

# RAIL

*MOVING AMERICA FORWARD*



## FRA 101: Getting to Know FRA

# We Are FRA

## Mission:

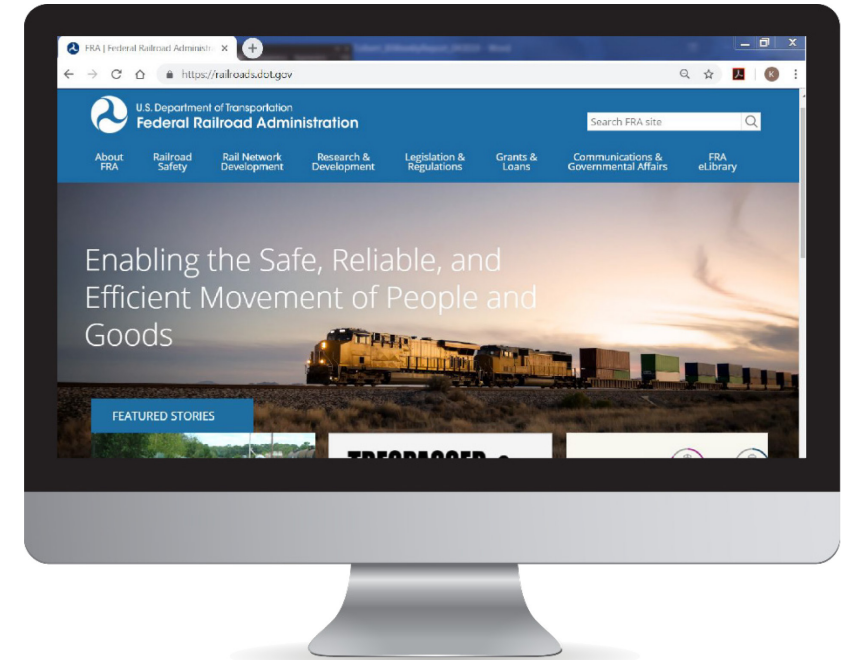
The mission of the Federal Railroad Administration (FRA) is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.

