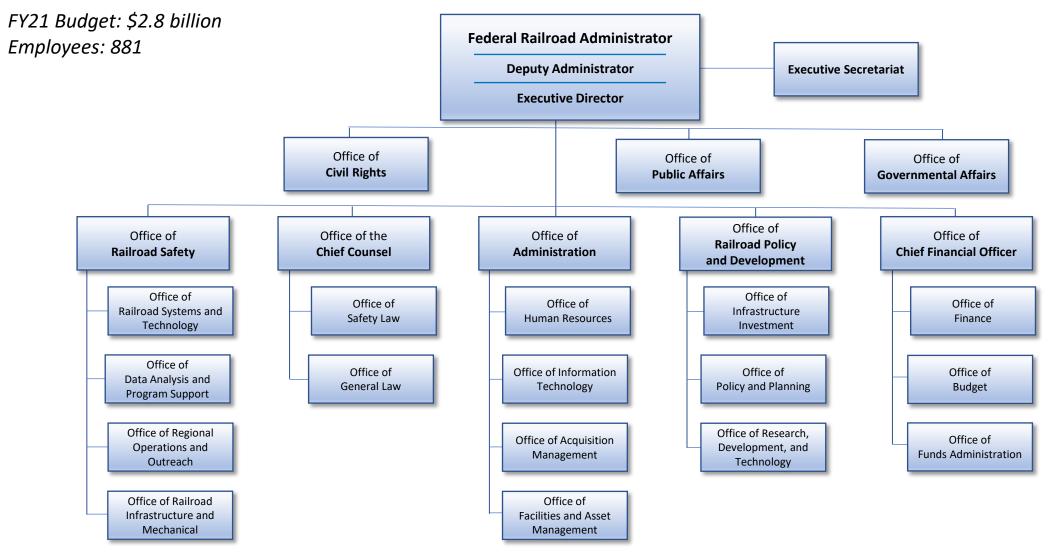


Guiding Principles

- **INTEGRITY** The highest standards of ethical conduct guide our stewardship of the public's trust and resources.
- **EXCELLENCE** We empower employees to focus time and resources on data-driven, costeffective solutions that promote FRA mission accomplishments. We seek ongoing development of our knowledge base and skills. We exhibit professional behavior at all times.
- **TRANSPARENCY AND ACCOUNTABILITY** Senior leadership engage employees in robust dialogue and constructive communication. We embrace open decision-making. Our reward and recognition system holds each of us responsible for our performance.
- **INNOVATION** We are an enterprising, resilient organization that invests in the future, as it streamlines and improves current operations.
- **ENGAGEMENT** We engage our stakeholders for creative problem solving and development of effective policies, programs, technology, and investments.
- **SAFETY –** We strive to ensure the safety of our employees, the public, and the rail industry workforce.



FRA Organizational Chart





FRA works to establish and maintain strong and enduring partnerships that foster a safe railroad operating environment nationwide.

Focus areas:

- **REGULATORY OVERSIGHT** Supporting data-driven inspections, audits, investigations, and special emphasis programs.
- PERFORMANCE-BASED DATA Continuing a rigorous oversight and inspection program to effectively use performance data for productive decision-making and accountability.
- INNOVATION Sponsoring and conducting research to support development and implementation of innovative technologies that improve safety, efficiency, and reliability.
- **INVESTMENTS** Maximizing benefits from capital investments.



