



U.S. Department of Transportation
Federal Railroad Administration

Report to Congress:

National Strategy to Prevent Trespassing on
Railroad Property, 2020 Progress Update

**House Report 116-106, Departments of Transportation and
Housing and Urban Development, and Related Agencies
Appropriations Bill, 2020**

National Strategy to Prevent Trespassing on Railroad Property, 2020 Progress Update

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Abbreviations and Phrases in this Report

CRISI	Consolidated Rail Infrastructure and Safety Improvements Grant Program
CY	Calendar Year
Department	U.S. Department of Transportation
FRA	Federal Railroad Administration
FY	Fiscal Year
GIS	Geographic Information System
National Strategy	National Strategy to Prevent Trespassing on Railroad Property
SSP	System Safety Program
RRP	Risk Reduction Program

National Strategy to Prevent Trespassing on Railroad Property 2020 Progress Update

Legislative Direction

Source: House Report 116-106, Departments of Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2020

Trespasser prevention.— . . . In February 2019, [the Federal Railroad Administration] submitted a report to Congress on the National Strategy to Prevent Trespassing on Railroad Property as required in House Report 115–237. . . . [T]he Committee directs FRA to update the report to Congress with the most current data available, FRA’s progress on the milestones, and any potential new initiatives to reduce trespasser fatalities.

Introduction

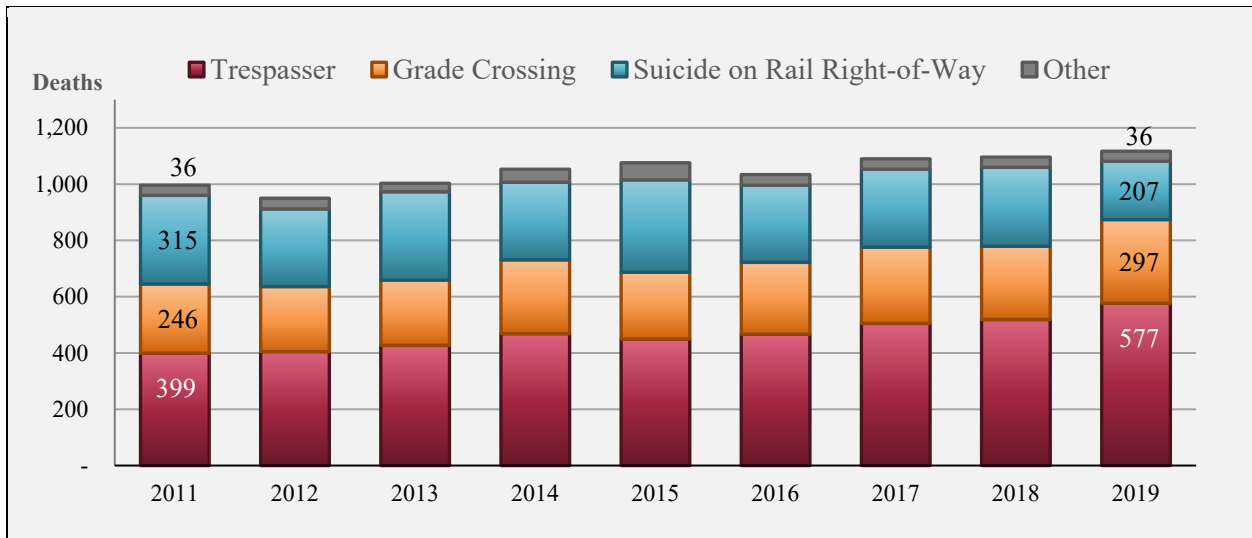
This document responds to the U.S. House of Representatives Committee on Appropriations request that the Federal Railroad Administration (FRA) report on its progress implementing the National Strategy to Prevent Trespassing on Railroad Property (National Strategy), current data, and any new initiatives to reduce trespasser fatalities.¹

Trespassing on railroad property remains the leading cause of all rail-related deaths in the United States, as it was when FRA initially reported to Congress in 2018.² More people are struck and killed by trains each year while trespassing—illegally entering or remaining on a railroad right-of-way—than in motor vehicle collisions with trains at highway-rail grade crossings ([Chart 1](#)). The annual number of trespass-related pedestrian fatalities increased 24 percent, from 467 people killed in calendar year (CY) 2016 to 577 people killed in CY 2019.

¹ House Report No. 116-106, page 50.

