Working Together Through

Operation Lifesaver

FRA’s State Rail Safety Participation Program
Safety Compliance and Oversight Program
Operation Lifesaver
# Operation Lifesaver

## Statistic

<table>
<thead>
<tr>
<th>Year</th>
<th>Collisions</th>
<th>Fatalities</th>
<th>Injuries</th>
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<table>
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<th>Fatalities</th>
<th>Injuries</th>
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<td>2016*</td>
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</tbody>
</table>

* Preliminary statistics
Operation Lifesaver

Operation Lifesaver Targets

**Education** - Operation Lifesaver strives to increase public awareness about the dangers around the rails. This aspect of the program seeks to educate both drivers and pedestrians to make safe decisions at railroad crossings and around railroad tracks.

**Enforcement** - Operation Lifesaver promotes active enforcement of traffic laws relating to crossing signs and signals and private property laws related to trespassing.

**Engineering** - Operation Lifesaver encourages continued engineering research and innovation to improve the safety of railroad crossings.
Operation Lifesaver

Why are we promoting Operation Lifesaver?

Grade Crossing Accidents are statistically the highest percentage of railroad accidents!

Every State, Tribe and community along a designated route should actively get involved!

Anyone can get involved with no cost!
## Operation Lifesaver State Contact Information

<table>
<thead>
<tr>
<th>State</th>
<th>Contact</th>
<th>Address</th>
<th>Phone</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>Nancy Hudson</td>
<td>9329 Miller Road, Warrior, AL 35180</td>
<td>(205) 285-4655</td>
<td><a href="mailto:alol@att.net">alol@att.net</a></td>
</tr>
<tr>
<td>Arkansas</td>
<td>Sheryl Dudley</td>
<td>3021 Turnberry Drive, Benton, AR 72019</td>
<td>(501) 860-6633</td>
<td><a href="mailto:sheryldudleyarol@gmail.com">sheryldudleyarol@gmail.com</a></td>
</tr>
<tr>
<td>Florida</td>
<td>Marcus Richards</td>
<td>605 Suwannee Street, MS-25, Tallahassee, FL 32399-0450</td>
<td>(850) 414-4218</td>
<td><a href="mailto:Marcus.Richards@dot.state.fl.us">Marcus.Richards@dot.state.fl.us</a></td>
</tr>
<tr>
<td>Georgia</td>
<td>Jennie Glasgow</td>
<td>PO Box 76526, Atlanta, GA 30358</td>
<td>(770) 393-2711</td>
<td><a href="mailto:gaol@mindspring.com">gaol@mindspring.com</a></td>
</tr>
<tr>
<td>Kentucky</td>
<td>Wayne Gentry</td>
<td>7908 Chism Trail Way, Louisville, KY 40291</td>
<td>(502) 693-3167</td>
<td><a href="mailto:bwgentry@twc.com">bwgentry@twc.com</a></td>
</tr>
<tr>
<td>Louisiana</td>
<td>Claude Maher</td>
<td>10985 North HarrelIs Ferry Rd, 2nd Floor, Baton Rouge, LA 70816-8304</td>
<td>(225) 921-8381</td>
<td><a href="mailto:operationlifesaver@la.gov">operationlifesaver@la.gov</a></td>
</tr>
<tr>
<td>Mississippi</td>
<td>Kim Sloan</td>
<td>PO Box 1850, Jackson, MS 39215-1850</td>
<td>(601) 359-7539</td>
<td><a href="mailto:ksloan@msoperationlifesaver.org">ksloan@msoperationlifesaver.org</a></td>
</tr>
<tr>
<td>North Carolina</td>
<td>Margaret Cannell</td>
<td>1500 Carson Street, Suite 108, Raleigh, NC 27608</td>
<td>(919) 612-7674</td>
<td><a href="mailto:ncoperationlifesaver@outlook.com">ncoperationlifesaver@outlook.com</a></td>
</tr>
<tr>
<td>Oklahoma</td>
<td>Sherry Soliz</td>
<td>6304 S Broadway Ave, Oklahoma City, OK 73139</td>
<td>(405) 919-3808</td>
<td><a href="mailto:OKOL@swbell.net">OKOL@swbell.net</a></td>
</tr>
<tr>
<td>South Carolina</td>
<td>Janice Cowen</td>
<td>4149 East Buchanan Drive, Columbia, SC 29206</td>
<td>(803) 206-9081</td>
<td><a href="mailto:cowen_j@bellsouth.net">cowen_j@bellsouth.net</a></td>
</tr>
<tr>
<td>Tennessee</td>
<td>Jill Moody</td>
<td>121 Pennystone Circle, Franklin, TN 37067</td>
<td>(615) 656-1223</td>
<td><a href="mailto:jmoodytnol@comcast.net">jmoodytnol@comcast.net</a></td>
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<tr>
<td>Texas</td>
<td>Dalton Tingle</td>
<td>957 Estes Road, Lorena, TX 76655</td>
<td>(254) 857-4464</td>
<td><a href="mailto:dtingle@hot.rr.com">dtingle@hot.rr.com</a></td>
</tr>
<tr>
<td>West Virginia</td>
<td>Ira Baldwin</td>
<td>201 Brooks Street, Charleston, WV 25301</td>
<td>(304) 340-0474</td>
<td><a href="mailto:ibaldwin@psc.state.wv.us">ibaldwin@psc.state.wv.us</a></td>
</tr>
</tbody>
</table>