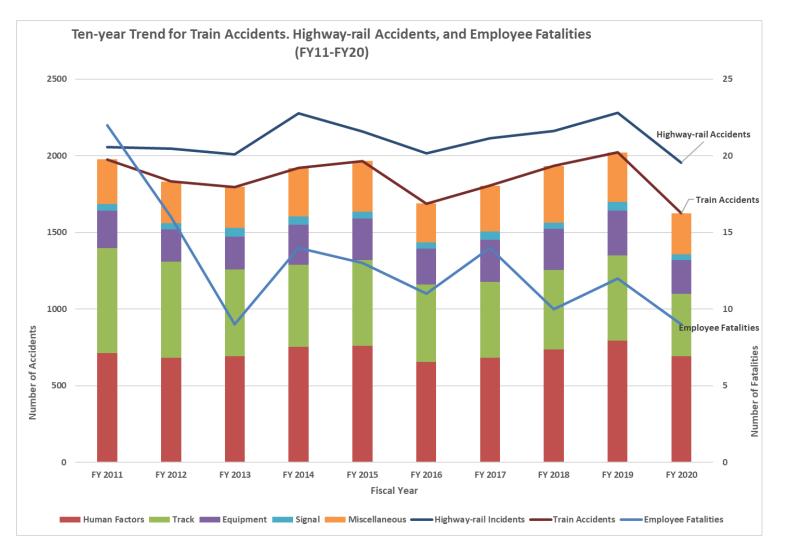
Safety Is Our Number-One Priority

Decision-Making and Actions

FRA's regulations and safety oversight are based on thorough analysis of data to guide agency actions.

Over the past decade:

- Train accidents (not at grade crossings) decreased <u>18%</u>.
- Highway-rail grade crossing collisions decreased <u>5%</u>.
- Employee fatalities declined by <u>59%</u>.



Safety Is Our Number-One Priority

FRA has implemented significant safety systems and preventative actions to reduce accidents and risks, including:

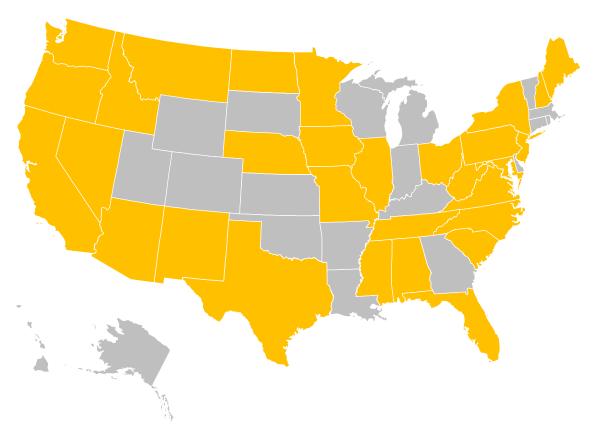
- Railroad Implementation of Positive Train Control (PTC).
- Highway-Rail Grade Crossing Safety Program.
- Trespass Prevention Safety Program.
- Hazardous Materials Transportation/Tank Car Safety.
- Risk Reduction/System Safety/Confidential Close Call Reporting System (C³RS).
- Passenger Equipment Safety Standards.
- Control of Alcohol and Drug Use Standards and Regulations.
- Hours of Service of Railroad Employees.
- Railroad Bridge Safety Oversight.
- Waivers, Approvals, and Oversight of Technology Implementation.



Railroad Inspectors Across the Continental United States

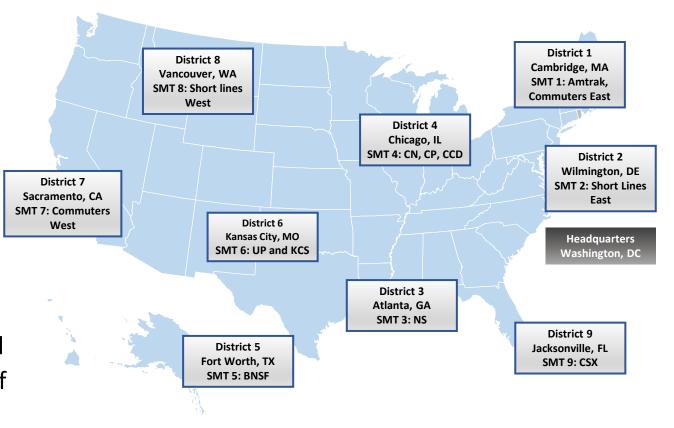
With more than **350 federal inspectors in six technical disciplines**, FRA remains vigilant in ensuring the safe transport of goods and people across the country.