² FRA, *Report to Congress: National Strategy to Prevent Trespassing on Railroad Property*, October 2018, <https://cms8.fra.dot.gov/elibrary/national-strategy-prevent-trespassing-railroad-property>.

Chart 1: Trespasser, Grade Crossing, Suicide, and Other Rail-Related Deaths, Calendar Years 2011 to 2019



Source: FRA data

More than 14 percent of all trespasser casualties³ occurred in ten U.S. counties between CYs 2016 and 2019 (Table 1). Nine of these counties were also in the top ten in our prior report to Congress.⁴ San Joaquin, California, is new to the list, while San Diego, California, is no longer on the list.

Table 1: U.S. Counties with the Most Trespasser Casualties, Not Including Suicides, Calendar Years 2016 to 2019

Rank	County	Casualties	Rank	County	Casualties
1	Los Angeles, California	132	6	Fresno, California	46
2	Cook (Chicago), Illinois	81	7	Riverside, California	43
3	San Bernardino, California	60	7	Harris (Houston), Texas	43
4	Contra Costa, California	54	9	San Joaquin, California	42
5	Palm Beach, Florida	49	10	Broward, Florida	40

Source: FRA analysis

³ Casualties refers to fatalities and injuries.

⁴ The top ten for November 2013 to October 2017 (number of casualties in parentheses) were Los Angeles, California (110); Cook (Chicago), Illinois (109); San Bernardino, California (59); Harris (Houston), Texas (52); Broward, Florida (51); Palm Beach, Florida (47); Fresno, California (46); Riverside, California (46); Contra Costa, California (44); San Diego, California (44).

National Strategy to Prevent Trespassing on Railroad Property

FRA’s National Strategy is organized around four strategic focus areas:

1. **Data gathering and analysis** enables FRA to target resources to trespassing hot spots.
2. **Community site visits** help FRA and stakeholders build successful mitigation strategies.
3. **Federal funding** assists communities directly in implementing solutions to deter trespassing.
4. **Building partnerships** with communities, law enforcement, railroads, and other organizations leverages resources, expertise, and local knowledge.

As FRA noted in its prior report, a successful strategy combines approaches; none of the focus areas alone will prevent trespassing. The strategy includes 20 task areas within the 4 strategic focus areas.

Summary of Progress

Two years into implementation, FRA and its stakeholder partners have completed 18 of the 20 National Strategy tasks and have work in process on the 2 remaining tasks. Of the 18 completed tasks, 7 are complete actions and 11 are ongoing activities ([Table 2](#)). The 2 remaining tasks in process include longer term efforts—such as working through budget cycles to identify funding and hosting community summits, the first of which were scheduled for June 2020 but were postponed due to the COVID-19 public health emergency.

Table 2: Status of Implementation Tasks by National Strategy Strategic Area

● Complete, ● Complete/Ongoing, ⊙ In Process⁵

Status	Strategic Area and Implementation Task
	Data Gathering and Analysis
●	1. Transition from a regionally managed to a centrally managed, data driven program to support trespasser prevention activities.
●	2. Identify, through independent analysis and collaboration with railroads and other stakeholders, known and new data sources that could better identify trespasser hot spots or risk factors that lead to trespassing.
●	3. Explore statutory, regulatory, or other authorities to protect railroad near-hit and close-call data from disclosure.
●	4. Identify, through collaboration with railroads as appropriate, existing and potential new analytical tools (including risk models) to effectively analyze trespasser data.

⁵ Complete: FRA has completed this task with no expected updates. Complete/Ongoing: FRA has completed this task with periodical updates. In Process: FRA is in the process of completing the task.