**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.

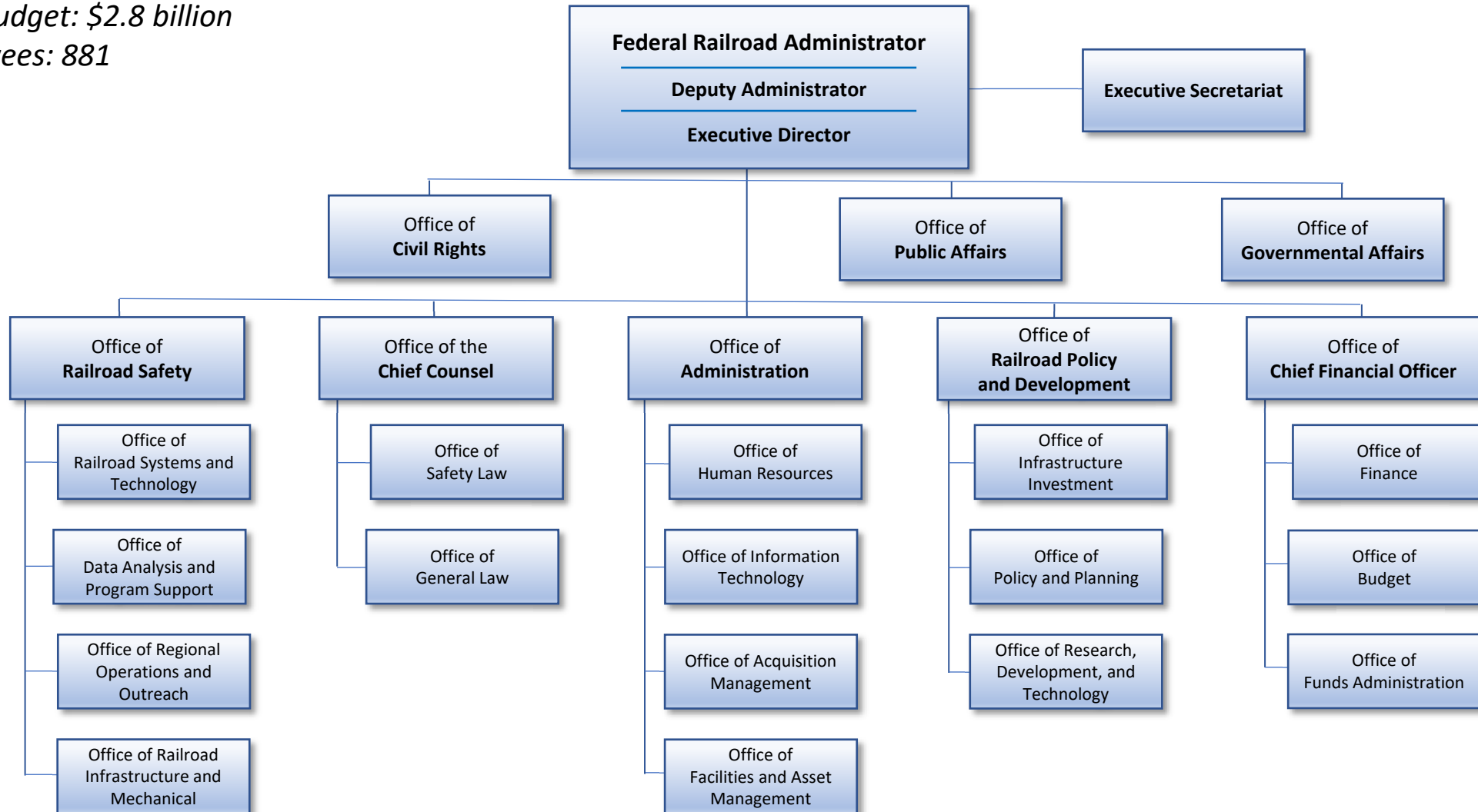


# Guiding Principles

- **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*

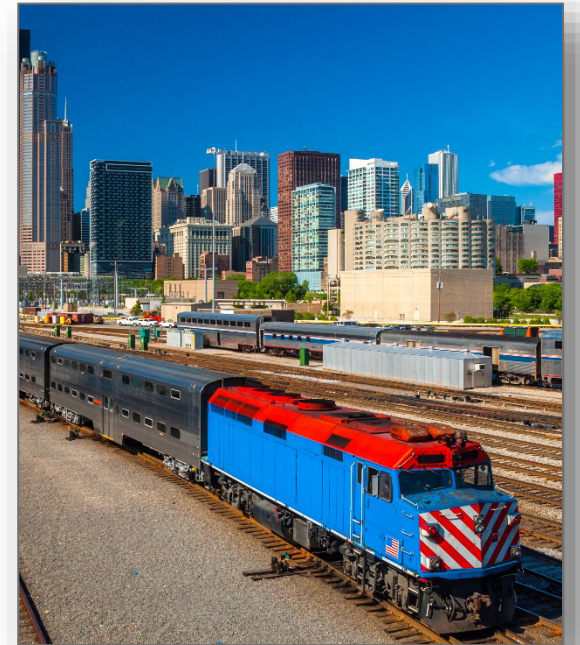


# Working Together for Rail Safety

**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.



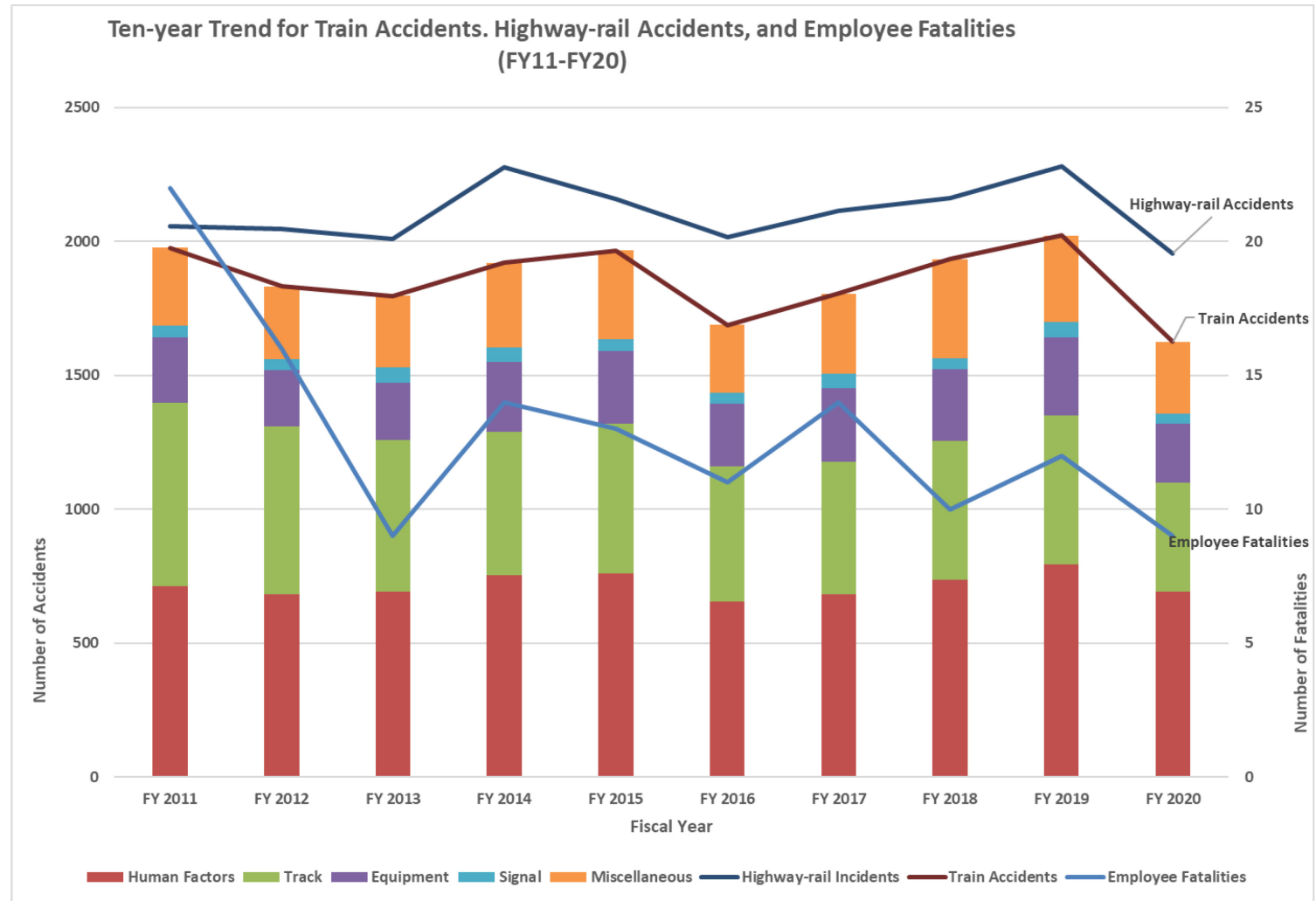
# Safety Is Our Number-One Priority

## 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

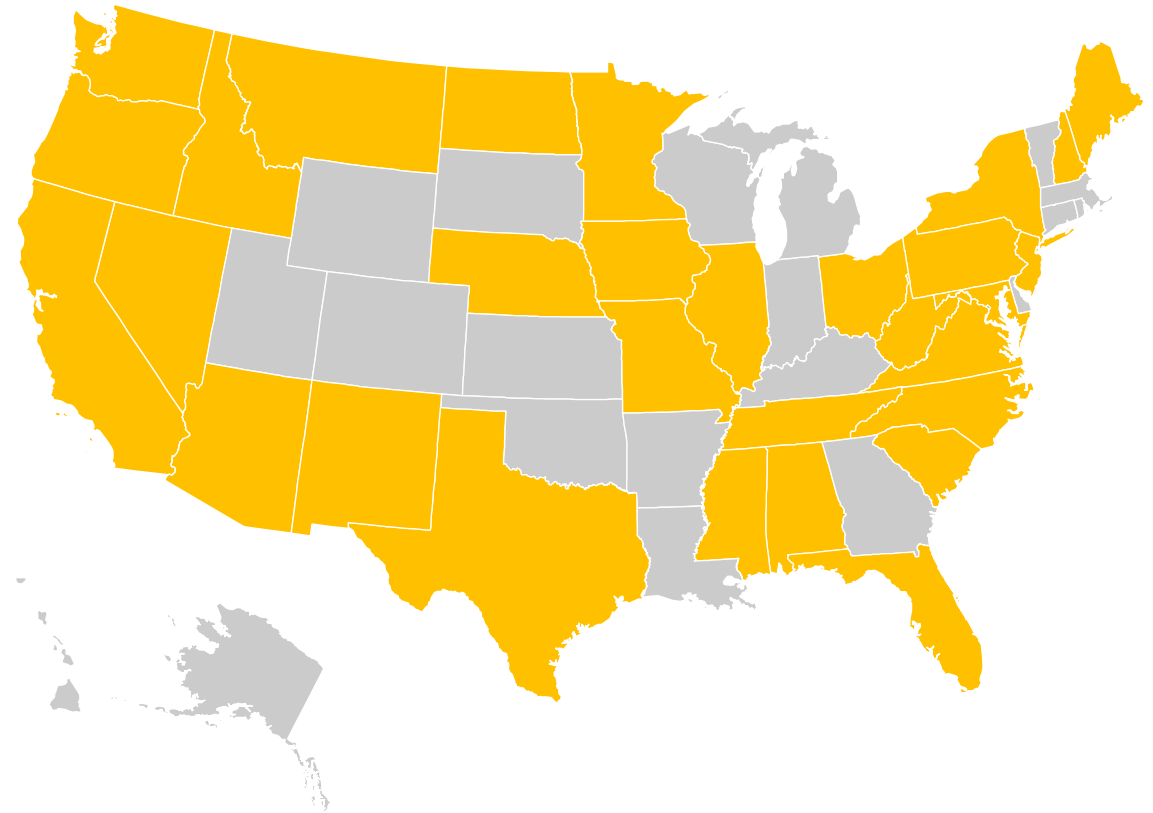
**FRA has implemented significant safety systems and preventative actions to reduce accidents and risks, including:**

- 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.