Shown in yellow, 31 states (as well as the District of Columbia) participate in the State Safety Program. **About 200 state inspectors** contribute more than 15,000 inspection days and nearly 19,000 inspections.



For more information, visit: <u>https://railroads.dot.gov/divisions/partnerships-</u> programs/state-rail-safety-participation FRA Safety Management Teams are assigned to a single railroad or group of railroads. These teams:

- Develop and manage senior-level relationships with assigned railroads, associations, and labor organizations.
- Possess comprehensive and in-depth knowledge of their respective railroads' management structure, safety culture, operations, infrastructure, and territory and use that knowledge to improve the safety of the railroad industry, specifically their railroads or assigned areas.



FRA Areas of Research

Since 2006, FRA has invested approximately \$35-40 million in research and development annually.



TRACK

- <u>FOCUS</u>: To develop technologies to improve track inspection and monitoring.
- Track and infrastructure failure is the leading cause of train derailments in the United States.
- Another common cause of derailment is incorrect interaction between moving vehicles and the track.



- <u>FOCUS</u>: To prevent derailments, equipment failure, and undesired emergency brake applications.
- Other integral research areas are risk assessment, risk mitigation, and safety assurance.



- <u>FOCUS</u>: To develop intelligent railroad systems.
- Systems will incorporate new sensor, computer, & digital communications technologies into train control, braking systems, grade crossings, and defect detection; intelligent communication systems will integrate with planning and scheduling systems.



- HUMAN FACTORS
- <u>FOCUS</u>: To conduct research into automation, fatigue, distraction, and ergonomics.
- FRA conducts pilot trials to improve safety and organizational culture in railroad organizations.
- Human errors account for more than one third of all train accidents in the U.S. railroad industry.



Research, Development, and Technology



The FRA Transportation Technology Center (TTC) in Pueblo, Colorado has played an important part in research, development, and testing of rail infrastructure and equipment.



FRA's Training Role at the TTC: Unequaled Hands-On Employee Training

FRA utilizes TTC for technical training of Office of Railroad Safety field inspectors and specialists.

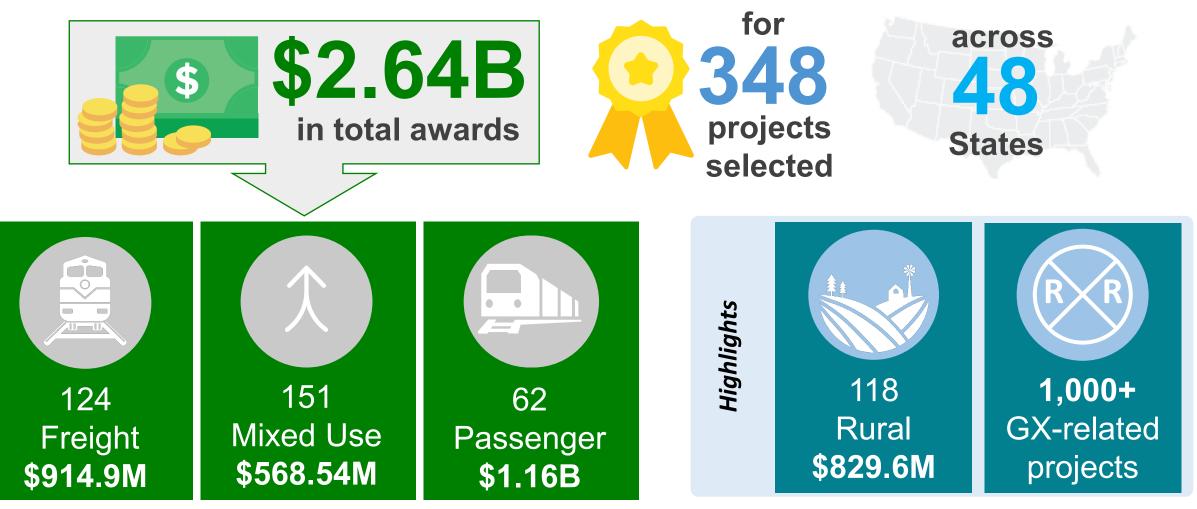
- TTC offers hands-on training with practical exercises. Students learn in an environment the same as their work environment, applying new skills right outside the classroom.
 - Field Inspectors learn on actual equipment with real defects.
 - Students investigate mock accidents to learn investigation skills.
 - Positive Train Control (PTC) skills are taught on locomotive simulators and on actual PTC locomotives.
- FRA partners with the Transportation Safety Administration (TSA) Surface Operations to maintain two shared classrooms.
 - TSA trains surface inspectors to search actual rail cars and to identify evidence that a derailment is vandalism or sabotage.
- TTC offers more than 75 week-long courses per year and trains nearly a thousand students each year.