Table 2: Status of Implementation Tasks by National Strategy Strategic Area

● Complete, ● Complete/Ongoing, ⊙ In Process⁵

Status	Strategic Area and Implementation Task
●	5. Develop an FRA trespass risk model to identify current and future risk of rail trespassing in communities across the country (identify hot spots).
●	6. Use developed risk model to perform initial risk assessments on identified hot spots.
●	7. Consider changes to accident and incident reporting regulations to improve rail trespasser data. Propose rule, if changes justified.
Community Site Visits	
●	8. Develop system of communicating currently available data to FRA regions for targeted grade crossing and trespasser prevention program inspector and specialist actions.
●	9. Develop standard operating practices and procedures for FRA community site visits, reporting, and monitoring effectiveness of any mitigation strategy employed.
●	10. Assign regional assets to identified hot spots and arm them with data necessary to engage railroads, police, and local governments in partnerships to identify location specific causal factors and assist with identifying and implementing mitigation strategies.
Funding	
●	11. Work through the executive and Congressional budget cycles to identify funds to strengthen grant programs that provide funding for trespasser mitigation, such as engineering solutions, law enforcement overtime, school resource officers, and outreach.
●	12. Work through the executive and Congressional budget cycles to identify funds for a national trespasser public service announcement campaign. Develop a series of announcements for distribution in targeted areas with high number of trespassing accidents.
⊙	13. Work through the executive and Congressional budget cycles to identify funds for advocacy organizations to develop focused surveys of communities where trespasser incidents have been a persistent problem. Additional funding will be used to develop forms to collect information from the surveys, establish a database, and prepare reports for the communities and FRA.
●	14. Provide information on availability and process for applying for FRA grants and other funding (e.g., law enforcement and CRISI grants) during focused surveys and outreach.
Partnerships with Stakeholders	
●	15. Develop system of sharing trespasser hot spot data with advocacy organizations to focus their activities where they will yield the greatest returns on investment and establish communication and reporting procedures to share information and provide feedback on effectiveness of efforts.
●	16. Collaborate and partner with government agencies, such as the Substance Abuse and Mental Health Services Administration, to develop and implement targeted outreach to address suicides by train.
	As appropriate, collaborate with international organizations, such as the Global Rail Alliance for Suicide Prevention, to share ideas on effective strategies to deter suicides by rail.

Table 2: Status of Implementation Tasks by National Strategy Strategic Area

● Complete, ● Complete/Ongoing, ⊙ In Process⁵

Status	Strategic Area and Implementation Task
●	17. Partner with law enforcement and other organizations (e.g., International Association of Chiefs of Police, National Organization of Youth Safety) to collaborate on effective trespass prevention and mitigation measures (e.g., enforcement of trespass laws, methods to raise awareness and more effectively reach younger population to prevent trespassing)
●	18. Partner with the leaders of local communities to improve trespass prevention. Initially, FRA will communicate directly with the leadership of counties identified as having the highest number of railroad trespasser casualties.
⊙	19. Host trespasser prevention summits with representatives of the top 10 counties. Summits will include local community leaders, law enforcement, railroads, and the public.
●	20. Assist other agencies and organizations in developing and targeting trespasser prevention outreach campaigns to localities identified as trespassing hot spots.

Implementation Progress

The current status of FRA’s National Strategy implementation, by strategic focus area and task, is as follows.

Strategic Area 1: Data Gathering and Analysis

FRA completed all seven tasks, including two that are ongoing, in Strategic Area 1.

1. Transition from a regionally managed to a centrally managed, data-driven program to support trespasser prevention activities. **Complete.**

In June 2020, FRA completed restructuring the [Office of Railroad Safety](#), establishing a revamped Grade Crossing and Trespass Outreach Division within the Office of Railroad Operations and Outreach. This new division aligns headquarters-based engineers and subject matter experts with regionally-based grade crossing inspectors and managers. This integrated structure enables greater reliance on data to inform outreach to state, county, municipal, and railroad stakeholders, with field-based *district teams* working with stakeholders on mitigation strategies for railroad trespassing hot spots.

FRA also developed web-based tools, such as the [railroad trespassing resource web page](#), that facilitate review of data and identification of trends. The resource page also serves as a repository for the most recent versions of the compliance manual and reporting forms.

2. Identify through independent analysis and collaboration with railroads and other stakeholders known and new data sources that could better identify trespasser hot spots or risk factors that lead to trespassing. **Complete.**

FRA continuously reviews existing data and looks for new data. FRA convened meetings with federal, state, county, and municipal Geographic Information System (GIS) teams and

Strategic Area 1: Data Gathering and Analysis

other county and railroad officials to exchange new information. For example, Broward County (Florida) and Cook County (Illinois) GIS teams identified hot spots by overlaying FRA trespasser incident data, first responder activity, population densities, and future construction projects. Site visits to hot spots led to mitigations, such as clearing debris from railroad rights-of-way and adjacent property that served as cover for trespassers and criminal activity. In another case, authorities removed a vacant commercial structure, next to and accessed only from the railroad right-of-way, that was used for criminal activity. Additionally, a city-owned recycling center, accessed by railroad rights-of-way, was reconfigured to prevent unauthorized access during non-business hours. Finally, fencing was installed in several locations throughout the country to prevent trespassing on railroad property. These site visits have been suspended due to COVID-19, but will resume once restrictions have been lifted.