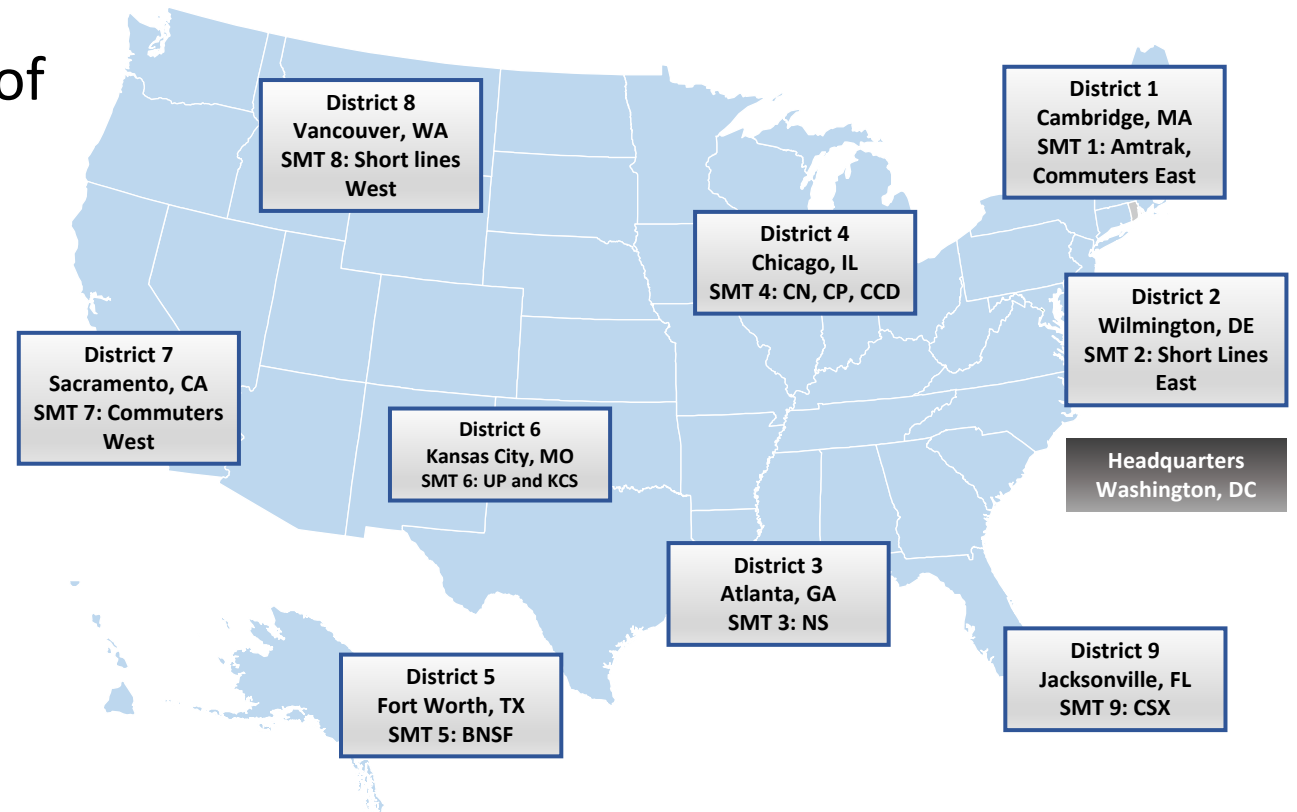
For more information, visit:

<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.



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# 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.

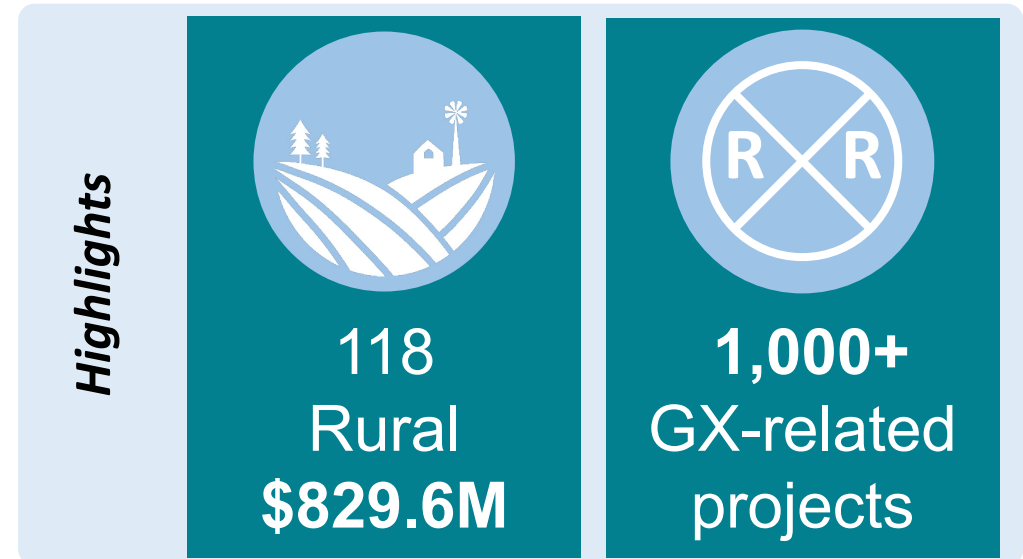
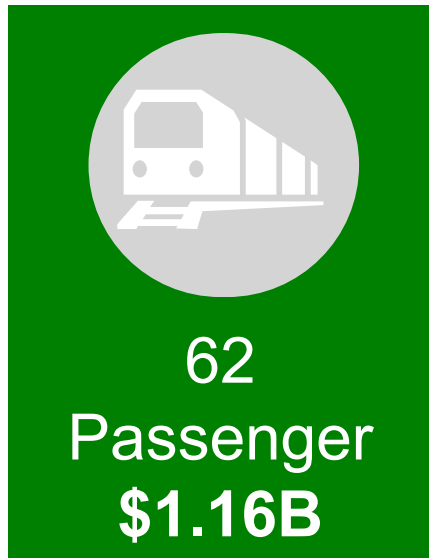


