

Passenger Rail Division

Who Are We

What Do We Do

*Rail Program Delivery
Management of State-Supported
Corridors*

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FRA - Office of Safety



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

Overview

About the Passenger Rail Division

Mission

- FRA's Passenger Rail Division provides technical expertise and direction in the development and implementation of rail safety programs applicable to new & existing Passenger Railroads & Light Rail-Shared Use Operations.
- The Division provides technical expertise and direction in the following areas: System Safety; Passenger Train Emergency Preparedness; Light Rail Shared Use; New Start Commuter and Intercity Passenger Railroads; Procurement of Rolling Stock; and High Speed Rail

New Start Passenger Rail Program

- Implemented in 2006 to provide development support to New Passenger Railroads & Light Rail Shared Use Operations;
- Focus:
 - Development of Regulatory Compliance Programs
 - Support System Safety & Hazard Analysis
 - Support for Passenger Rail Equipment
 - Provide Coordination between FTA, State Oversight, Railroad management and other stakeholders.
 - Developing a “Passenger Rail New Starts Guide”

Examples of Projects

New Start Commuter Railroads:

- Sun Rail, Orlando Florida, up and running;
- Denver RTD, in final testing phase, due to open in 2016;

State Sponsored Intercity:

- INDOT-Hoosier, complete August 1, 2015, involves multiple contractors;

Light Rail Shared Use Projects:

- Utah: UTA
- California: Los Angeles Metro & San Diego Mid-Coast

Passenger Rail Equipment Projects:

- California/ Illinois: PRIIA Bi-level cars & Locomotives, on going;
- Denver & Sonoma: EMU & DMU equipment design, testing and commissioning
- Sun Rail & TriRail: Remanufactured of Locomotives & new passenger cars. Involved design reviews, testing and commissioning.

State Sponsored Intercity PRIIA 209 Introduces New Opportunities & Challenges

Challenge 1:

- How do states fund intercity operations under the PRIIA Mandate?
- Specifically intercity lines of less than 750 miles.

Opportunities:

- Negotiate better terms with Amtrak to operate the state sponsored intercity train(s) as part of the Amtrak National Service;
- Solicit bids from other entity or entities?

*State Sponsored Intercity
PRIIA Challenges
FRA Guiding Principles*

- **Safety of the traveling public & employees is our number one priority;**
- **FRA supports market-based options & competition;**
- **FRA commits to provide technical assistance & clear guidance;**
- **FRA understands that every state is different, & implementation needs to be flexible, while ensuring safety**

*State Sponsored Intercity
PRIIA Challenges
FRA Guiding Principles*

Whatever entity (be it a state, local agency, joint powers authority, or private entity) sponsoring commuter, intercity, or other passenger service on the general railroad system of transportation, that entity is ultimately responsible to ensure the safety of that service.

*State Sponsored Intercity
Example: State Contracts Service to
Multiple Entities*

INDOT-Hoosier Service, Contract Operations:

- Summer 2014, INDOT issues an RFP for contract operator to run service;
- August 1, 2015, introduced New Contractor Operator Service, with Iowa Pacific & Amtrak;

*State Sponsored Intercity
Example: State Contracts Service to
Multiple Entities*

INDOT-Hoosier Service, Challenges:

- Designate at least one INDOT Staffer to manage the service, including FRA Regulatory Compliance;
- Work with contractors & FRA to develop compliant regulatory programs to meet 49CFR Parts 209-243;
- Ensure all train equipment met / exceeded FRA Regulatory Requirements;

*State Sponsored Intercity
Example: State Contracts Service to
Multiple Entities*

INDOT-Hoosier Service, Challenges:

- Ensure both contractors work together and each understands individual & shared regulatory compliance responsibilities;
- Secure a regulatory reporting code;

New Start Passenger Rail Program

Applicable Regulations

- 49CFR210 Railroad noise emission compliance regulations
- 49CFR213 Track inspection minimum standards and qualification requirements for personnel
- 49CFR214 Minimum requirements for staff and contractors working on the right-of-way and qualification requirements for personnel
- 49CFR217 Railroad operating rules
- 49CFR218 Railroad operating practices
- 49CFR219 Control of alcohol and drug use
- 49CFR220 Railroad communications
- 49CFR221 Minimum requirements governing highly visible marking devices for the trailing end of the rear car of all passenger trains

New Start Passenger Rail Program

Applicable Regulations

- 49CFR222 Use of locomotive horns at public highway-rail grade crossings
- 49CFR223 Safety glazing standards—locomotives and passenger cars
- 49CFR225 Railroad accidents/incidents: Reports classification, and investigations
- 49CFR227 Occupational noise exposure
- 49CFR228 Hours of service of railroad employees; recordkeeping and reporting; sleeping quarters
- 49CFR229 Railroad locomotive safety standards
- 49CFR231 Railroad safety appliance standards
- 49CFR233 Signal systems reporting requirements
- 49CFR234 Grade crossing safety

New Start Passenger Rail Program

Applicable Regulations

- 49CFR236 Installation, inspection, maintenance, and repair of signal and train control systems, devices, and appliances (including positive train control)
- 49CFR237 Bridge safety standards
- 49CFR238 Passenger equipment safety standards
- 49CFR239 Passenger train emergency preparedness
- 49CFR240 Qualification and certification of locomotive engineers
- 49CFR242 Qualification and certification of conductors
- 49CFR243 Training, qualification, and oversight for safety-related railroad employees
- 49CFR270 System Safety Program Plan-SSPP. FRA request all new passenger railroads to participate in the APTA/ FRA SSPP audit program

New Start Passenger Rail Program

Passenger Rail New Starts Guide

- 49CFR37 Transportation services for individuals with disabilities (ADA)
- 49CFR38 Americans with disabilities act (ADA) accessibility specifications for transportation vehicles

Questions?