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**States not currently participating in OL**

- Maryland
- Virginia
Operation Lifesaver
FRA’s State Rail Safety Participation Program

Rail State Safety Participation Program consists of States employing safety inspectors in the five rail safety inspection disciplines. State programs emphasize planned, routine compliance inspections; however, States may undertake additional investigative and surveillance activities consistent with overall program needs and individual State capabilities.

Before participation can begin, each State agency must enter into a multi-year agreement with FRA for the exercise of specified authority. This agreement may delegate investigative and surveillance authority regarding all or any part of Federal railroad safety laws.

The training of State inspectors is one of FRA’s major customer service initiatives. FRA reimburses States for travel and subsistence expenses associated with rail safety inspector technical training. The training program helps States to develop rail safety programs and enables qualified State inspectors to maintain technical proficiency. FRA routinely provides on-the-job training to State inspector candidates as well.
FRA’s State Rail Safety Participation Program

The five participation programs are:

Hazardous Materials (HM)
Motive Power and Equipment (MP&E)
Operating Practices (OP)
Signal and Train Control (S&TC)
Track
Hazardous Materials - Under authority delegated to FRA by the Secretary of Transportation, the Hazardous Materials Division administers a safety program that oversees the movement of hazardous materials (including dangerous goods), such as petroleum, chemical, and nuclear products, throughout the Nation’s rail transportation system, including shipments transported to and from international organizations. The division also has authority to oversee the movement of a package marked to indicate compliance with a Federal or international hazardous materials standard, even if such a package does not contain a hazardous material.
FRA’s State Rail Safety Participation Program

Motive Power and Equipment - The Motive Power and Equipment Division provides technical expertise and direction in the execution and administration of rail safety programs to ensure maximum safety in railroad operations relevant to motive power and freight, passenger, and commuter equipment. It promotes an understanding of and compliance with Federal standards to inspect locomotives, passenger and freight cars, and safety appliances such as air brakes.
FRA’s State Rail Safety Participation Program

