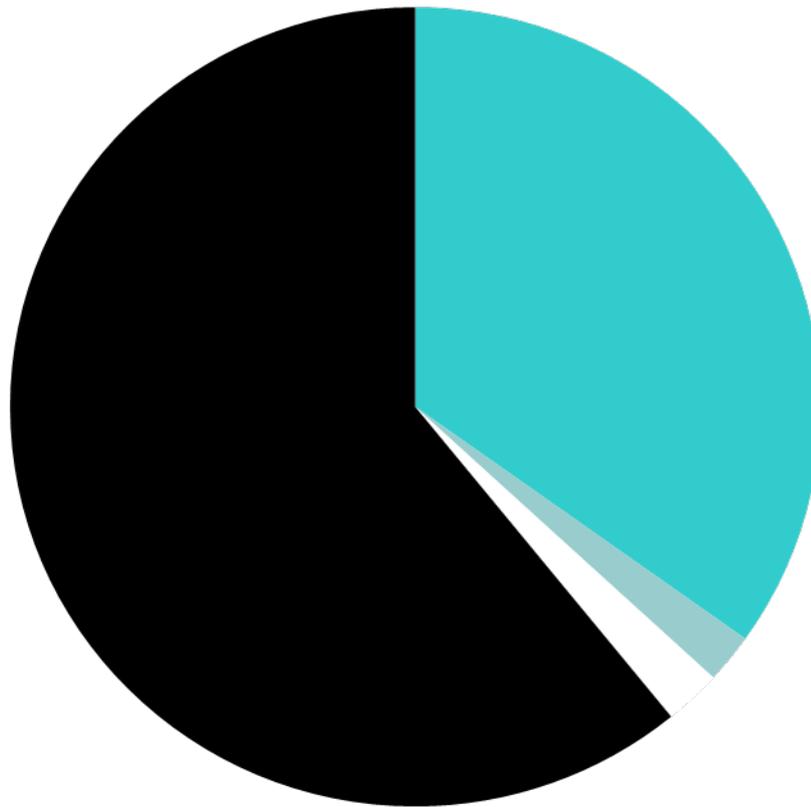




2010 State Rail Managers Meeting

Denver, CO
August 25, 2010

2009 Fatalities



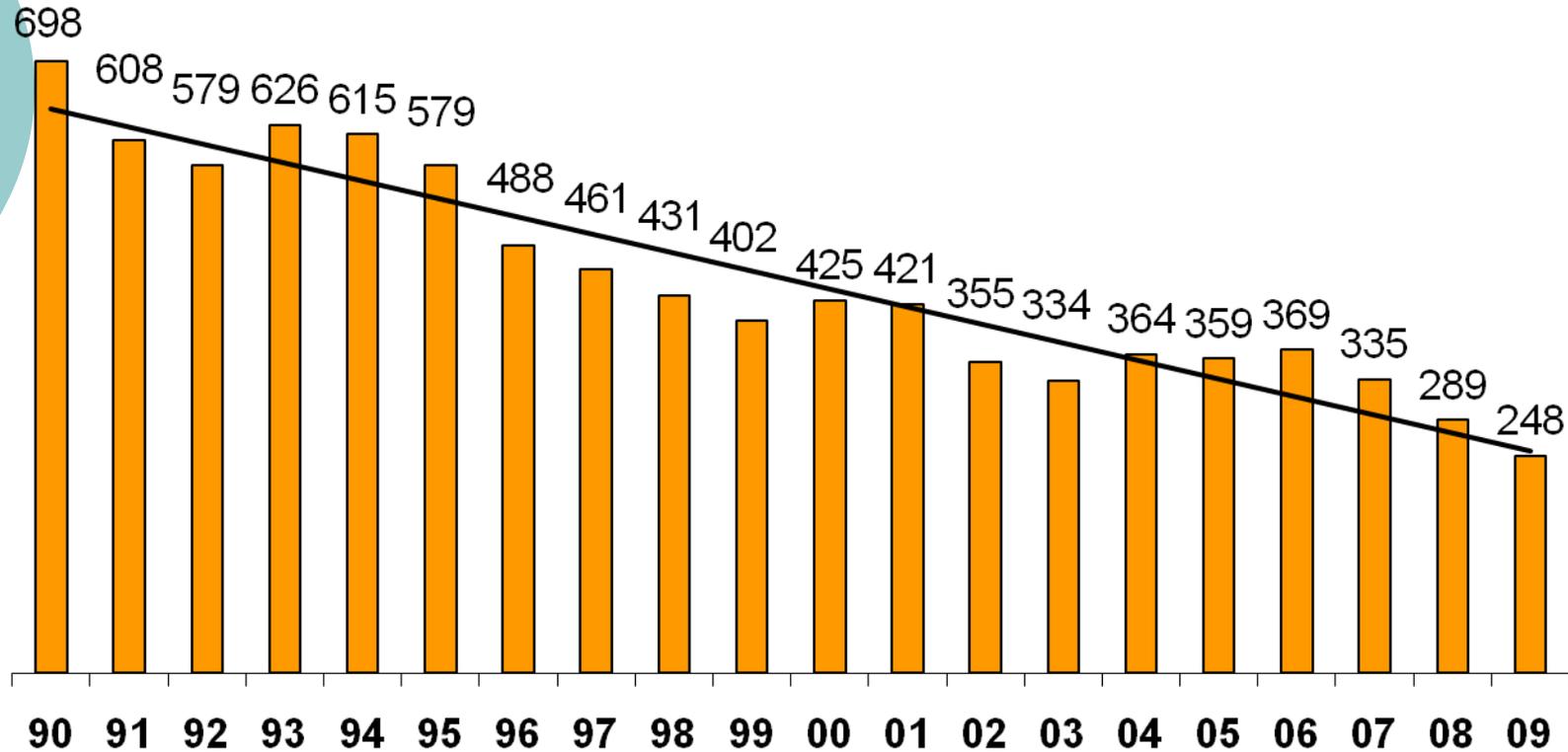
■ Crossing - 245 - 35%

■ Other - 14 - 2%

□ Employee - 16 - 2%

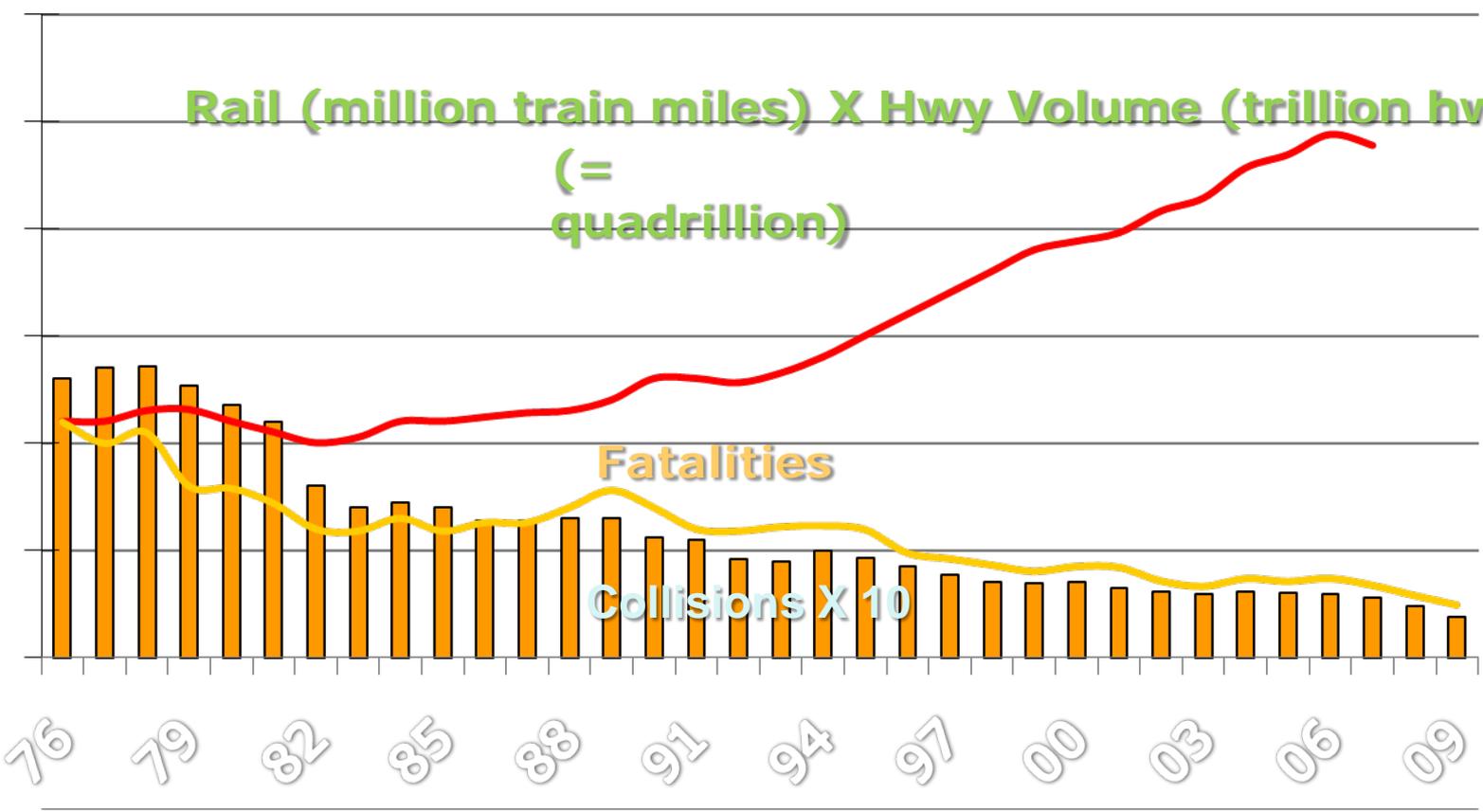
■ Trespass - 428 - 61%

Highway-Rail Fatalities Trends



Collisions, Fatalities and Exposure

3000
2500
2000
1500
1000
500
0

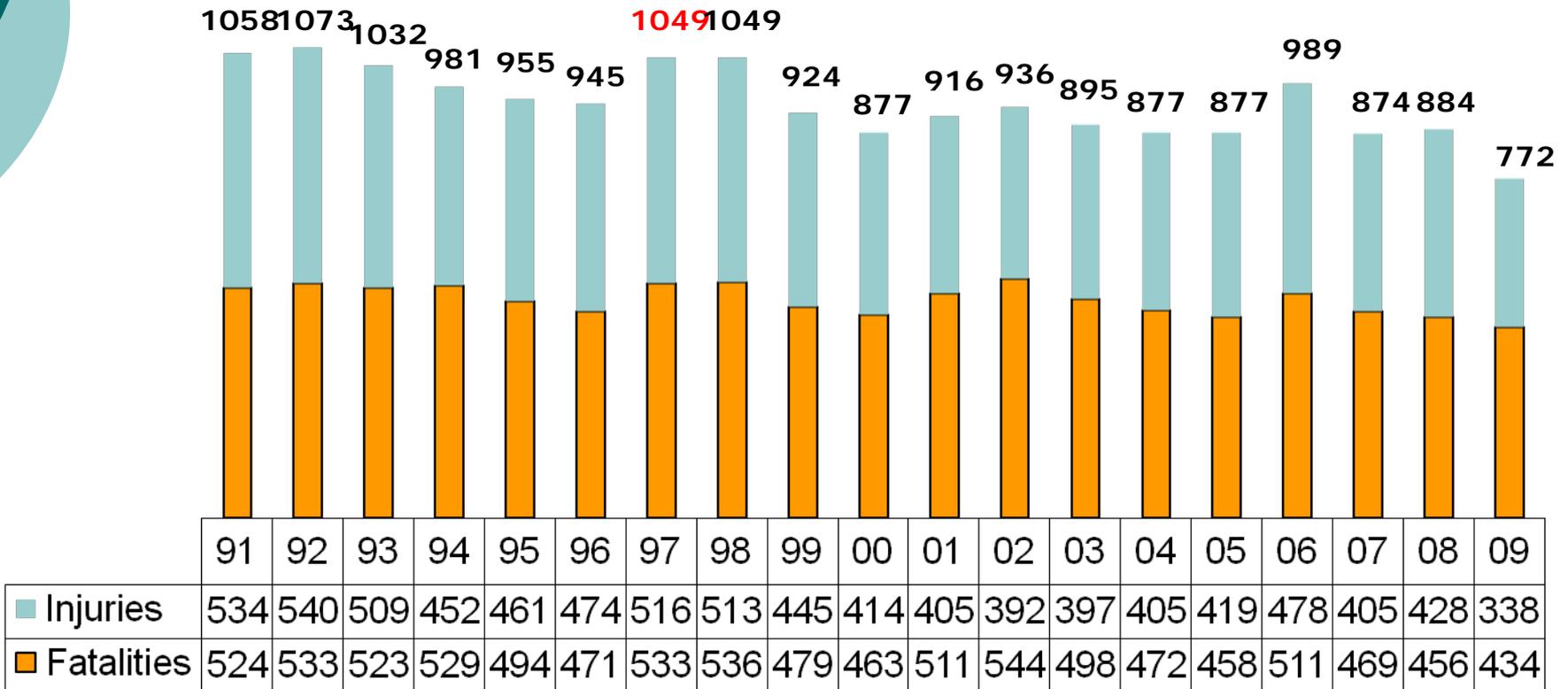


Rail (million train miles) X Hwy Volume (trillion hwy miles) (= quadrillion)

Fatalities

Collisions X 10

Trespasser Casualties



RAIL SAFETY IMPROVEMENT ACT OF 2008



Pedestrian Crossing Safety

Section 201





Pedestrian Crossing Safety

Section 201

Provide guidance to railroads on strategies and methods to prevent pedestrian accidents, incidents, injuries, and fatalities at or near passenger stations, including—



Pedestrian Crossing Safety