# Infrastructure Investment

## 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:**

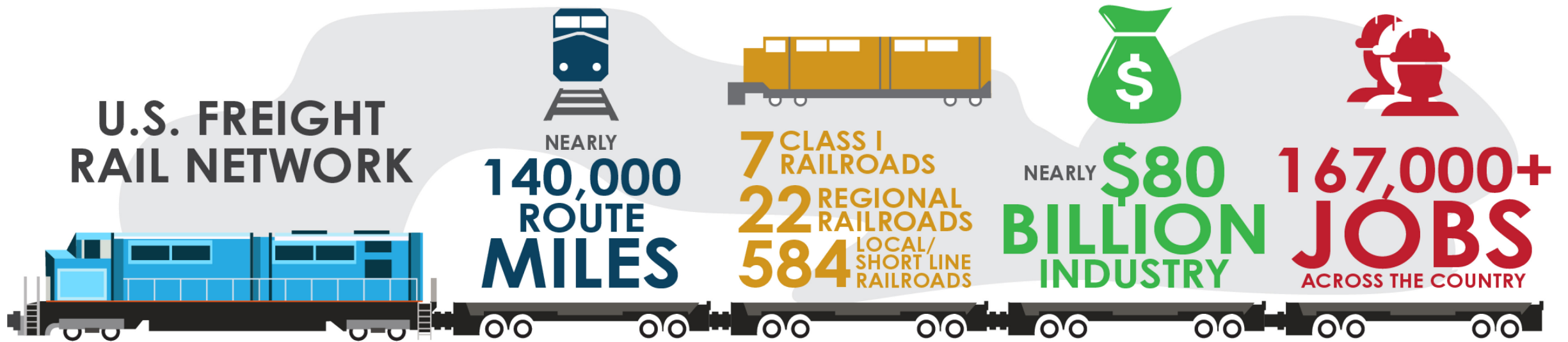
- High-speed, high-frequency Northeast Corridor (NEC) services.
- State-supported short-distance corridor service in heavily populated regions.
- Long-distance services connecting rural areas and distant population centers.

## **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.





# Climate Change and the Case for Rail

**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*

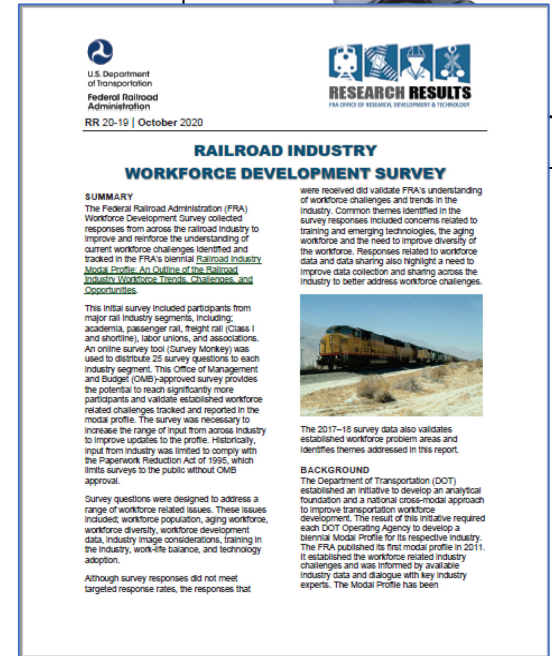
# Promoting Equity: Internally and Externally

## 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**



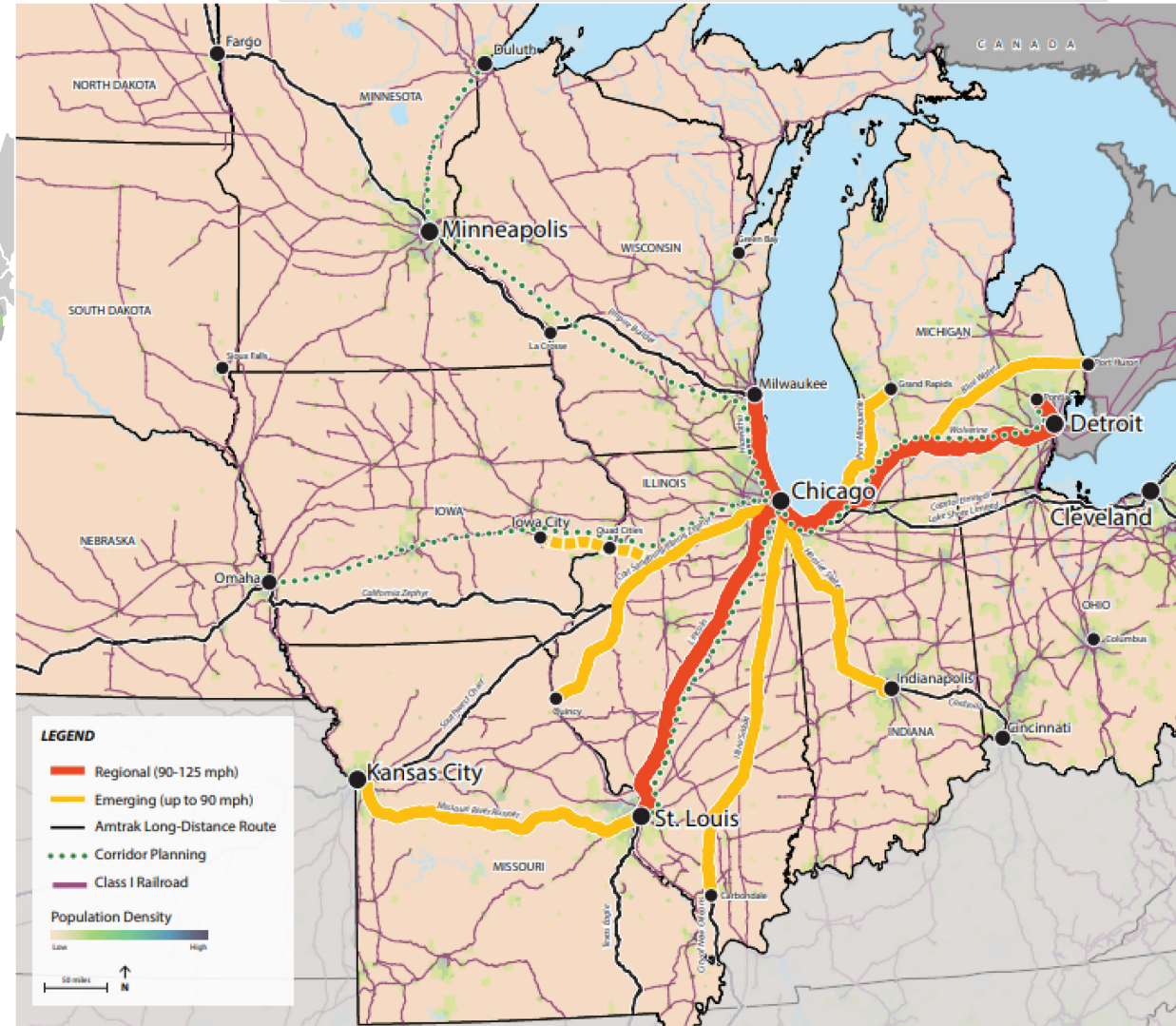
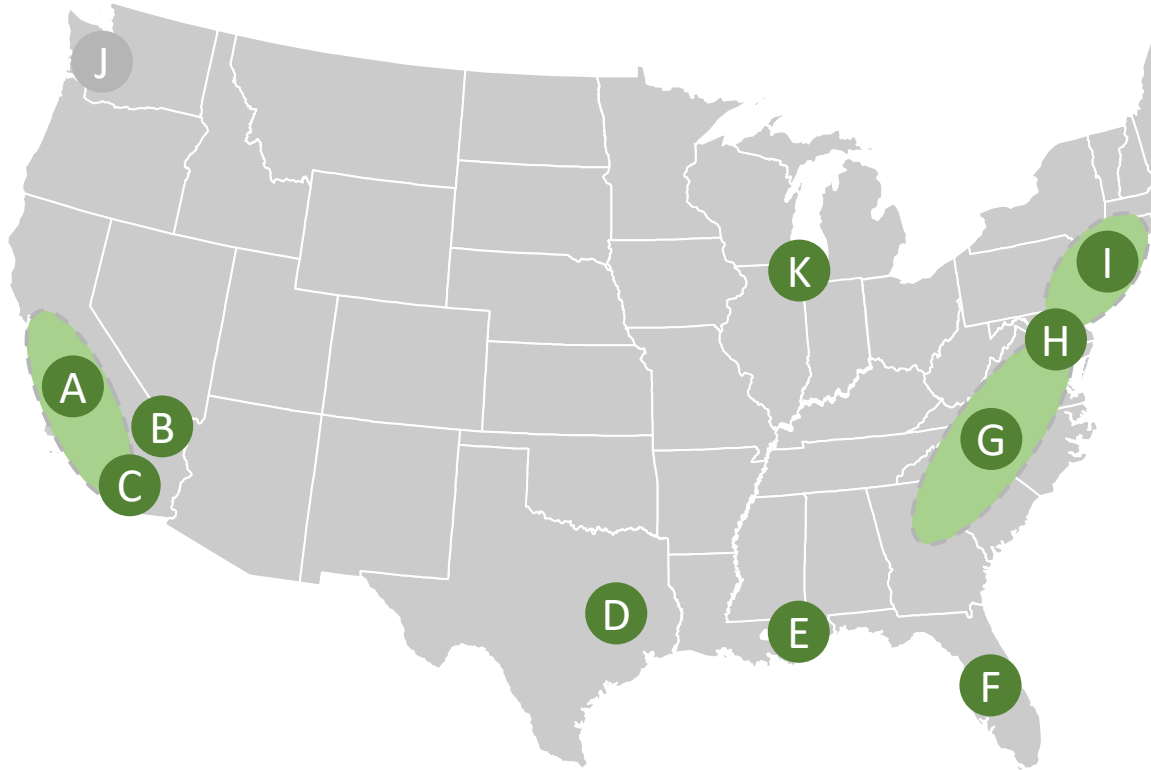
U.S. Department  
of Transportation  
**Federal Highway  
Administration**