Operating Practices - The Operating Practices Division examines railroad carrier operating rules, employee qualification guidelines, and carrier training and testing programs to determine compliance with the Railroad Safety Act of 1970; railroad occupational safety and health standards; the Hours of Service Act; and accident and personal injury reporting requirements.
Signal and Train Control - The Signal and Train Control (S&TC) Division promotes an understanding of and compliance with the various Federal regulations related to signal and train control systems, highway-rail grade crossing active warning systems, and the hours of service laws applicable to signal employees. The applicable regulations primarily address the design, installation, maintenance, inspection, and testing of these signal systems, and the necessary system components adjustment, repair, or replacement, as well as the associated recordkeeping and reporting requirements. The S&TC Division determines the level of understanding and compliance of these standards and requirements primarily through the conductance of inspection and investigation activities on the Nation’s railroads.
Track - The Track Division mission is to provide technical expertise and direction in the execution and administration of rail safety programs to ensure maximum safety in railroad operations relevant to railroad track.

The Track Division provides evaluation, direction, and technical advice for rail safety enforcement programs for FRA and State safety programs. The division develops and issues compliance manuals and technical bulletins as guidance to FRA regional safety offices; participates in the development of rail safety program proposals, plans, rules and standards; and provides advice to, and coordinates with, regional field enforcement staff and Railroad System Oversight Management staff. The division also has the responsibility for the administration of the Automated Track Inspection Program (ATIP) and the Workplace Safety Program.
FRA’s State Rail Safety Participation Program

Participating State Programs in NE CSG:

ALABAMA
Janice M. Hamilton, Director
Utility Enforcement Division
Alabama Public Service Commission
Post Office Box 304260
Montgomery, AL 36130-4260
334-242-2696/334-242-2835
Janice.Hamilton@psc.alabama.gov

FLORIDA
Rick Leggett, Manager
Rail Safety Inspection Program
Florida Department of Transportation
1687 Benzinger Ct.
The Villages, FL 32162-1641
904-334-1589
rick.leggett@dot.state.fl.us

MARYLAND
Rob Gavel, Inspection Supervisor
Department of Labor, Licensing and Regulation
Division Labor and Industry
Railroad Safety & Health
Safety Inspection Unit
1100 North Eutaw St. Room 601
Baltimore, Maryland 21201
410-767-0909
rob.gavel@maryland.gov

MISSISSIPPI
Willie Huff
Director, Office of Enforcement
Mississippi Department of Transportation
412 East Woodrow Wilson
Jackson, Mississippi 39216
601-359-1710
601-672-0722 (cell)
whuff@mdot.ms.gov

NORTH CAROLINA
George Young
Railroad & Rail Transit Safety Oversight Program Manager
Rail Division
North Carolina Department of Transportation
1556 Mail Service Center
Raleigh, North Carolina 27699-1556
919-715-8742/919-612-0655
gyoung@dot.state.nc.us

SOUTH CAROLINA
Tom Allen
Deputy Director, Safety and Transportation
State of South Carolina
Office of Regulatory Staff
1401 Main Street, Suite 900
Columbia, SC 29201
803-737-0974/803-622-5308
tallen@regstaff.sc.gov

TENNESSEE
Rick Beals
Rail Safety Manager
Tennessee Department of Transportation
505 Deaderick Street, Suite 1800
Nashville, Tennessee 37243-0328
615-253-1054
Rick.beals@tn.gov

TEXAS
Luke Chisenhall
Rail Safety Inspection Branch Manager
Traffic Operations Division
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701-2483
512-416-3244 512-605-7475
luke.chisenhall@txdot.gov
FRA’s State Rail Safety Participation Program

VIRGINIA
Massoud Tahamtani
Director
Division of Utility and Railroad Safety
Virginia State Corporation
Commission
1300 East Main Street
PO Box 1197
Richmond, Virginia 23218
(804) 371-9980
Massoud.Tahamtani@scc.virginia.gov

WEST VIRGINIA
Ira P. Baldwin
Manager - Railroad Safety Section
Transportation Enforcement Division
Public Service Commission of West Virginia
201 Brooks Street
P.O. Box 812
Charleston, West Virginia 25323
304-340-0474/304-552-1333
ibaldwin@psc.state.wv.us

States not Currently in Participating State Programs:
Georgia, Kentucky, Louisiana, Maryland, Virginia

