

# RAIL

*MOVING AMERICA FORWARD*



## FRA 101: Getting to Know FRA

# We Are FRA

## Mission:

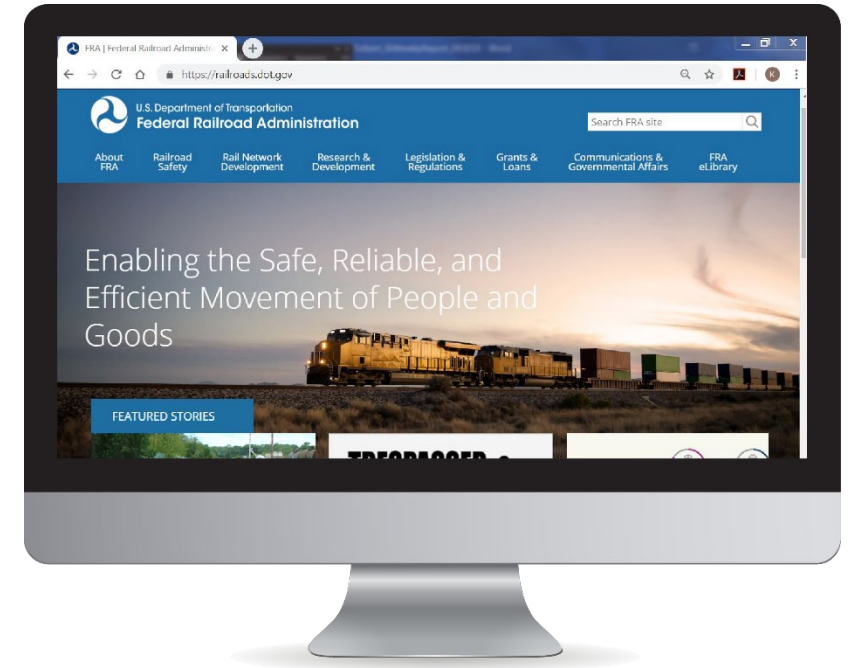
The mission of the Federal Railroad Administration (FRA) is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.