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3. Explore statutory, regulatory, or other authorities to protect railroad near-hit and close-call data from disclosure. **Complete.**

With the publication of FRA's System Safety Program (SSP) and Risk Reduction Program (RRP) rules,⁶ information related to trespassing incidents considered in a railroad's SSP or RRP can be protected under the information protection provisions of those rules. FRA strongly encourages railroads to add trespass mitigation strategies to their RRP and SSPs.

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4. Identify, through collaboration with railroads as appropriate, existing and potential new analytical tools (including risk models) to effectively analyze trespasser data. **Complete.**

FRA developed the [Trespass and Suicide Dashboard](#) using data visualization and analytical tools. This dashboard enables the public to visualize the last 10 years of FRA trespass and suicide data and to answer questions about trespassing and suicide incidents, such as:

- Where did trespassing and suicide incidents occur?
- On which railroad's property did trespassing and suicides occur?
- What details surrounded trespassing incidents (e.g., trespasser age, day of week, time of day, physical act before casualty, and event that caused the casualty)?

FRA created the [Trespasser Casualty Map](#), which enables users to visualize trespasser casualty location data. This location data can be overlaid with layers of GIS maps that show community features, such as homeless shelters, schools, and bars.

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5. Develop an FRA trespass risk model to identify current and future risk of rail trespassing in communities across the country (identify hot spots). **Complete/Ongoing.**

FRA developed a risk model using the data properties within the Trespass and Suicide Dashboard along with additional data supplied by the user to determine the probability of a trespasser incident. FRA built a GIS database from the existing U.S. rail network that assigns a unique identity to every one-quarter mile segment of rail. For each segment, pertinent information will be displayed, including trespassing incident data, train traffic

⁶ Federal Railroad Administration, *System Safety Program and Risk Reduction Program*, [Federal Register](#), volume 85, number 43, March 4, 2020.

Strategic Area 1: Data Gathering and Analysis

frequency, schools, hospitals, train stations, and population density. FRA is refining the algorithm for calculating trespassing incident probabilities and displaying results with visualization tools available to the public.

6. Use developed risk model to perform initial risk assessments on identified hot spots. **Complete/Ongoing.**

FRA teams are field testing the trespassing risk model to determine the probability of a trespasser incident. FRA will use its risk model to direct district teams to high trespassing risk locations throughout the United States. The teams will work with state, county, city, and railroad partners on site visits and mitigation strategies.

7. Consider changes to accident and incident reporting regulations to improve rail trespasser data. Propose rule, if changes justified. **Complete/Ongoing.**

The Railroad Safety Advisory Committee is comprehensively reviewing federal accident and incident reporting regulations,⁷ including railroad trespassing data collection.⁸ The Committee's outputs will help inform FRA consideration of future revisions.

Strategic Area 2: Community Site Visits

FRA completed the three tasks, including one that is ongoing, in Strategic Area 2.

8. Develop system of communicating currently available data to FRA regions for targeted grade crossing and trespasser prevention program inspector and specialist actions. **Complete.**

The June 2020 restructuring of FRA's Office of Railroad Safety helped streamline communications between field and headquarters personnel. Now, field inspectors and safety specialists report directly to their respective discipline division staff director, where previously they reported to regional administrators. Aligning field and headquarters staff responsible for trespassing safety efforts increases collaboration and accountability.

9. Develop standard operating practices and procedures for FRA community site visits, reporting, and monitoring effectiveness of any mitigation strategy employed. **Complete.**

FRA developed and implemented the [Grade Crossing and Trespasser Prevention Compliance, Procedures, and Programs Manual](#) for district teams and inspectors. It promotes uniform interpretation and enforcement of pertinent FRA regulations. FRA will review the Manual every two years and update it as necessary to ensure currency and relevance.

⁷ [Code of Federal Regulations](#), title 49, part 225.

⁸ Task number 19-01 accepted April 24, 2019, <https://rsac.fra.dot.gov/radcms.rsac/task/GetDocument/61>.

Strategic Area 2: Community Site Visits

10. railroads, police, and local governments in partnerships to identify location specific causal factors and assist with identifying and implementing mitigation strategies.

Complete/Ongoing.