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

# Promoting Economic Recovery: No Reason America Should Settle for Less

Examples of FRA working with state, local, and private partners to improve passenger rail in America. Click each letter to open a map.



# FRA Program Office Overviews

# Office of the Administrator

# Office of the Administrator Overview

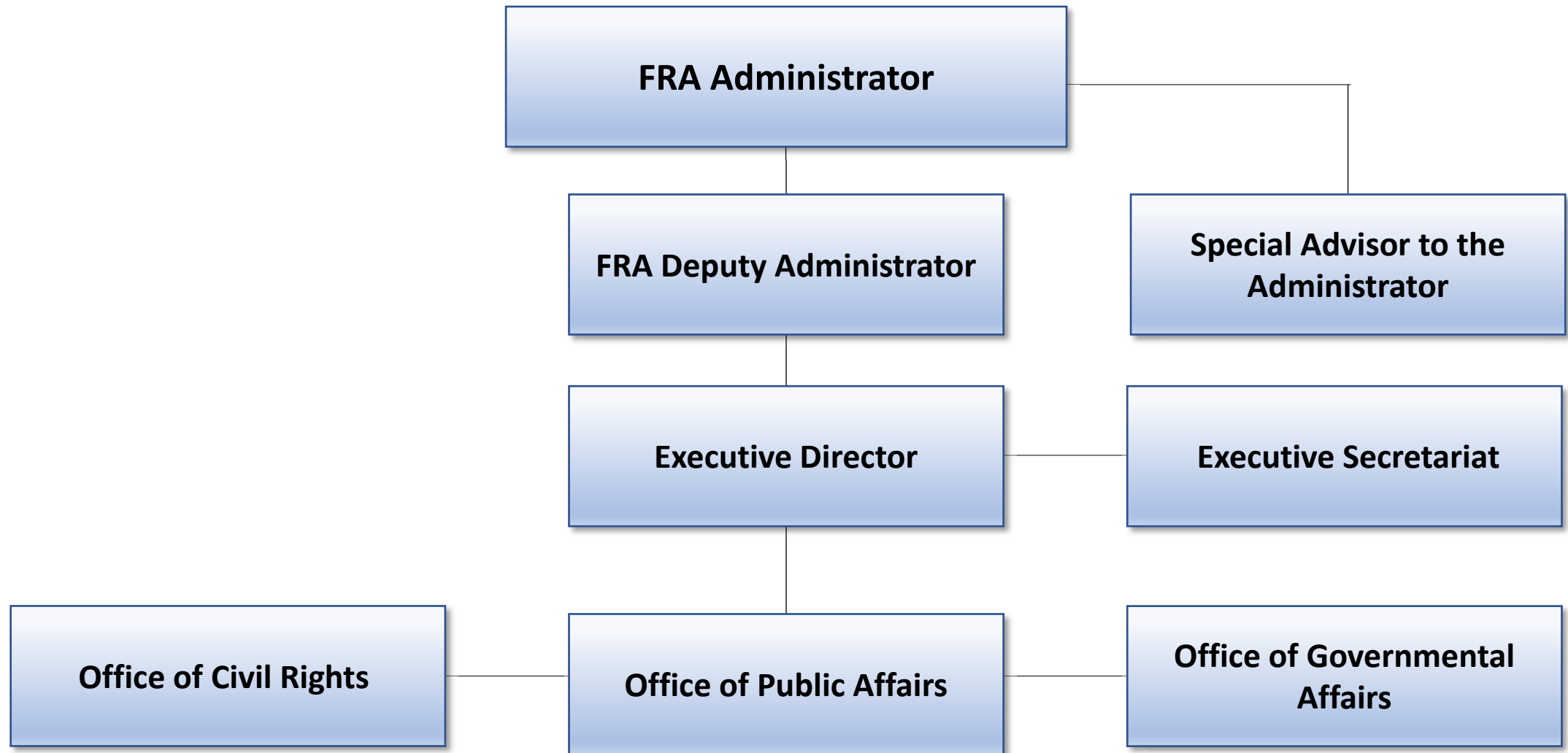
The **FRA Administrator** is responsible for overall planning, direction, and control of FRA activities. The Administrator maintains executive relationships with the Secretary, Deputy Secretary and Assistant Secretaries, heads of other operating administrations, Congress, other Federal agencies, the railroad community, and the public.