**Vision:** [RAIL – Moving America Forward](#)

## 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.

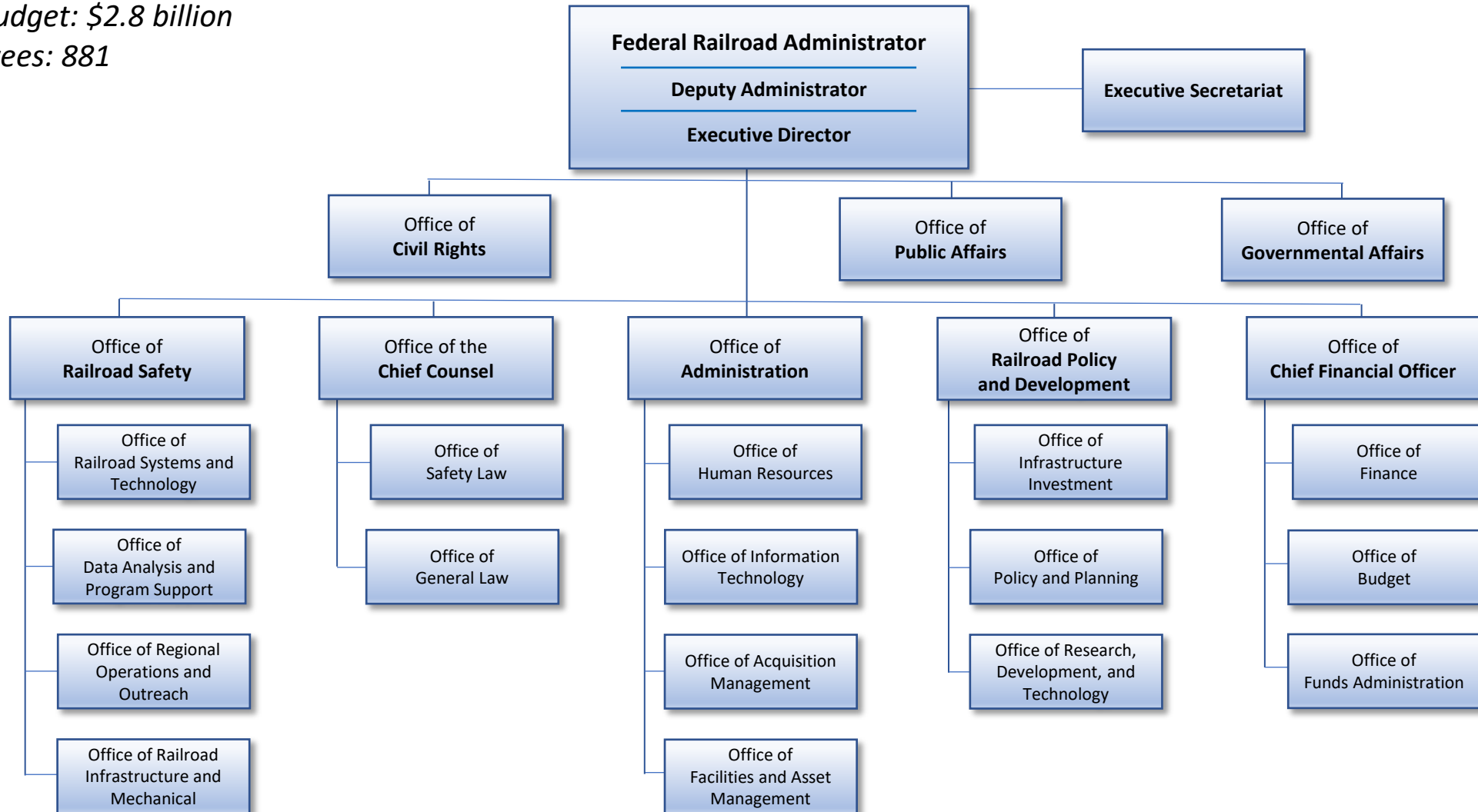


# Guiding Principles

- **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, cost-effective 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