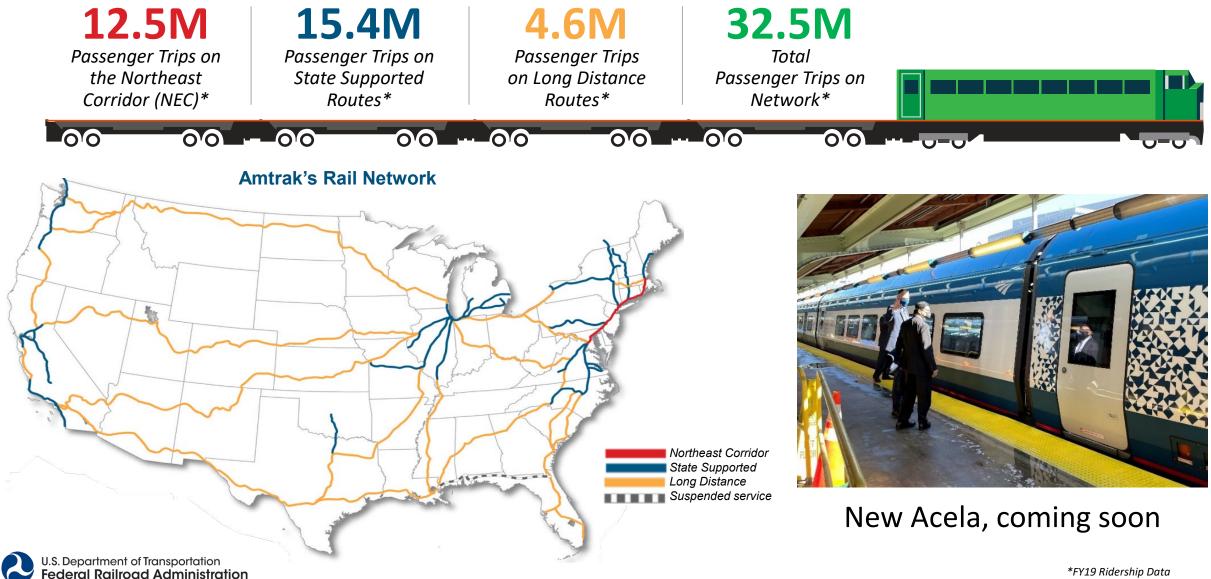




DOT and FRA Discretionary Rail Grants 2017–2020



Overview of Amtrak Passenger Rail Network



FRA's Role in Amtrak Passenger Service

Amtrak is congressionally chartered by the Rail Passenger Service Act of 1970.

- A for-profit corporation, independent for purposes of day-to-day operations; the Federal government exercises long-term control.
- Reliant, in part, on annual federal and state appropriations.