Remember just because your state is a partner in the program they may not be a participant in all five disciplines!
FRA’s State Rail Safety Participation Program

START Mainline Rail Map with Utility Site
- Operating Facilities
- Shutdown Sites
FRA’s State Rail Safety Participation Program

National Rail Mainlines & Tribal Territories
FRA’s State Rail Safety Participation Program

SSEB Map
FRA’s SCOP

(SCOP)
Safety Compliance Oversight Plan for Rail Transportation of High-Level Radioactive Waste and Spent Nuclear Fuel

Ensuring the Safe, Routine Rail Transportation of Foreign Research Reactor Spent Nuclear Fuel

June 1998
FRA’s SCOP

Although the program is FRA policy (not regulatory), it was designed initially for the Three Mile Island rail shipments and was then updated for the Foreign Research Reactor Spent Fuel Shipments. It has also been applied for other short duration rail shipping programs including most recently the West Valley Demonstration Project shipments to Idaho.
FRA’s SCOP

While implementation of the program has been inactive of late, it has been proven to be a successful Program in the FRA Office of Safety and has grown with the addition of new disciplines in order to keep pace of the emergence of new technologies in the rail industry. However, the policy now needs to be updated since its last modification in June 1998! Work is ongoing to accomplish this.
FRA’s SCOP

Some of the new disciplines that FRA has added and will be implemented in an update to the SCOP are:

**Bridge and Structures Safety** - Bridge and structure safety oversight is a key element to the efforts of the Bridge and Structures Safety Division. Through its field enforcement staff, the division participates in bridge accident investigations; performs bridge assessments and bridge management program reviews; and provides direction and technical advice in bridge inspection, maintenance, and management. In addition, the division provides guidance on Railroad Bridge Worker Safety. This is considered part of the Track discipline.
FRA’s SCOP

Some of the new disciplines that FRA has added and will be implemented in an update to the SCOP are:

Positive Train Control - In 2008, Congress required Class I railroad main lines handling poisonous-inhalation-hazard materials and any railroad main lines with regularly scheduled intercity and commuter rail passenger service to fully implement Positive Train Control (PTC) by December 31, 2015. PTC uses communication-based/processor-based train control technology that provides a system capable of reliably and functionally preventing train-to-train collisions, overspeed derailments, incursions into established work zone limits, and the movement of a train through a main line switch in the wrong position. This is considered a part of the Signal & Train Control Discipline (S&TC).
FRA’s SCOP

Some of the new disciplines that FRA has added and will be implemented in an update to the SCOP are:

Positive Train Control – In late 2015, Congress extended the deadline by at least three years to December 31, 2018, with the possibility for two additional years if certain requirements are met. The new legislation, the PTC Enforcement and Implementation Act, required that railroads submit a revised PTC Implementation Plan (PTCIP) by January 26, 2016, outlining when and how the railroad would have a system fully installed and activated.
FRA’s SCOP

Some of the new disciplines that FRA has added and will be implemented in an update to the SCOP are:

Rail Integrity - The Rail Integrity Division promotes an understanding of and compliance with Federal standards concerning rail maintenance. The general purpose of the division is to prevent accidents and casualties in rail operations related to rail defects and dynamics involving continuous welded rail (CWR). In addition, the Rail Integrity Division provides technical expertise and direction in the execution and administration of rail safety programs to ensure maximum safety in railroad operations related to rail inspection technology, rail inspection programs, and CWR maintenance programs. Through regulatory program reviews, training verification, operations observations, accident investigations, and statistical analysis, field and headquarters staff strategically work to eliminate potential accidents due to rail-related failures. This is considered part of the Track discipline.
FRA’s SCOP

We are currently updating and revising the SCOP to more effectively utilize personnel and implement effective oversight of the projected expansion of the rail shipping campaigns of Spent Nuclear Fuel and High-Level Radioactive Waste from our nations nuclear power plants.
FRA’s SCOP