FRA district teams conducted 171 trespassing site visits and outreach presentations between October 2018 and February 2020. These teams worked with state, municipal, and railroad partners to determine contributing factors and develop mitigation strategies. Examples include:

- Cook County, Illinois: Railroad and FRA representatives conducted several site visits and found homeless encampments and several worn pathways. In these areas, the railroad rights-of-way were not fenced, and local trespassing laws were not enforced. Railroad officials are developing a social media campaign to deter pedestrians from taking short cuts across railroad property and county officials are considering options for the homeless population.
 - Worcester, Massachusetts: Local, railroad, and FRA representatives used data and city police logs to target site visits, during which they determined the primary contributing factors for trespassing were lack of fencing and enforcement of local trespassing laws. Since the initial visits, the city set up the Quality of Life Team that visits homeless encampments and offers such services as housing assistance, medical care, and food donations.
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Strategic Area 3: Funding

FRA completed three of the four tasks in Strategic Area 3. These three are ongoing activities and the fourth task is in process.

11. Work through the executive and Congressional budget cycles and reauthorization process to identify funds to strengthen grant programs that provide funding for trespasser mitigation, such as engineering solutions, law enforcement overtime, school resource officers, and outreach. ***Complete/Ongoing.***

FRA awarded or announced more than \$1 million in grants for railroad trespassing enforcement and trespassing suicide prevention. FRA awarded \$196,000 in FY 2018 funds for [a pilot program](#) to evaluate the effectiveness of funding local law enforcement activities to reduce trespassing. Four law enforcement agencies received these funds: City of Lake Worth/Palm Beach County, Florida; City of Worcester, Massachusetts; North Tonawanda, New York; and Town of Brighton, New York.

FRA also awarded \$528,000 in FY 2019 funds for 11 [law enforcement trespass abatement projects](#) in 6 states: California, Florida, Massachusetts, Montana, North Carolina, and New Jersey. In making these grant selections, FRA gave preference to states with the highest numbers of trespass incidents, while considering geographic diversity and innovative approaches.

Strategic Area 3: Funding

In June 2020, FRA announced the availability of \$293,000 in competitive grants for [railroad trespassing suicide prevention projects](#). These funds are drawn from both FY 2019 and FY 2020 appropriations. FRA asked for applications from eligible organizations that focus on suicide prevention or mental health assistance.

Also in June 2020, FRA awarded up to \$157,000 for a [Florida pilot program](#) using drone technology, closed-circuit television with remote monitoring, and GIS spatial analysis to aid local law enforcement agencies combating trespassing in Volusia, Seminole, Orange, and Osceola counties. This award uses funds from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program.

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12. Work through the executive and Congressional budget cycles to identify funds for a national trespasser public service announcement campaign. Develop a series of announcements for distribution in targeted areas with high number of trespassing accidents.

Complete/Ongoing.

FRA, in partnership with the National Highway Traffic Safety Administration continues to implement national trespasser public service announcement campaigns. For example, FRA developed an [animated trespass prevention social media campaign](#), which consists of 15 animated short films for distribution targeted to areas with high numbers of trespassing incidents. FRA's Twitter and Facebook platforms use the announcements and FRA shared the videos with state departments of transportation and Operation Lifesaver for broader distribution. FRA will study the effectiveness of using social media to reach the targeted audience.

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13. Work through the executive and Congressional budget cycles to identify funds for advocacy organizations to develop focused surveys of communities where trespasser incidents have been a persistent problem. Additional funding will be used to develop forms to collect information from the surveys, establish a database, and prepare reports for the communities and FRA. ***In process.***

FRA is in the process of identifying funds for this task.

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14. Provide information on availability and process for applying for FRA grants and other funding (e.g., law enforcement and CRISI grants) during focused surveys and outreach.

Complete/Ongoing.

FRA established the [competitive grants program webpage](#), which summarizes FRA grants and provides information about applying for grants and additional resources. FRA regularly holds webinars to provide technical assistance to potential applicants and has a [webpage with recordings and presentation files](#). For example, on June 25, 2020, FRA held a public webinar on FRA's railroad trespassing suicide prevention grants, with more than 70 participants representing non-profits, universities, railroads, and law enforcement.

Strategic Area 4: Partnerships with Stakeholders

FRA completed five tasks, including four that are ongoing, and has work in process on the sixth task in Strategic Area 4. FRA expects to begin this task in FY 2021.