*FY21 Budget: \$2.8 billion*  
*Employees: 881*

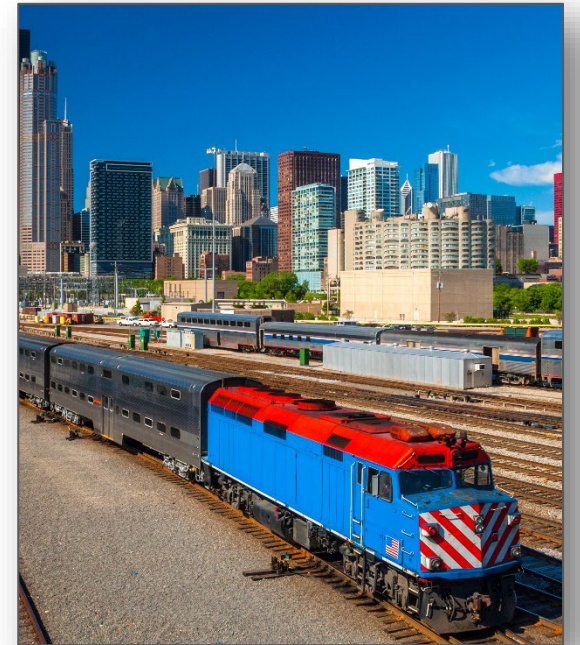


# Working Together for Rail Safety

**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.



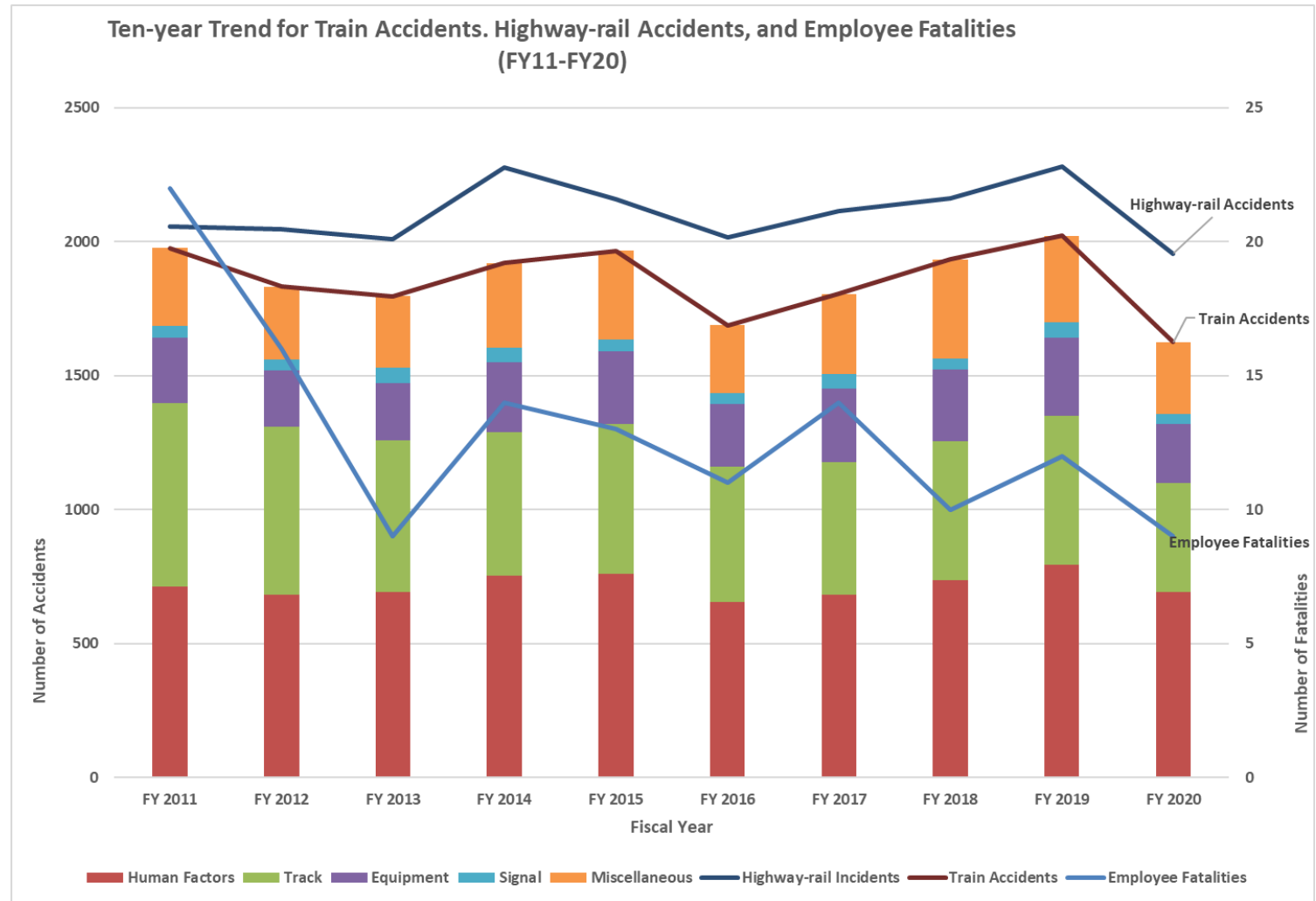
# Safety Is Our Number-One Priority

## 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 18%.
- Highway-rail grade crossing collisions decreased 5%.
- Employee fatalities declined by 59%.