Amtrak operates a nationwide passenger rail network, including:

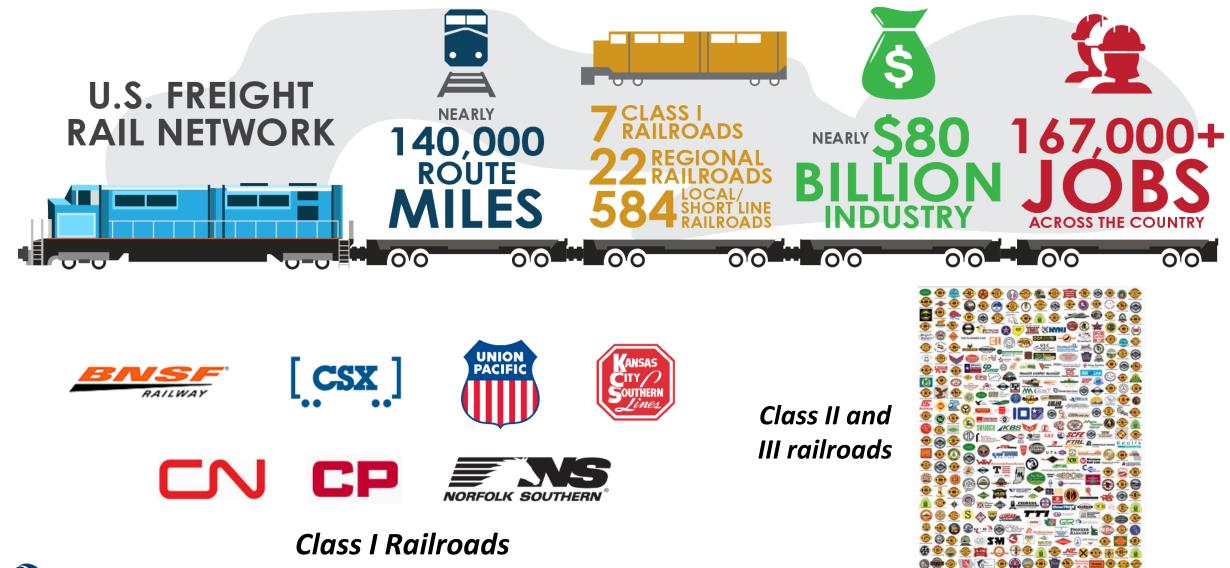
- High-speed, high-frequency Northeast Corridor (NEC) services.
- State-supported short-distance corridor service in heavily populated regions.
- Long-distance services connecting rural areas and distant population centers.

FRA provides administration and oversight for Amtrak.

- Administers Amtrak's grants for operating, capital, and debt obligations.
- Oversees Amtrak's performance, inspects safety compliance, and provides technical assistance and standards.



Overview of U.S. Freight Rail Network



Administration Priorities



The Office of the Administrator coordinates with the Office of the Secretary, labor unions, and the railroad industry to ensure the Administration's priorities are implemented.

- Improving Rail Safety
 - Train Crew Staffing Rulemaking
 - Railroad Safety Advisory Committee (RSAC)
- Climate Change
 - Decarbonization of transit and rail
- Equity
 - Disadvantaged Business Enterprise (DBE) program
- Economic Recovery
 - American Jobs Plan
 - Bipartisan Infrastructure Framework



Amit Bose serves as the FRA Deputy Administrator. Previously, Amit worked at HNTB, an architectural and engineering firm, where he also served as board chair of the Coalition for the Northeast Corridor and on the New Jersey Restart and Recovery Advisory Council.

He has previously served at the FRA during the Obama-Biden Administration as Deputy Administrator, Chief Counsel, Senior Advisor and Director of Governmental Affairs and the U.S. Department of Transportation (DOT) as Associate General Counsel and Deputy Assistant Secretary for Governmental Affairs. In those positions, he worked on safety, policy, regulatory, and governmental affairs matters, and provided legal counsel, guidance and advice to the Office of the Secretary and DOT's operating administrations.

Before joining DOT, Amit also worked for New Jersey Transit, the New Jersey Department of Transportation and as a transportation staffer in the U.S. Congress.