The **FRA Deputy Administrator** assists the Administrator in the discharge of responsibilities with authority to act for him/her in all matters not reserved to the Administrator. The Deputy Administrator participates in the making of policy and program decisions with the Administrator and is responsible for the overall planning, direction, and control of FRA activities.

The Office of the Administrator also includes:

- Office of Civil Rights (ROA-10)
- Office of Public Affairs (ROA-20)
- Office of the Executive Secretariat (ROA-31)
- Office of Government Affairs (ROA-40)

# Office of the Administrator Organizational Chart



# Office of Railroad Safety

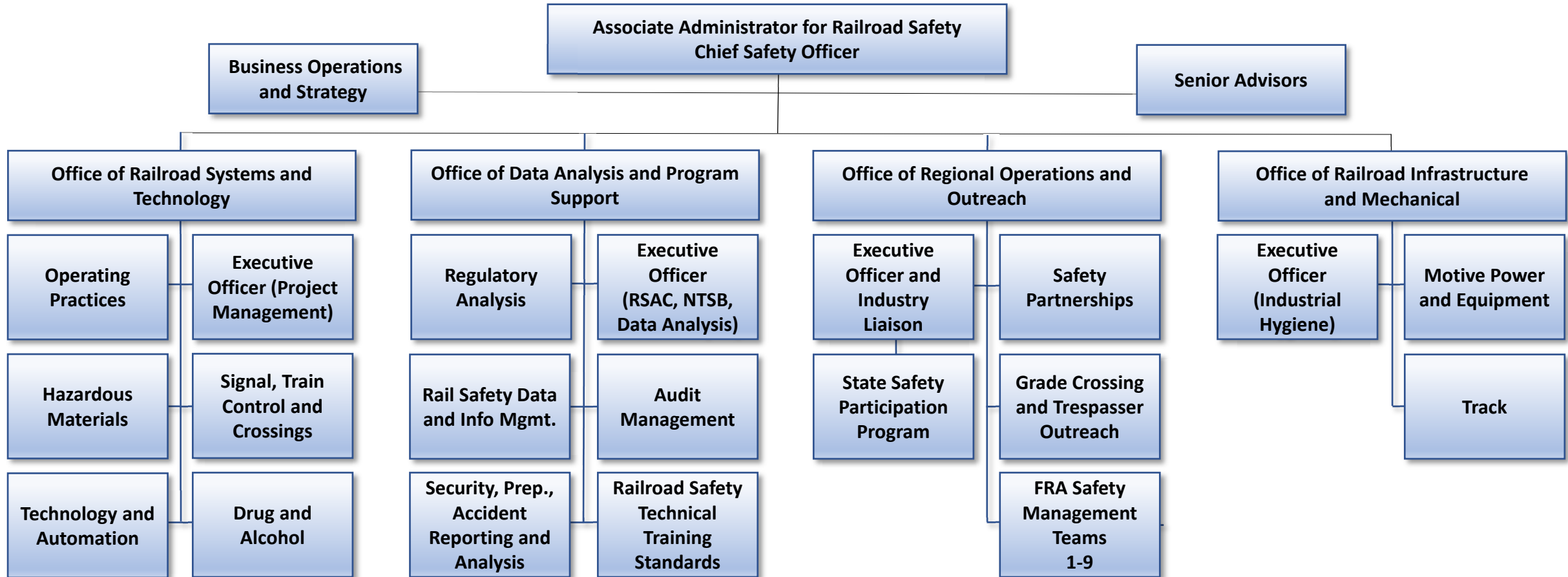
# Office of Railroad Safety Overview

Through more than 600 federal safety professionals, and with the assistance of state transportation partners, the Office of Railroad Safety (RRS) oversees industry compliance with all federal laws and regulations designed to promote the safety of railroads nationwide.

RRS comprises four offices:

- Office of Railroad Systems and Technology (RRS-10)
- Office of Data Analysis and Program Support (RRS-20)
- Office of Regional Operations and Outreach (RRS-30)
- Office of Railroad Infrastructure and Mechanical (RRS-40)

# Office of Railroad Safety Organizational Chart



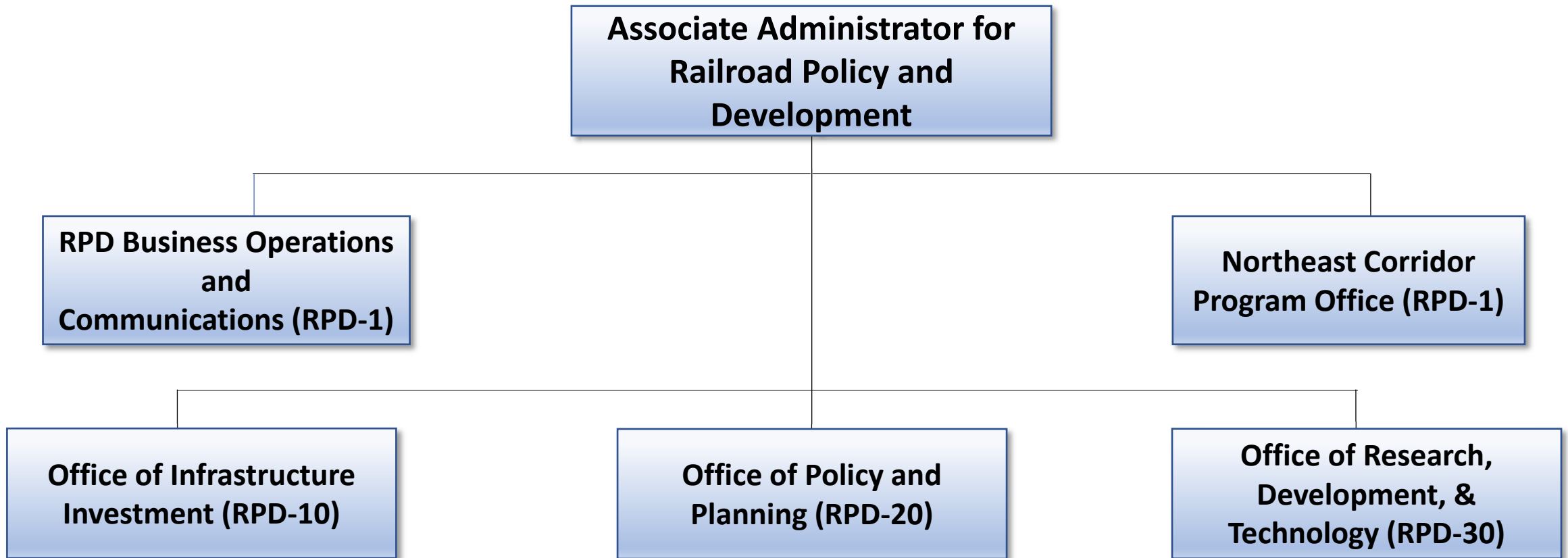
# Office of Railroad Policy & Development

# Office of Railroad Policy and Development Overview

The Office of Railroad Policy & Development (RPD) improves railroad safety, efficiency, and capacity through financial assistance, planning, research, development, and the application of innovative technologies.