# Safety Is Our Number-One Priority

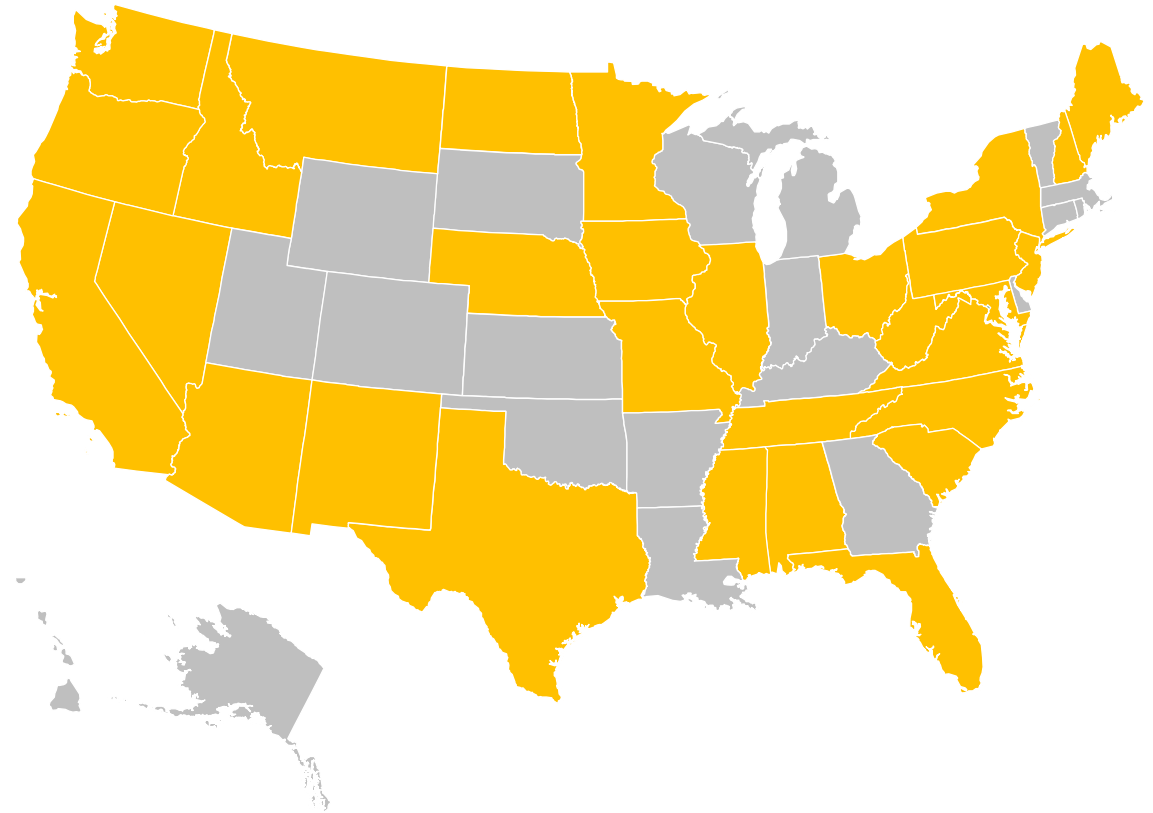
**FRA has implemented significant safety systems and preventative actions to reduce accidents and risks, including:**

- 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 (C<sup>3</sup>RS).
- 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:

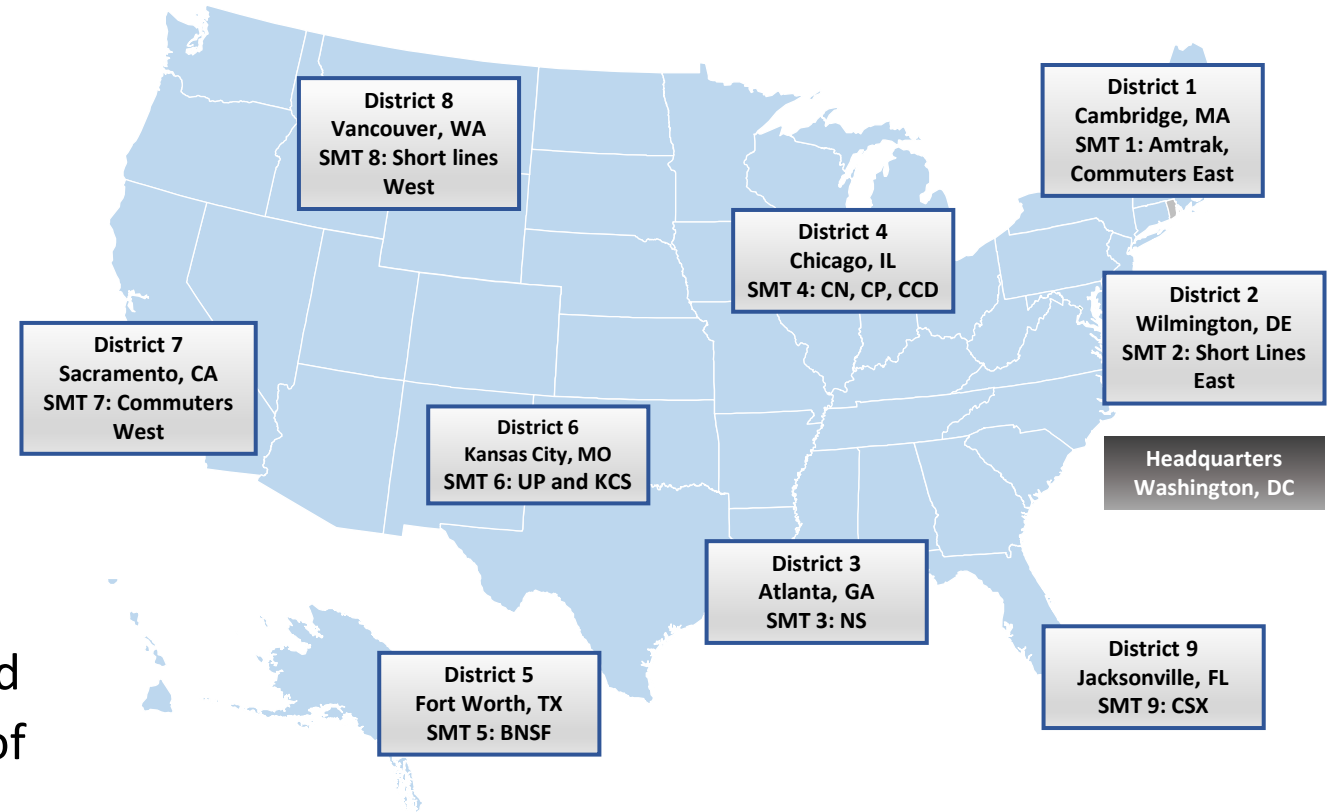
<https://railroads.dot.gov/divisions/partnerships-programs/state-rail-safety-participation>