Section 201

- Audible warning of approaching trains
- Signs, signals, or other visual devices
- Infrastructure at pedestrian crossings to improve the safety of pedestrians crossing railroad tracks;
- Fences to prohibit access to railroad tracks; and
- Other strategies or methods as determined by the Secretary.

Pedestrian Crossing Safety

Section 201

- Time frame – guidance due 10/16/09
- Status
 - Compilation of Pedestrian Devices completed – January 2008
 - Draft guidance document that was refined through the RSAC General Passenger Safety Task Force is ready to go into final editing.

Pedestrian Crossing Safety

Section 201

○ Status

- After clearance by OST, the draft guidance will be sent to Congress and posted on FRA's web site.
- RSAC Task Force will review and finalize guidance document by end of January 2011.



State Action Plans

Section 202



State Action Plans

Section 202

- Time Frame – 10/16/09
- Identify the 10 States with the most collisions over the past 3 years
- Require those States to develop a State grade crossing action plan within a reasonable period of time

State Action Plans

Section 202

- Identify specific solutions for improving safety including:
 - crossing closures or grade separations,
 - focus on crossings with multiple accidents or are at high risk for such accidents.
- Provide assistance in developing and carrying out the plan
- May be coordinated with other State or Federal planning requirements
- Cover a period of time determined to be appropriate by the Secretary.



State Action Plans

Section 202

- REVIEW AND APPROVAL.—review and approve or disapprove it within 60 days.
- If disapproved, notify the State of the specific deficient areas
- State shall correct all deficiencies within 30 days

State Action Plans

Section 202

- Top 10 are – TX**, CA, IL*, IN, GA, LA*, OH, AL, FL, IA
 - * Have already completed AP
 - ** Is working on AP
- Status
 - Direct Final Rule – 9/2/09
 - 1 negative comment was received to DFR and rule was removed

State Action Plans

Section 202

○ Status

- 11/13/09 - NPRM published
- 2/22/10 – Public hearing in DC
- 6/28/10 – Final rule published with effective date of 8/27/10
- 8/8/10 – Letter sent to States

○ FRA

- Provided POCs
- Preparing detailed data runs

Improvements to Sight Distance at Highway-rail Grade Crossings

Sec. 203



Sight Distance at Crossings

Sec. 203

- Develop model State legislation for improving safety by addressing sight obstructions at passive crossings (no active warning devices such as flashing lights and gates)
- Including
 - vegetation growth
 - topographic features
 - structures
 - standing railroad equipment