- **RPD Business Operations and Communications** (RPD-1) provides business operations, logistics, communications, and administrative support services for RPD programs.
- **Northeast Corridor Program Office** (RPD-1) supports strong management of the NEC and consistency with DOT and FRA goals to ensure that FRA's NEC project and policy activities are well-coordinated.
- **The Office of Infrastructure Investment** (RPD-10) manages federal investment programs to develop and sustain high performance passenger and freight rail services, including providing support to program stakeholders to ensure program success.
- **The Office of Policy & Planning** (RPD-20) leads development of national rail strategy, policy and planning, including assessment of passenger and freight rail performance, investments and policy issues, and provides support to rail stakeholders planning and developing high-performance rail services.
- **The Office of Research, Development & Technology** (RPD-30) administers research, development and demonstration programs designed to improve the safety, security, efficiency, and capacity of freight rail transportation and passenger rail transportation, including intercity, commuter, and high-speed ground transportation systems.

# Office of Railroad Policy and Development Organizational Chart



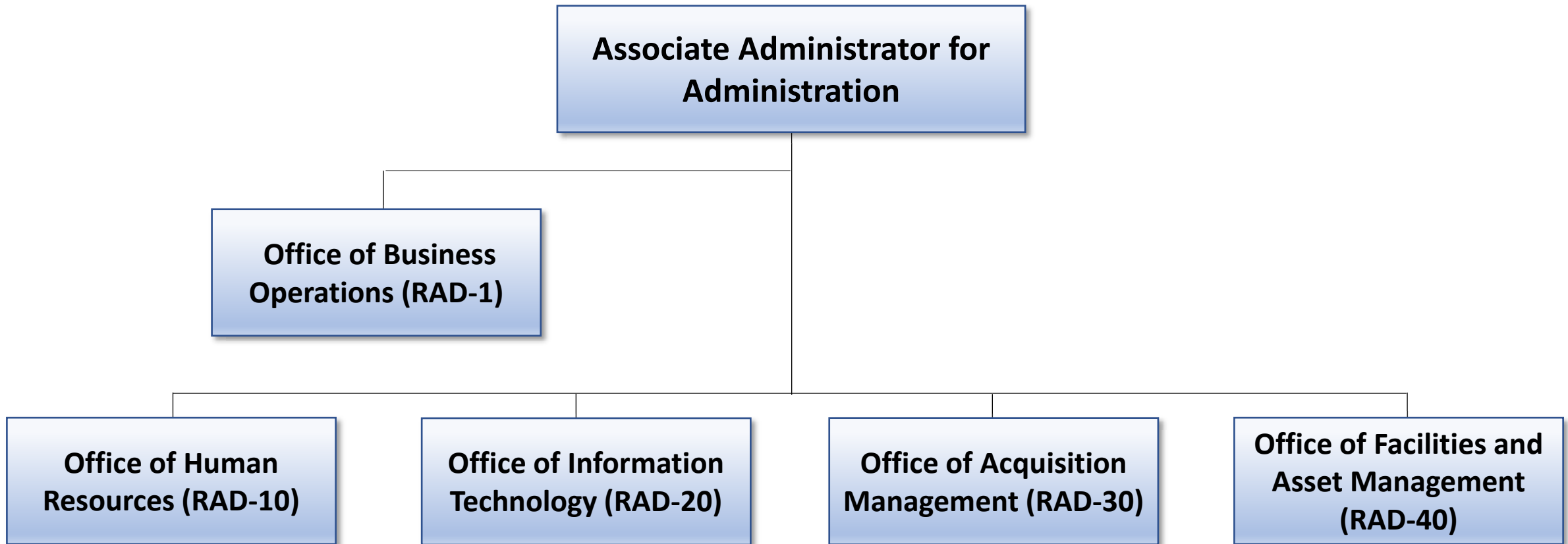
# Office of Administration

# Office of Administration Overview

**The Office of Administration (RAD) provides and manages the technology, facilities, equipment, contracts, and human resources necessary for FRA to achieve its mission. RAD is composed of 5 offices.**

- **The Office of Business Operations (RAD-1)** develops, plans, coordinates, and implements a program of requirements in the areas of business planning and analysis, budget and financial management, procurement administration, internal communications, and employee development and engagement.
- **The Office of Human Resources (RAD-10)** directs workforce planning, organizational development, position classification and compensation, pay administration, staff recruitment and placement, performance management, benefits programs, and HR support systems.
- **The Office of Information Technology (RAD-20)** manages IT capital planning, governance, operations, and security; develops digital applications; electronically manages FRA official records; coordinates IT continuity of operations and disaster response planning; and ensures compliance with Federal IT standards and regulations.
- **The Office of Acquisition Management (RAD-30)** provides acquisition planning, contract execution, and contract administration support and ensures compliance with federal acquisition policies and guidance.
- **The Office of Facilities & Asset Management (RAD-40)** manages real and personal property, fleet management, climate and sustainability programs and key support services such as printing, shipping, and transit benefits.