# FRA Safety Management Teams

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

- **FOCUS:** 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.



## ROLLING STOCK

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



## TRAIN CONTROL & COMMUNICATION

- **FOCUS:** 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

- **FOCUS:** 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

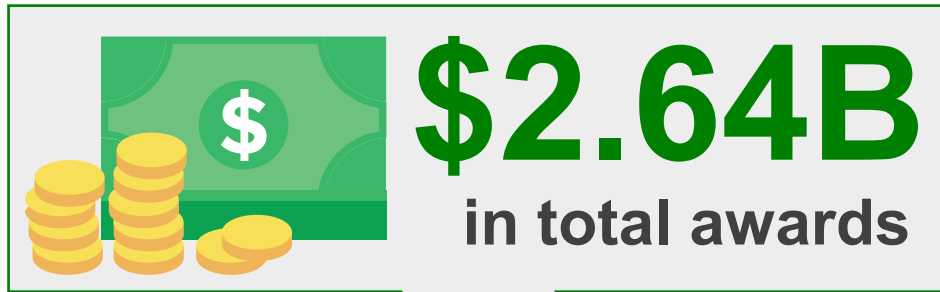
## FRA utilizes TTC for technical training of Office of Railroad Safety field inspectors and specialists.

- 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.

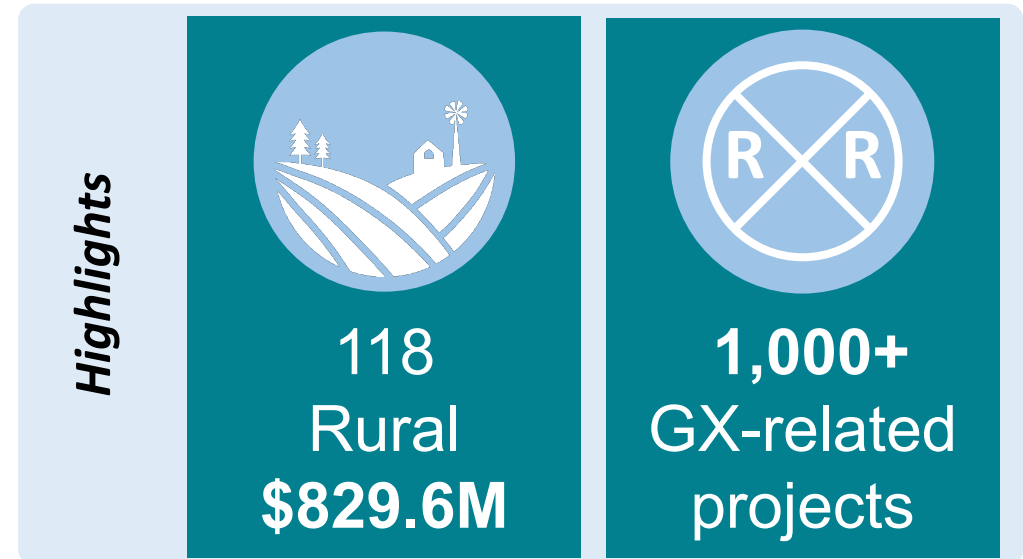
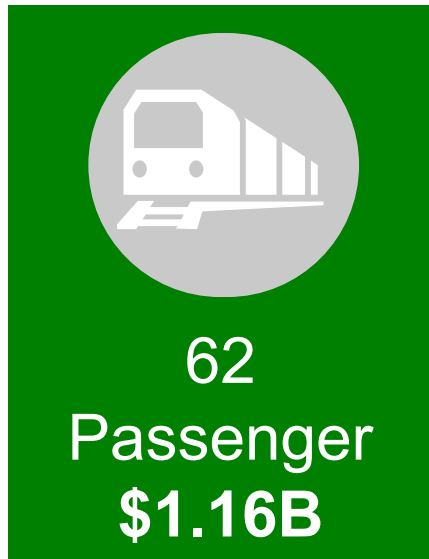