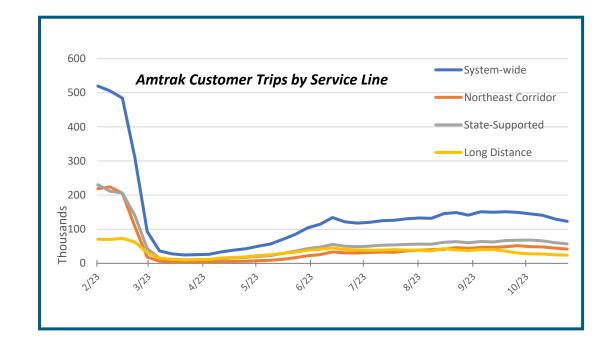
FRA Response to the COVID-19 Pandemic

Issued Emergency Order 32 – Face mask requirement

Supplemental Grants to Amtrak

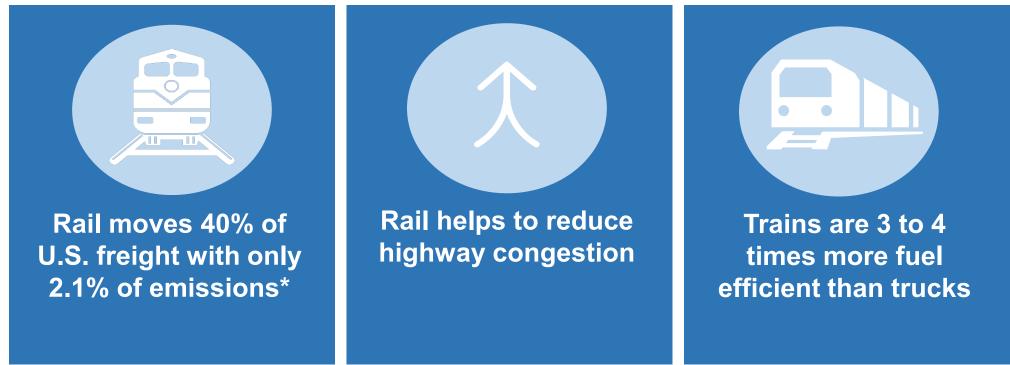
- CARES Act \$1.02 billion
- CRRSA Act \$998 million