15. Develop system of sharing trespasser hot spot data with advocacy organizations to focus their activities where they will yield the greatest returns on investment and establish communication and reporting procedures to share information and provide feedback on effectiveness of efforts. **Complete.**

To make data widely available for analysis, FRA created the [Trespass and Suicide Dashboard](#) and the [Trespasser Casualties Map](#). FRA district teams publicize these tools in the multiple presentations and community meetings they participate in each month. For example, a district team member recently discussed FRA's trespass prevention strategy, activities, and resources with five Texas pedestrian safety organizations.

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16. Collaborate and partner with government agencies, such as the Substance Abuse and Mental Health Services Administration, to develop and implement targeted outreach to address suicides by train. As appropriate, collaborate with international organizations, such as the Global Rail Alliance for Suicide Prevention, to share ideas on effective strategies to deter suicides by rail. **Complete/Ongoing.**

FRA regularly obtains from [Substance Abuse and Mental Health Services Administration](#) current statistical trends, outreach material, and information on grants that FRA then shares with interested stakeholders such as railroads, state and local government officials.

In 2013, FRA established the [Global Railway Alliance for Suicide Prevention](#) to share best practices and research among researchers, regulators, and rail representatives who specialize in rail suicide and trespass prevention. Six countries regularly take part: Australia, Canada, Finland, Sweden, United Kingdom, and United States. France and Japan have recently become participants and the Alliance anticipates the Netherlands, Germany, Ireland, and New Zealand will begin taking part. The Alliance started research in several areas, such as evaluating the effectiveness of signage for a call-in crisis center and analyzing how the media influence rail suicide rates. The group is also promoting use of the Ovenstone criteria to improve the accuracy of cause of death reporting.⁹

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17. Partner with law enforcement and other organizations (e.g., International Association of Chiefs of Police, National Organization of Youth Safety) to collaborate on effective trespass prevention and mitigation measures (e.g., enforcement of trespass laws, methods to raise awareness and more effectively reach younger population to prevent trespassing). **Complete/Ongoing.**

FRA is collaborating with many organizations on trespass prevention and mitigation. For example, FRA has provided news articles to the National Traffic Highway Safety Administration's law enforcement liaison newsletters on FRA's Emergency Notification

⁹ When a coroner cannot conclusively determine a decedent's motivation, the British police categorize suspected suicides using criteria derived from Irene M. K. Ovenstone, *A psychiatric approach to the diagnosis of suicide and its effect upon the Edinburgh statistics*, [British Journal of Psychiatry](#), volume 123, issue 572, 1973.

Strategic Area 4: Partnerships with Stakeholders

System, blocked grade crossing reporting tool, FRA's NOFO's for Railroad trespassing enforcement, and suicide prevention grants. Past newsletters can be viewed at <https://www.nlelp.org/resources/lel-traffic-stop/>.

FRA's law enforcement liaison program uses outreach to local police departments to increase enforcement of trespassing laws. FRA's three law enforcement liaisons based in Texas, Oklahoma, and New York have given presentations on railroad trespassing enforcement and education to 100 law enforcement agencies.

Since July 2018, FRA has partnered with the Worcester, Massachusetts, police department to identify railroad trespassing hot spots, by analyzing casualty data and city police logs. This partnership led the city to set up the Quality of Life Team, which visits homeless encampments to offer city services, such as housing assistance, medical care, and food aid. To date, the Team has encountered 149 trespasser events involving 231 trespassers. The Team took appropriate action to educate, offer social services, or conduct enforcement during these encounters.

FRA met with SafeKids Worldwide to share trespassing prevention outreach strategies and funding availability. Through this engagement, FRA obtained detailed demographic information about SafeKids' outreach campaign with Union Pacific. In addition, FRA district teams work with state National Organization of Youth Safety chapters on trespass awareness and prevention.

18. Partner with the leaders of local communities to improve trespass prevention. Initially, FRA will communicate directly with the leadership of counties identified as having the highest number of railroad trespasser casualties. ***Complete/Ongoing.***

To raise awareness about railroad trespassing, FRA partnered with federal, state, county, and municipal officials, as noted in several tasks. FRA outreach teams included county and municipal leaders in site visits to provide local knowledge about trespassing root causes and contributing factors.

In June 2019, Federal Railroad Administrator Ronald L. Batory sent letters to leaders of the ten counties with the highest number of trespass incidents, as listed in Table 1. He described FRA's commitment to reducing railroad trespassing and asked for their help hosting trespasser prevention summits. County leaders agreed to work with FRA and set up a stakeholder group to develop summit agendas.