# Infrastructure Investment

## DOT and FRA Discretionary Rail Grants 2017–2020



for  
**348**  
projects  
selected



# Overview of Amtrak Passenger Rail Network

**12.5M**

Passenger Trips on the Northeast Corridor (NEC)\*

**15.4M**

Passenger Trips on State Supported Routes\*

**4.6M**

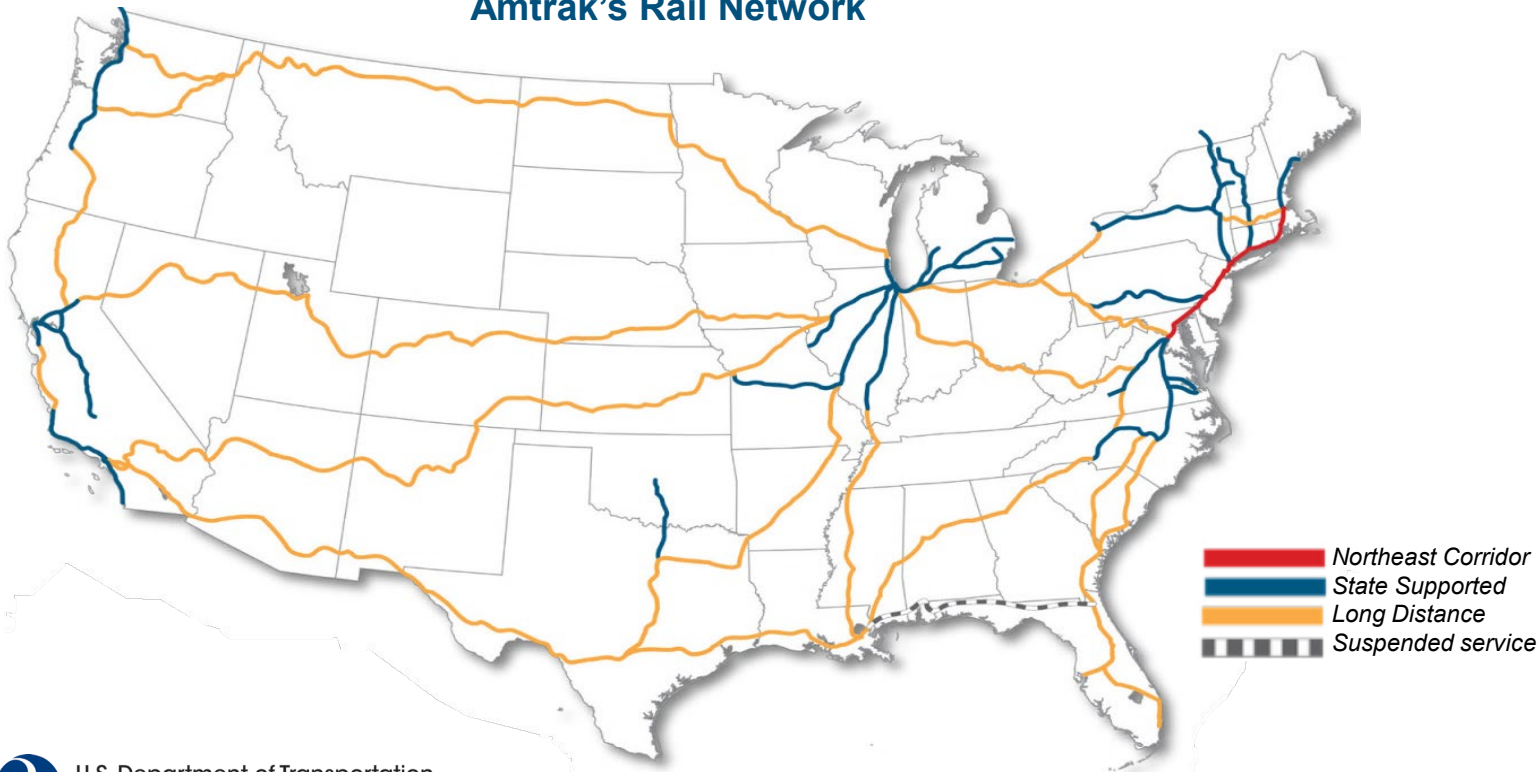
Passenger Trips on Long Distance Routes\*