Sight Distance at Crossings

Sec. 203

- Time Frame – 4/16/10
- Status
 - Draft model law prepared with input from FHWA – Spring of 2009
 - Outreach to National Conference of State Legislatures and Governor's Conference (7/09)
 - Revised draft discussed with AAR (1/10)



Sight Distance at Crossings

Sec. 203

○ Status

- Final draft of model law is in final coordination within FRA
- Completed – 10/31/10



National Crossing Inventory

Sec. 204

National Crossing Inventory

Sec. 204

- New Crossings - Railroads and States must report any new or previously unreported crossings:
 - Within 6 months that it becomes operational, or
 - By 10/16/09, whichever is later

National Crossing Inventory

Sec. 204

- Updating Inventory – Railroads and States must:
 - Update the inventory no later than 10/16/10 (2 years from RSIA) and then
 - Update every year by Sept. 30
 - Secretary can change the reporting interval
- Railroads must report sold crossings on or after 10/16/08 by 4/16/10 or within 3 months of sale (whichever is later)



National Crossing Inventory

Sec. 204

- Grants rulemaking authority to implement
- Enforce the existing policies and guides until rules are issued.



National Crossing Inventory

Sec. 204

○ Status

- Rulemaking pending revision of the existing form and instructions.
- New form and guidebook are being drafted for the rulemaking (Nov. 2010)
- FRA has performed extensive outreach
 - National and regional crossing conferences
 - ASLRRRA
 - FRA's Inventory web site

National Crossing Inventory

Sec. 204

○ Status

- Inventory database and processes being revised to accommodate the increased reporting anticipated – including web-based updating.
- FRA established a web-based tool to help reconcile State/railroad databases with FRA's database
- NPRM – March 2011

National Crossing Inventory

Sec. 204

- Updating of Inventory has increased
 - Prior to 10/2009 – Average of 3,000 updates per month
 - Currently – Average of 10,000 updates per month
- Number of crossing records
 - 135,451 - public at-grade
 - 83,513 - private at-grade
 - 1,994 – pathway at-grade
 - 37,000 – grade separations

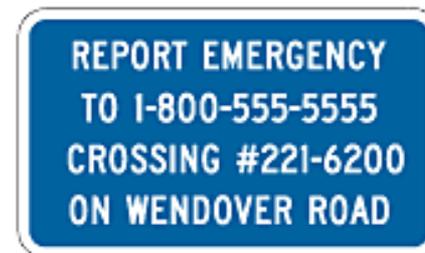
Telephone Number to Report Grade Crossing Problems (ENS)

Sec. 205

Figure 8B-4. Emergency Notification Signs



I-13



I-13a

ENS

Sec. 205

- Time Frame – by 4/16/2010
- Require each railroad carrier to establish and maintain a toll-free telephone service for ROWs over which it dispatches trains

ENS

Sec. 205

- To directly receive calls reporting—
 - malfunctions of signals, crossing gates, and other devices on public or private roads
 - disabled vehicles blocking railroad tracks
 - obstructions to the view of a pedestrian or a vehicle operator for a reasonable distance in either direction of a train's approach
 - other safety information involving such grade crossings

ENS

Sec. 205

- Upon receiving report of malfunction of signals or disabled vehicles:
 - Immediately contact trains
 - Then contact appropriate local safety officials and provide information so that they can assist as necessary

ENS

Sec. 205

- Upon receiving a report of sight obstructions or other safety information:
 - Timely investigate and remove the obstruction if possible, or correct the safety problem

ENS

Sec. 205

- Install appropriately placed signs at each crossing that contains, at a minimum, the following:
 - Toll-free number
 - Explanation of the purpose of the toll-free number
 - DOT Inventory Number
- May waive the toll-free requirement for Class II and Class III railroads

ENS

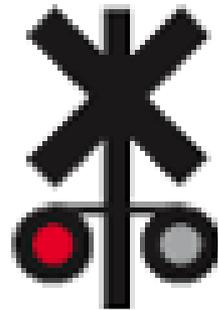
Sec. 205

○ Status

- FRA met twice with ASLRRA as short line railroads will be the most impacted by the rule
- A complete draft NPRM is being finalized for final review
- NPRM publication date – October 2010

Operation Lifesaver

Sec. 206



**OPERATION
LIFESAVER®**

Operation Lifesaver

Sec. 206



- FRA shall make a grant or grants to OL for a public information and education program to help prevent and reduce pedestrian, motor vehicle, and other accidents, incidents, injuries, and fatalities, and to improve awareness along railroad rights-of-way and at highway-rail grade crossings.