19. Host trespasser prevention summits with representatives of the top 10 counties. Summits will include local community leaders, law enforcement, railroads, and the public. ***In Process- expected to begin in FY 2021***

The ten summits scheduled for summer 2020 were postponed due to the COVID-19 public health emergency. FRA is seeking to reschedule these sessions as soon as practical and is exploring alternatives to in-person summits, such as virtual meetings or blended in-person and virtual engagements.

Strategic Area 4: Partnerships with Stakeholders

20. Assist other agencies and organizations in developing and targeting trespasser prevention outreach campaigns to localities identified as trespassing hot spots. *Complete/Ongoing.*

FRA collaborated with the National Highway Traffic Safety Administration to develop and implement a national public awareness campaign about safety around railroad tracks. The [Stop. Trains Can't. campaign](#) works to remind many people to stop taking unnecessary risks with their lives.

As noted in task 12, FRA developed the animated trespass prevention social media campaign and shared it with state departments of transportation and Operation Lifesaver.

Conclusion

The most effective approach to reducing deaths and injuries due to trespassing on railroad property is collaboration among stakeholders working on localized mitigation strategies, supported by robust data, analytical tools, and federal funding. Through the National Strategy, FRA and stakeholders are working in partnerships to analyze data to find hot spots, identify and address root causes, and fund promising solutions.

In the coming years, FRA will focus on advancing the National Strategy through broader outreach, more local assessments, and new partnerships. FRA will also use federal funds to support innovative approaches and equipment to mitigate trespassing root causes. FRA will continue to analyze data and develop visualization and analysis tools, such as the trespass risk model. Through its restructured Office of Railroad Safety, FRA will focus district teams on localities with the highest numbers of trespassing incidents and near misses. Doing so will enable more localized collaboration and targeted mitigations. FRA will re-engage county officials to convene in-person or virtual summits to raise awareness about the risks of trespassing on railroad property and develop mitigation strategies.

Appendix 1. Websites and Webpages Referenced in this Report

Subject	Website
Report to Congress: National Strategy to Prevent Trespassing Railroad Property	https://cms8.fra.dot.gov/elibrary/national-strategy-prevent-trespassing-railroad-property
FRA Office of Railroad Safety organizational structure	https://railroads.dot.gov/sites/fra.dot.gov/files/2020-06/RRS Organization June 2020.pdf
FRA grade crossing safety and trespass prevention resource page	https://railroads.dot.gov/highway-rail-crossing-and-trespasser-programs/railroad-crossing-safety-trespass
Trespass and suicide dashboard	https://railroads.dot.gov/accident-and-incident-reporting/casualty-reporting/trespasser-incidents
Trespasser casualty map	https://fragis.fra.dot.gov/Trespassers/
Grade crossing and trespasser prevention compliance, procedures, and programs manual	https://railroads.dot.gov/elibrary/highway-rail-grade-crossing-and-trespass-prevention-compliance-procedures-and-policies
\$196,000 grant selections for law enforcement strategies	https://railroads.dot.gov/elibrary/fy18-law-enforcement-strategies-grant-program-selected-projects
\$528,000 grant selections for law enforcement strategies	https://railroads.dot.gov/newsroom/press-releases/federal-railroad-administration-announces-more-500000-deter-trespassing-0
\$293,000 grant funding for trespass suicide prevention	https://railroads.dot.gov/newsroom/press-releases/fra-continues-commitment-save-lives-railroad-trespassing-suicide-prevention
Animated grade crossing safety and trespass prevention announcements	https://railroads.dot.gov/animated-grade-crossing-safety-trespass
CRISI grant selections, including Florida’s pilot program	https://railroads.dot.gov/newsroom/federal-railroad-administration-announces-more-326-million-grants-support-railroad
Competitive grants programs overview	https://railroads.dot.gov/grants-loans/grants-loans
FRA webinars and presentations for potential grant applicants	https://railroads.dot.gov/rail-network-development/training-guidance/webinars
Substance Abuse and Mental Health Services Administration	https://www.samhsa.gov/
Global Railway Alliance for Suicide Prevention	https://www.volpe.dot.gov/rail-suicide-prevention/grasp
<i>Stop. Trains Can’t.</i> public awareness campaign	https://www.nhtsa.gov/increase-drivers-going-around-gates-colliding-trains