**32.5M**

Total Passenger Trips on Network\*



Amtrak's Rail Network



New Acela, coming soon

# 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:**

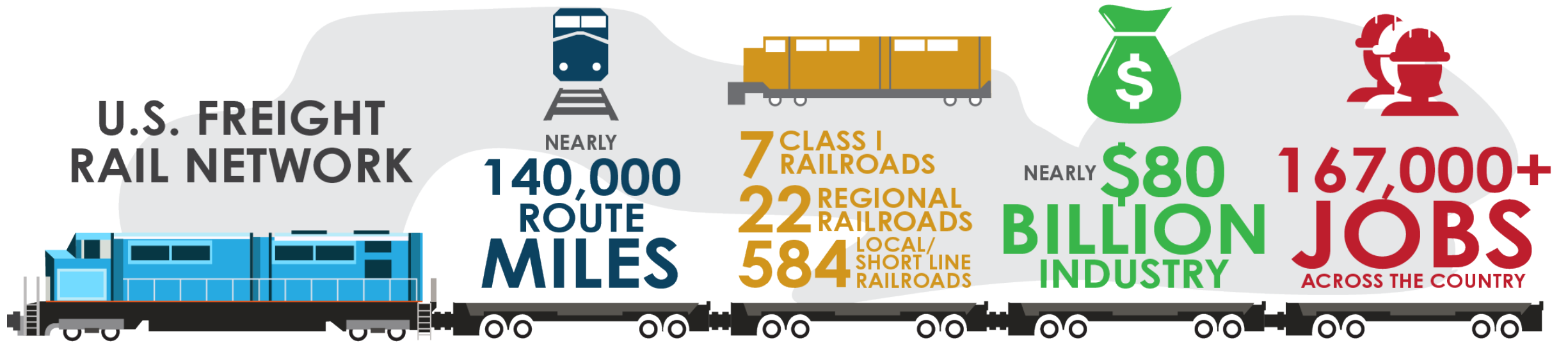
- High-speed, high-frequency Northeast Corridor (NEC) services.
- State-supported short-distance corridor service in heavily populated regions.
- Long-distance services connecting rural areas and distant population centers.

## **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



*Class II and III railroads*



*Class I Railroads*



# Administration Priorities

# Administration Priorities Overview

**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

# About the FRA Deputy Administrator

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

DEPARTMENT OF TRANSPORTATION  
Federal Railroad Administration  
[Emergency Order No. 32, Notice No. 1]  
Emergency Order Requiring Face Mask Use in Railroad Operations

**SUMMARY:** To help prevent the spread of coronavirus disease 2019 (COVID-19), the Federal Railroad Administration (FRA) is issuing this emergency order (EO) to require the use of face masks on all modes of surface transportation, including trains, aircraft, and various modes of surface transportation. Specifically, this EO addresses requirements for all freight rail operations and portions of each passenger rail operation.

**FOR FURTHER INFORMATION CONTACT:** Mark Patterson, Analysis and Program Support, at (202) 493-6282 or mark.patterson@dot.gov.

**SUPPLEMENTARY INFORMATION:**

**11888 Federal Register / Vol. 86, No. 38 / Monday, March 1, 2021 / Rules and Regulations**

**§ 15.170 (Revoked)**  
• Revoked § 15.170.  
• Revoked § 15.171 to read as follows:

**§ 15.171 Space station point of contact reporting requirements.**  
(a) Annual report. On June 30 of each year, a space station licensee or market access point of contact shall submit a report to the Administrator, including information on the status of the station, the status of the station's operations, and the status of the station's operations. The Administrator shall determine whether the licensee or market access point of contact has provided the information required by this section. If the Administrator determines that the licensee or market access point of contact has not provided the information required by this section, the Administrator shall issue a notice of violation. The Administrator shall determine whether the licensee or market access point of contact has provided the information required by this section. If the Administrator determines that the licensee or market access point of contact has not provided the information required by this section, the Administrator shall issue a notice of violation.