	 \$25.170 (Removed) 7. Removed § 25.170. 8. Revise § 25.171 to read as follows: \$25.171 Space station point of contact reporting requirements. (a) Annual report. On June 30 of each 	Persons to Wear Masks While on Goweysances and al Transportation Hubs, This E.O. also implements Promoting COVID-19 Safety in Domestic and International Travel, issued on January 21, 2021, requiring masks to be wrom in or on airports.	and carry out enforcement of the CDC Order with respect to transportation entities subject to its jurisdiction. In issuing this E.O., FRA is exercising its emergency railroad safety authority to the extent necessary to require mask wearing in accordance with the CDC
DEPARTMENT OF TRANSPORTATION	year, a space station licensee or market access recipient must provide a current listing of the names, titles, addresses, email addresses, and telephone numbers of the points of contact for resolution of	commercial aircraft, and various modes of surface transportation, including trains. Specifically, this E.O. addresses requirements for face mask use with respect to all freight rail operations and	Order and implement Executive Order 13990 with respect to freight rail operations and those portions of passenger rail operations ³ not already covered by the TSA SD. FRA is not
ederal Railroad Administration	interference problems and for emergency response. Contact personnel should include those responsible for	portions of each passenger rail operation under FRA's safety jurisdiction. DATES: This emergency order is effective	exercising its authority over any other aspect of the COVID-19 pandemic and does not otherwise intend by this E.O.
Emergency Order No. 32, Notice No. 1]	resolution of short-term, immediate interference problems at the system	March 1, 2021. FOR FURTHER INFORMATION CONTACT:	to affect working conditions for employees and contractors engaged in railroad operations. ⁴
Emergency Order Requiring Face Mask Use in Railroad Operat	control center, and those responsible for long-term engineering and technical design issues. (b) Updated information. If a space station liconsee or market access recipient point of contact information charges, the space station licensee or	Mark Patterson, Director, Office of Data Analysis and Program Support, at (202) 493–6282 or mark patterson@dot.gov: Elizabeth Gross, Attornsy Adviser, Office of the Chief Counsel, at (202) 493–1342 or elizabeth grossifield.gov; or Veronica Chittim, Attorney Adviser.	Authority Authority to enforce Federal railroad safety laws has been delegated by the U.S. Secretary of Transportation to the Administrator of FRA. 49 U.S.C. 103: 49
UMMARY: To help prevent the spread of coronavirus disease 201	market access recipient must file the updated information within 10 days of the change. (c) Electronic filing. Filings under	Office of the Chief Counsel, at (202) 400-0273 or veronica.chiltim@dot.gov. SUPPLEMENTARY INFORMATION:	CFR 1.89(e) and internal delegations. Railroads are subject to FRA's safety jurisdiction under the Federal railroad safety laws. 49 U.S.C. 20101, 20103.
tailroad Administration (FRA) is issuing this emergency order (EO	paragraphs (a) or (b) of this section must be made electronically in the Commission's International Bureau	Introduction FRA is issuing this E.O. to implement Executive Order 13998. ¹ which directs	FRA is authorized to issue emergency orders where an unsafe condition or practice "causes an emergency situation
he mask requirements of the Order of the Centers for Disease Contr	Filing System (IBFS) in the "Other Filings" tab of the station's current authorization file.	the Secretary of Transportation to take action to require masks to be worn in compliance with CDC midelines in or	Involving a bazard of death, personal injury, or significant harm to the environment." 49 U.S.C. 20104. Emergency orders may immediately
Requirement for Persons to Wear Masks While on Conveyances and	 9. Amend § 25.172 by revising paragraph (a)(1) to read as follows: 	on trains. ² On January 31, 2021, the Transportation Security Administration	impose "restrictions and prohibitions that may be necessary to abate the
This EO also implements Executive Order 13998, Promoting COVI	§ 25.172 Requirements for reporting space station control arrangements.	(TSA) issued Security Directive (SD) 1582/84-21-01, Security Measures- Face Mask Requirements (TSA SD), to	situation." Id. COVID-19 Pandemic
nternational Travel, issued on January 21, 2021 (Executive Order 1	 (1) The information required by § 25.171(a). 	implement Executive Order 13998 and to enforce the CDC Order with respect to conveyances and transportation facilities used in various modes of	Due to the ongoing COVID-19 pandemic, and to reduce the spread of COVID-19, President Biden issued Executive Order 13908, Promoting
vorn in or on airports, commercial aircraft, and various modes of su	Editorial Note: The Office of the Federal Register received this document on December 23, 2020. IPR Dec. 2020.2000 Filed 22621. 8-85 and	surface transportation, including passenger rail. On February 12, 2021, the Secretary of Transportation issued an Action	COVID-19 Safety in Domestic and International Travel, on January 21, 2021, requiring masks to be worn in airports, on commercial aircraft, and in
ncluding trains. Specifically, this EO addresses requirements for fa	BILLING CODE 8712-01-P	Memorandum to further USDOT's efforts to implement the President's	various modes of surface transportation,
Il freight rail operations and portions of each passenger rail operation	DEPARTMENT OF TRANSPORTATION Federal Railroad Administration	Executive Order 13998. Finding that COVID-19 and its variants continue to present unprecedented challenges to the health of the traveling public in all	³ For an explanation of hew PRA exercises its safety jurisdiction over passenger rail operations, see "PRA's Policy on Jacindiction Over Passenger Operations" in 49 CPR part 209, appendix A Statement of Agency Policy Concerning
urisdiction.	49 CFR Parts 209 and 211	modes of transportation, and that the wearing of masks on all modes of transportation can mitiaate the risk of	Statement of Agency Policy Concerning Enforcement of the Federal Ralloual Safety Laws. Niching is this EO, is intended to interfece with any applicable jurisdiction over CDVID-19 issues
OR FURTHER INFORMATION CONTACT: Mark Patterson,	[Emergency Order No. 32, Notice No. 1] Emergency Order Requiring Face Mask	transportation can mitigate the risk of travelers spreading COVID-19 and can instill safety and confidence in transportation systems, the Secretary	into workplace by the Occupational Sidety and Health Administration. Additionally, FRA is not exercising its milroad adety anthority over any COVID-19 issues other then remaining correlations.
Analysis and Program Support, at (202) 493-6282 or mark.patterson	Use in Railroad Operations SUBMARY: To help prevent the spread of coronavirus disease 2019 (COVID-19).	directed FRA to take action to support	CDT0D-19 issue other than requiring compliance with muck mandates in accordance with the CDC Order, nor is it exercising its jurisdiction over how a national decides to comply with the CDC Order and this E.O. For example, a national may not
Attorney Adviser, Office of the Chief Counsel, at (202) 493-1342 or	the Foderal Railroad Administration (FRA) is issuing this emergency order (E.O.) to require compliance with the	*84 FR 7205 (Jan. 26, 2021). *For example, this E.O. applies to all persons in or on a foright busin, accommittee, high-rail vehicle, crew transportation vehicle, or is a milload transportation facility, terminal, year, storage	include any type of CDVID-19 risk-based based analysis as part of its railenad system safety program under either 49 CFR part 270 (System Safety Pressual or surt 271 (Bick Reduction Program) in
/eronica Chittim, Attorney Adviser, Office of the Chief Counsel, at	mask requirements of the Order of the Centers for Disease Control and Prevention (CDC), Requirement for	testing persons in testing, terminate yant, storage facility, yand office, new resum, maintenance shop, and other areas regularly occupied by presonael engaged in railward operations.	Programs) or part 2/1 (mask hormaculos programs) in order to protect that analysis from discovery or use in litigation under either 49 CFR 278.103 or 49 CFR 271.31.
eronica.chittim@dot.gov.			
UPPLEMENTARY INFORMATION:			