# Office of Administration Organizational Chart



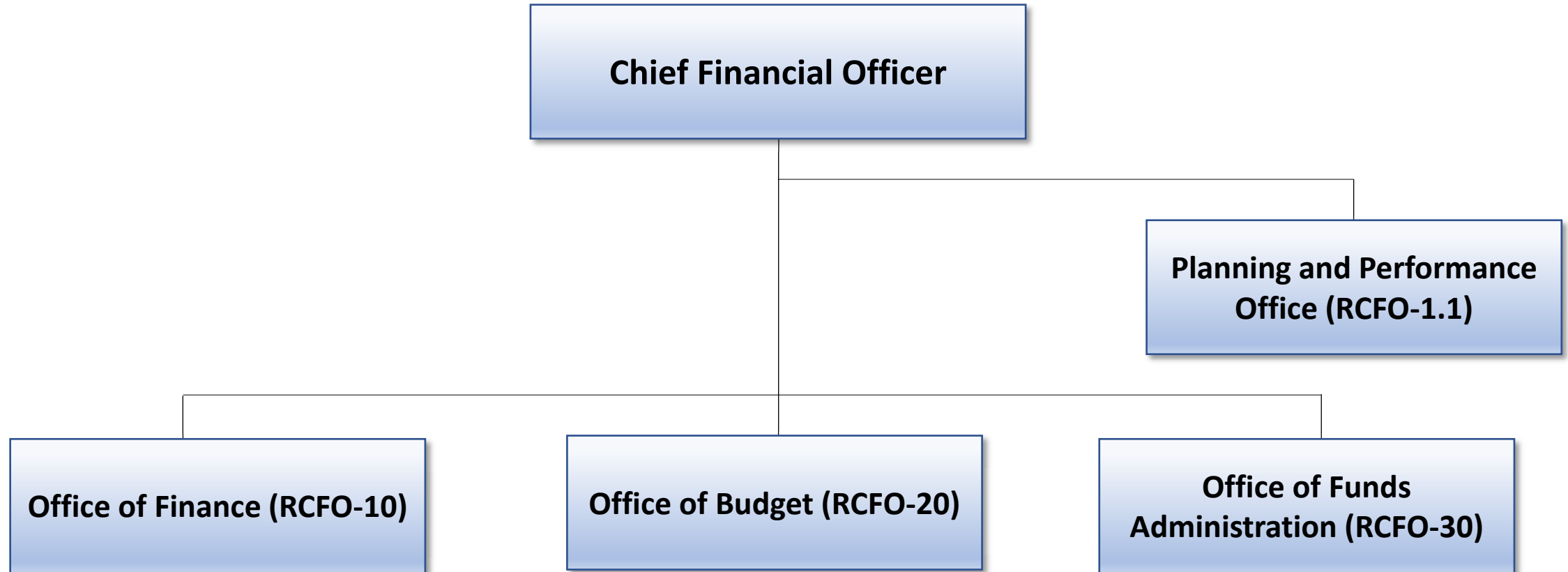
# Office of the Chief Financial Officer

# Office of the Chief Financial Officer Overview

**The Office of the Chief Financial Officer (RCFO) delivers valuable financial and performance planning, analysis, execution, and reporting services that promote sound business decisions to advance the FRA mission.**

- RCFO staff include accountants, budget analysts, financial management specialists, grants management specialists, and program management analysts.
- FRA administers four primary groups of funding accounts: Safety and Operations, Research & Development, Amtrak Grants, Competitive Grants.
- Following significant funding increases for rail under the 2009 American Recovery and Reinvestment Act and FY2010 appropriations, FRA's budget averaged between \$1.6B-\$1.7B annually until FY2017, when Congress began appropriating funds for FRA's FAST Act grant programs; FRA's non-emergency budget has averaged nearly \$2.9B the last four years.
- In response to COVID-19, Congress provided an additional \$250K for the S&O account and \$1B for Amtrak in FY2020, and \$2.7B for Amtrak in FY2021.

# Office of the Chief Financial Officer Organizational Chart



# Office of the Chief Counsel

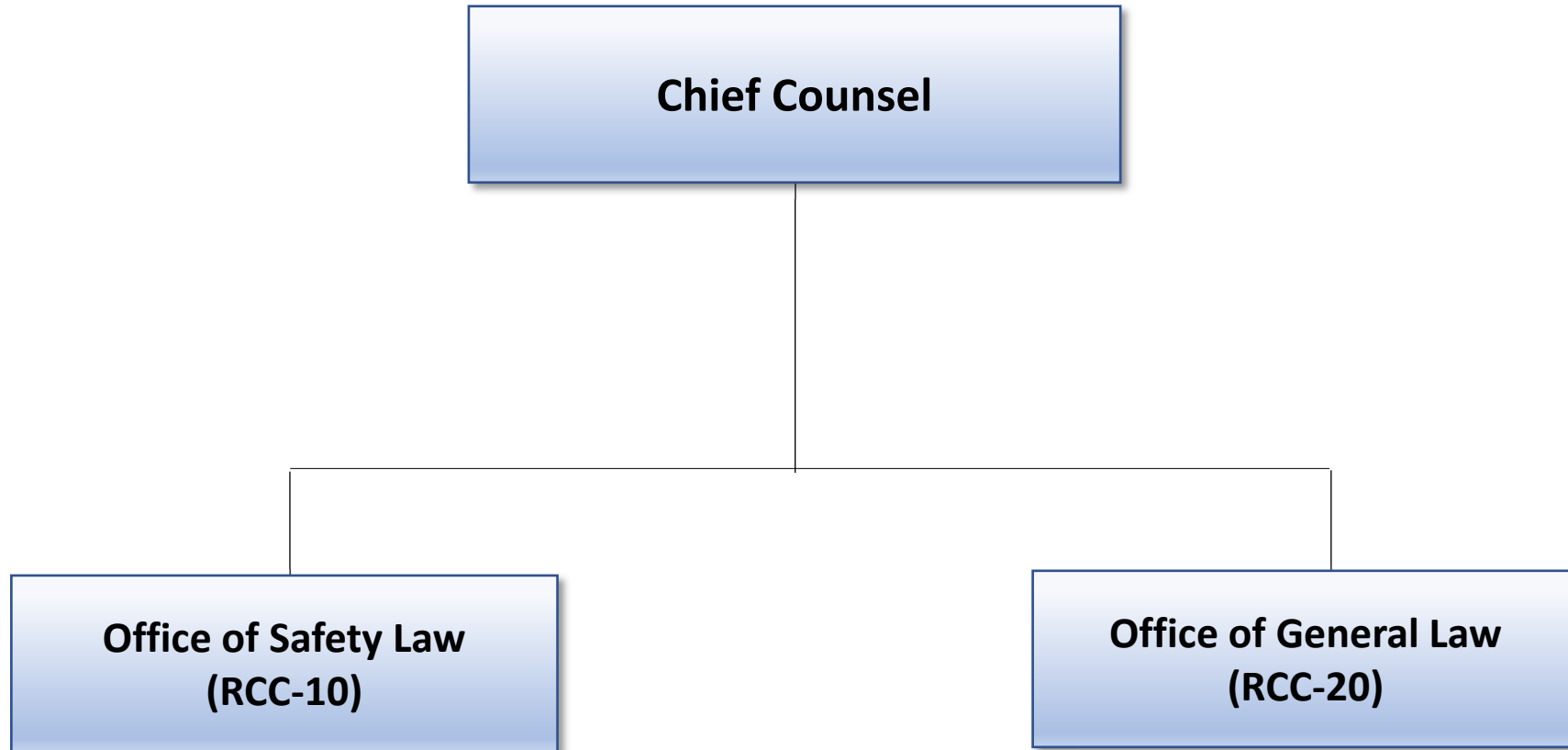
# Office of the Chief Counsel Overview

**The Chief Counsel serves as the principal legal advisor to the Administrator and provides executive direction over the Office of the Chief Counsel (RCC).**

**RCC is composed of two divisions:**

- The **Office of Safety Law** (RCC-10) develops and drafts the agency's safety regulations, assesses civil penalties for violations of the rail safety statutes and FRA safety regulations, and provides other legal support for FRA's safety program.
- The **Office of General Law** (RCC-20) provides legal services to FRA's various offices on all legal issues other than safety law, including environmental law, federal grants, procurement law, employment law, the Americans with Disabilities Act, property law, the Freedom of Information Act, Federal Tort Claims Act, and Surface Transportation Board matters.

# Office of the Chief Counsel Organizational Chart



# Contact Us

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Connect with us at [USDOTFRA](#)



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