

Rail Safety Regulatory Authority



- Federal Railroad Administration (FRA) has nationwide regulatory and inspection responsibilities of all railroads.
 - This includes PTC compliance for freights, Amtrak, and VRE in Virginia.
- FRA safety oversight focuses on compliance and enforcement in:
 - Hazardous Material
 - Motive Power and Equipment
 - Operating Practices
 - Signal and Train Control
 - Track
- Virginia State Corporation Commission (SCC) has inspectors to supplement FRA inspectors and enforce federal safety regulations for Virginia's railroads.
- VDOT manages federal fund for FHWA rail/roadway crossing
 - Railroads maintain crossing infrastructure

Positive Train Control (PTC)



- PTC is mandated by Congress in order to prevent:
 - Train-to-train collisions
 - Derailments caused by excessive speed
 - Unauthorized movement onto track where maintenance is occurring
 - Movement of a train through a track switch left in the wrong position
- Required where passenger service and/or hazmat trains exist
- PTC equipment must be installed on locomotives and signals, and the two must integrate regardless of the Operator
 - i.e. In Virginia, Amtrak/VRE locomotive equipment must be compatible with CSX/NS/NEC wayside equipment.
- Employees must be trained to operate, maintain, and repair the system.
- Federal deadline for implementation was extended from December 2015 to December 2018, with extension to 2020 to “turn it on.”

Positive Train Control (PTC)

Railroad (System-wide, including beyond Virginia)	Total Hardware Installed (On-board & Wayside Hardware)	Employees Trained
Virginia Railway Express	100%	0/108
Amtrak	96%	9,817/10,985
CSX	91%	18,711/19,234
Norfolk Southern Railway	83%	17,325/18,832

- Both CSX and NS are on track to meet the federal PTC mandate by December 2018
- VRE and Amtrak are on track to meet the federal PTC mandate by December 2018
- CSX Progress in Virginia
 - 3 of 8 Subdivisions already operating with PTC
 - 3 of 8 Subdivisions operational in Q2 2018
 - Remaining 2 Subdivisions installed by 2018 deadline.
- Buckingham Branch has a federal exemption because of low density traffic.
 - Amtrak long-distance Cardinal service 3x per week.



Railroad Crossings

- FHWA Railway-Highway (Section 130) program provides funding and guides standards for elimination of hazards at railroad crossings.
 - Administered by VDOT through the Highway-Safety Improvement Program, which includes the Railroad Crossing Safety Program
- Grade crossing signals are owned and maintained by host RR
- FRA oversees safety and enforcement for passenger and freight. Virginia State Corporation Commission inspects railroad infrastructure to FRA standards.
- No federal or state regulation requires upgrade of safety mechanisms after a grade-crossing accident.
 - VDOT Highway-Rail Grade Crossing Safety Program utilizes 'Accident Prediction Model' which includes highway-rail crashes and other variables to develop ranking of crossings in need of further review for safety improvements.

	Crossings without Gates	Crossings without Gates on Amtrak Routes
Total in Virginia	~ 2,600	~385