As we move towards *Build Back Better*, we need to rethink the way we move goods and people around the country to address climate change.



*U.S. transportation-related greenhouse gas emissions



Promoting Equity – Internally and Externally

FRA Internal Efforts

- Established a Diversity, Equity, and Inclusion (DE&I) Council.
- Identified **Special Emphasis Program Managers** to support diversity, equity, inclusion, and access (DEIA) efforts.

FRA External Efforts

- Conducting **Disparity Study** and pursuing **FRA Disadvantaged Business Enterprise (DBE)** program.
- **\$300 million of Amtrak station accessibility improvements** to help people with disabilities.
- Rail workforce development research with stakeholders to identify challenges and opportunities in making rail a career of choice.
- **Collaborating with colleges and universities**, including Historically Black Colleges and Universities (HBCUs), to provide research opportunities on innovative rail technologies.

U.S. Department of Transportation Federal Railroad Administration



Economic Recovery – Bipartisan Infrastructure Framework

Infrastructure Investment and Jobs Act (IIJA)

- The IIJA act includes \$66 billion in advance appropriations through the Bipartisan Infrastructure Deal to address Amtrak's backlog of equipment, stations, and deferred capital projects.
- Will modernize the Northeast Corridor.
- Develop new and improved intercity passenger rail corridors.
- Enhance safety at highway-rail grade crossings.
- Improve fluidity and safety of the freight rail network.
- Invest in clean-power freight and intercity passenger rail technologies.

Reauthorization

- The IIJA authorizes an additional \$36 billion for rail programs over five years.
- This funding is critical to sustaining the investment levels necessary to ensure that the United States has the multimodal transportation system required to meet the mobility, economic, equity, and climate challenges facing the country.



FRA Relationships



SAFETY ADMINISTRATION

Contact Us

Federal Railroad Administration 1200 New Jersey Avenue, SE Washington, DC 20590