Operation Lifesaver

Sec. 206



- The program shall include,
 - PSA in newspaper, radio, television, and other media.
 - School presentations, brochures and materials, support for public awareness campaigns, and related support for the activities of Operation Lifesaver's member organizations.
- Shall provide information to the public on how to identify and report to the appropriate authorities unsafe or malfunctioning highway-rail grade crossings.

Operation Lifesaver

Sec. 206



- May implement a pilot program, to be known as the Railroad Safety Public Awareness Program, that addresses the need for targeted and sustained community outreach
- Established in 1 or more States identified under Section 202 (Top 10).

Operation Lifesaver

Sec. 206



- OL shall work with the State, community leaders, school districts, and public and private partners to:
 - identify the communities at greatest risk
 - develop appropriate measures to reduce such risks
 - coordinate the pilot program with the State grade crossing action plan.

Operation Lifesaver Sec. 206



- Authorization of appropriations to FRA
 - \$2M for FY 2010 and 2011
 - \$1.5M for FY 2012 and 2013

Operation Lifesaver

Sec. 206



○ Status

- FY 2010 grant of \$1.015M is almost completed (in Grant Solutions)
- Current language in the House and Senate FY11 appropriation bills indicate that \$2M will be funded
 - FRA has had discussions with OLI about the pilot program



Federal Grants to States for Highway- Rail Grade Crossing Safety

Sec. 207

Federal Grants to States for Highway-Rail Grade Crossing Safety

Sec. 207

- Provides for two new grant programs for crossing safety
 - Enhanced public education and enforcement programs (e.g., PEERS) to reduce violations of traffic laws at crossings and reduce casualties along ROWs. Includes measurement.
 - Provide priority crossing safety improvements (signals, gates, 4 quad, medians, traffic signals, lighting, signs, crossing surfaces)



Federal Grants to States for Highway-Rail Grade Crossing Safety

Sec. 207

- Grants to the State agency or agencies responsible for crossing safety.
- \$1.5M per year for each grant program is authorized

Federal Grants to States for Highway-Rail Grade Crossing Safety

Sec. 207

- Awarding grants
 - Education-Enforcement grant – based on merits and the greatest safety benefits. May give priority to States that have implemented a State Action Plan.
 - Infrastructure grant – Priority improvements on an expedited basis at a location where there has been a serious collision within the last 2 years involving major loss of life. Grants may not exceed \$250K.
 - May not be used for Quiet Zones
- Status – funding not received in FY10

Trespasser Prevention and Highway-Rail Grade Crossing Safety

Sec. 208



Trespasser Prevention and Highway-Rail Grade Crossing Safety

Sec. 208

○ Strategies

- Evaluate laws regarding trespassing, vandalism, and violations of crossing traffic control devices
- Develop model prevention strategies and enforcement laws
- Time Frame - 10/16/09



Trespasser Prevention and Highway-Rail Grade Crossing Safety Sec. 208

- Status – Existing Laws/Strategies
 - New Compilation of State Laws – published – 10/2009
 - Strategies for trespass prevention and crossing safety are drafted and should be published in September 2010

Trespasser Prevention and Highway-Rail Grade Crossing Safety

Sec. 208

○ Traffic Laws

- Consult with State and local governments and railroad carriers
- Develop model State legislation providing for civil or criminal penalties, or both, for violations of crossing traffic control devices
- Time Frame - 4/16/10



Trespasser Prevention and Highway-Rail Grade Crossing Safety Sec. 208

- Status – Traffic Law
 - Model traffic law has been drafted
 - Under going final revision by RCC
 - Published – September 2010