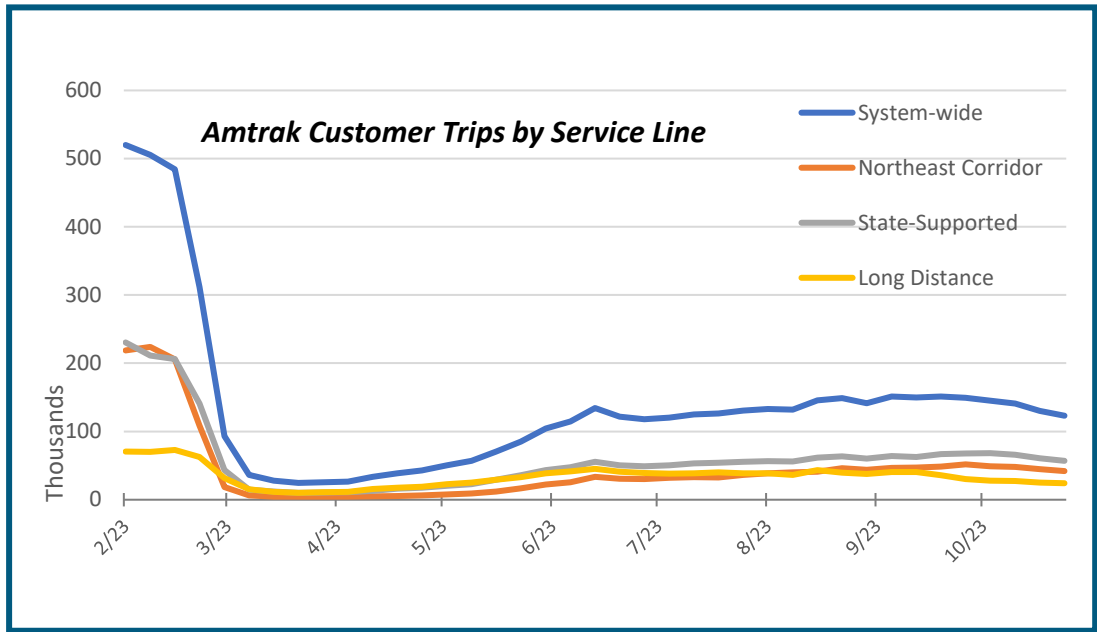
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**49 CFR Parts 205 and 211  
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# Climate Change – The Case for Railroads

**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.**



**Rail moves 40% of  
U.S. freight with only  
2.1% of emissions\***



**Rail helps to reduce  
highway congestion**



**Trains are 3 to 4  
times more fuel  
efficient than trucks**

*\*U.S. transportation-related greenhouse gas emissions*

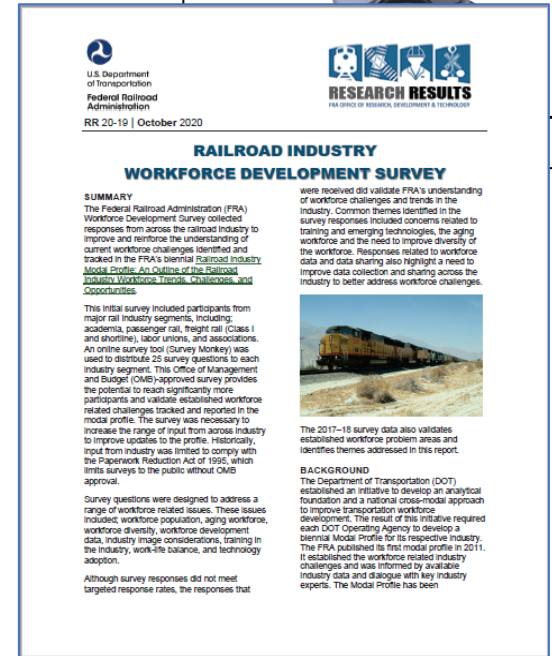
# Promoting Equity – Internally and Externally

## 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.



# 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



U.S. Department  
of Transportation  
**Pipeline and  
Hazardous Materials  
Safety Administration**



Federal  
Motor Carrier  
Safety  
Administration



U.S. Department  
of Transportation  
**Federal Transit  
Administration**



U.S. Department  
of Transportation  
**Federal Highway  
Administration**



U.S. Department of Transportation  
**Federal Railroad Administration**



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U.S. Department of Transportation  
**Federal Railroad Administration**