Accident and Incident Reporting

Sec. 209

Accident and Incident Reporting

Sec. 209

- FRA shall:
 - conduct an audit of each Class I railroad at least once every 2 years
 - conduct an audit of each non-Class I railroad at least once every 5 years
- To ensure that all crossing collisions and fatalities are reported to any Federal national accident database.
- Status – FRA's compliance manual has been changed accordingly



Fostering Introduction of New Technology to Improve Safety at Grade Crossings

Sec. 210



Fostering Introduction of New Technology to Improve Safety at Grade Crossings

Sec. 210

POLICY.—It is the policy of the United States to encourage the development of new technology that can prevent loss of life and injuries at highway-rail grade crossings. The Secretary of Transportation is designated to carry out this policy in consultation with States and necessary public and private entities.

Fostering Introduction of New Technology to Improve Safety at Grade Crossings

Sec. 210

- New technology
 - Reviewed in accordance with FRA's standards for processor-based signal and train control systems
 - Shall consider the effects of safety.
- Preempts State laws concerning adequacy of the warning
 - If approved and installed in accordance with the approval



FRA Crossing Safety & Trespass Prevention Initiatives

Iowa Fuel Truck Outreach



Mason City, Iowa

- Targeted 4 ethanol plants with near-hit history.
- Met with plant supervision and safety directors.
- Shared crossing information with Iowa DOT.
Two crossings are programmed to have lights and gates.
- All plants participated with FMCSA Visor Cards.
When trucks came across the scale for weighing the drivers are given visor cards in addition to their paperwork. Stickers, posters, and signs posted in break rooms.
- “Near Hit” reports down drastically

Metra Commuter Station Blitz



- 
-
- Educational blitz followed by enforcement reduces trespass injuries and deaths.
 - Between 2009 and 2010 FRA assisted our railroad safety partners with participating in 4 Station blitzs which resulted in reaching over 2,000 commuters who received the OL safety messages.

Region VII Law Enforcement Liaison Officer





Central California Enforcement Operations

- Made initial contacts with local police agencies.
- Composed the operation plan.
- Drafted the operation's press release.
- Coordinated the with the railroad and police agencies in regard to equipment and staffing.
- Conducted training prior to the event to the officers who would be participating.
- Acted as the operation commander during the event.
- Made follow-up contacts with the participating agencies after the operation.

New Orleans Saints PSA



Anaheim, CA

Ball Junior High School



Trespass Prevention Research Study



Trespass Event at South End of West Palm Beach Station

Railroad Impact:

- Reduce trespass fatalities within the rail networks in West Palm Beach, Florida.
- Demonstrate potential benefits, including documenting best practices and lessons learned, of implementation and evaluations conducted within the study area.

Project Description:

- Work with the TPRS stakeholder partnership to review the implementation of signs, barriers and education efforts. Evaluate potential benefits of the lessons learned from local activities. Develop strategies for further reduction of trespass events within the study area.
- Evaluate additional strategies through before and after data collection efforts.
- Document results and support the development of a US Guidance document on Trespass Reduction Strategies.

Schedule (3 years):

FY09-10: Develop stakeholder partnership, initiate data analysis

FY10-11: Evaluate current activities; develop new strategies; test new strategies; data analysis (observations, interviews)

FY11-12: Report and Research Result

Project Partners: FRA R&D and RR Safety/Volpe Center, SFRTA, CSX, FEC, AMTRAK, West Palm Beach Florida and Palm Beach County stakeholders

Crossing Problems

Working with NY to identify high profile (humped crossings)

- Helping NY update its crossing inventory database to a more modern system



Posted to LADOTD Website



www.fra.dot.gov

Don't Risk It!

Your License or Your Life!



Don't
Get
Stuck!



Don't
Get
Stuck!

If in doubt of clearance....Call the Railroad!

Louisiana Railroad's Emergency Phone Numbers

- Amtrak:.....1-800-331-0008
- BNSF:.....1-800-832-5452
- CSX:.....1-800-232-0144
- Canadian National:..... 1-800-465-9239
- Kansas City Southern:..... 1-877-527-9464
- Norfolk Southern:..... 1-800-453-2530
- Union Pacific:..... 1-888-877-7267

*Dial 911 if short-line railroad number not posted.

The Emergency Notification Sign located at each crossing can also be used to find out the railroad and number.





Suicide Intervention

- Worked with the Samaritans suicide prevention organization to learn about the program it was running for MBCR
- Signs with toll-free phone numbers to suicide hotlines are posted at commuter stations
- Training is provided to help railroad employees identify people who may be contemplating suicide
- Encourage LIRR and NJT to establish similar programs

Safety Training Videos

- FRA worked with stakeholders to develop and safety training videos targeting specific audiences
 - Commercial Truck Drivers - <http://www.fra.dot.gov/Pages/2109.shtml>
 - Farm Workers - <http://www.fra.dot.gov/Pages/1853.shtml>
- Both videos are available in English and Spanish of FRA's web site



QUIET ZONES



Quiet Zones

- Still lots of interest in Quiet Zones
- Currently there are 376 quiet zones that have been established under FRA regulations
 - 214 – New Quiet Zones
 - 162 – Pre-Rule Quiet Zones
- FRA has 99 Notices of Intent on file
- Question – Are things safer, the same, or less safe with quiet zones?

Overview

- Currently – 375 quiet zones
- Interest in quiet zones continues to remain strong
 - 94 NOIs
- Question – Are things safer, the same, or less safe with quiet zones?



Study Process

- Very similar to what was done in the FL Whistle Ban Study
- Determined the start date of the quiet zone
- Counted number of months from start date through May 2009
- Counted back the number of months from start date
- Counted number of collisions in each period



Study Process

- Compare the number of collisions before and after the start dates
- Looked at all quiet zones together
- Looked at different ways that quiet zones can be established



Study Numbers

- 343 quiet zones
- 3072 crossings
- 154 new quiet zones
- 189 pre-rule quiet zones
- Months of data
 - 47 months – longest period
 - 1 month – shortest period



Findings

All Quiet Zones

- 343 quiet zones
- Collisions before start date = 188
- Collisions after start date = 182
- Collisions down slightly



New Quiet Zones (all)

- 154 quiet zones
- 46 collisions before start date
- 37 collisions after start date
- 9 less collisions after quiet zones



Pre-Rule Quiet Zones (all)

- 189 quiet zones
- 142 collisions before start date
- 145 collisions after start date
- Increase of 3 collisions after quiet zones
- Remember
 - Requirements not as stringent to establish
 - Includes 40 quiet zones that still have work to do



New – SSMs At All Crossings

- 77 quiet zones
- 10 collisions before start date
- 9 after start date
- 1 less collision

New – QZRI < NSRT – No SSMs

- 16 quiet zones
- 0 collisions before start date
- 0 after start date
- No change

New – QZRI<NSRT – With SSMs

- 6 quiet zones
- 0 collisions before start date
- 0 after start date
- No change

New – QZRI < RIWH – With SSMs

- 39 quiet zones
- 21 collisions before start date
- 20 after start date
- 1 less collision

New – QZRI < RIWH – With ASMs

- 16 quiet zones
- 15 collisions before start date
- 8 after start date
- 7 less collision

Pre-Rule – SSMs At All Crossings

- 2 quiet zones
- 0 collisions before start date
- 0 after start date
- No change

Pre-Rule – QZRI<NSRT – No SSMs

- 81 quiet zones
- 60 collisions before start date
- 58 after start date
- 2 less collisions



Pre-Rule – $NSRT < QZRI < 2 * NSRT$ – with no relevant collisions

- 52 quiet zones
- 16 collisions before start date
- 21 after start date
- 5 more collisions

Pre-Rule – QZRI < RIWH

- 4 quiet zones
- 9 collisions before start date
- 15 after start date
- 6 more collisions
- ???



Statistical Significance

- Results not significant for either all quiet zones together or all new quiet zones
- Used T-Test
 - Comparing two groups to see if a change made any difference
 - Comparing two groups to see if they are different statistically
- Test results does not prove that the groups are the same – just cannot prove that they are different

Why?

- Sample is still small
- Short sample time period
- Basically not enough data



Questions

Ron Ries

Ronald.ries@dot.gov

(202) 493-6285