Additions to the SCOP inspections will include:
Bridge and Structures Safety
Positive Train Control
Rail Integrity
FRA’s SCOP

The SCOP will recommend inspections to begin as early as possible, preferably about one year in advance of the proposed shipment date for the infrastructure particularly for other than Class 1 Mainlines such as Short Line Railroads:

- Track
- Bridge and Structures Safety
- Rail Integrity
FRA’s SCOP

An emphasis for the HM, MP&E inspection process will include:

- Enhanced Point of Origin Inspections
- Enroute Inspections (only at locations that are conducive for safe inspections)
FRA’s SCOP

At this time the SCOP will not specifically incorporate all new equipment technologies such as the AAR’s S-2043 standard due to these new technologies not being addressed by federal regulations at this time.

However the AAR S-2043 Standard will be included as an appendix to the updated SCOP for reference as this standard has been adopted for use by all the major Class 1 RR’s for rail shipments of SNF and HLRW.
FRA’s SCOP

Keep in mind

Shippers and Carriers are responsible for the condition of the equipment and rail infrastructure.

FRA State and Federal Inspectors role is to provide oversight of compliance of Federal Regulations by the shippers and carriers.
FRA’s State Rail Safety Participation Program

State Program Managers

ALABAMA
Janice M. Hamilton, Director
Utility Enforcement Division
Alabama Public Service Commission
Post Office Box 304260
Montgomery, AL 36130-4260
334-242-2696/334-242-2835
Janice.Hamilton@psc.alabama.gov

FLORIDA
Rick Leggett, Manager
Rail Safety Inspection Program
Florida Department of Transportation
1687 Benzinger Ct.
The Villages, FL 32162-1641
904-334-1589
rick.leggett@dot.state.fl.us

MARYLAND
Rob Gavel, Inspection Supervisor
Department of Labor, Licensing and Regulation
Division Labor and Industry
Railroad Safety & Health
Safety Inspection Unit
1100 North Eutaw St. Room 601
Baltimore, Maryland 21201
410-767-0909
rob.gavel@maryland.gov

MISSISSIPPI
Willie Huff
Director, Office of Enforcement
Mississippi Department of Transportation
412 East Woodrow Wilson
Jackson, Mississippi 39216
601-359-1710
601-672-0722 (cell)
whuff@mdot.ms.gov

MISSOURI
Kristi Jamison
Railroad Operations Manager
Missouri Department of Transportation
Multimodal Operations Rail Section
P.O. Box 270
105 W. Capital Ave
Jefferson City, Missouri 65102
573-751-7121/573-619-6369
Kristine.Jamison@modot.mo.gov

NORTH CAROLINA
George Young
Railroad & Rail Transit Safety Oversight Program Manager
Rail Division
North Carolina Department of Transportation
1556 Mail Service Center
Raleigh, North Carolina 27699-1556
919-715-8742/919-612-0655
gyoung@dot.state.nc.us

SOUTH CAROLINA
Tom Allen
Deputy Director, Safety and Transportation
State of South Carolina
Office of Regulatory Staff
1401 Main Street, Suite 900
Columbia, SC 29201
803-737-0974/803-622-5308
tallen@regstaff.sc.gov

TENNESSEE
Rick Beals
Rail Safety Manager
Tennessee Department of Transportation
505 Deaderick Street, Suite 1800
Nashville, Tennessee 37243-0328
615-253-1054
Rick.beals@tn.gov

FRA – Office of Railroad Safety
1/22/18
FRA’s State Rail Safety Participation Program

State Program Managers

TEXAS
Luke Chisenhall
Rail Safety Inspection Branch Manager
Traffic Operations Division
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701-2483
512-416-3244 512-605-7475
luke.chisenhall@txdot.gov

VIRGINIA
Massoud Tahamtani
Director
Division of Utility and Railroad Safety
Virginia State Corporation Commission
1300 East Main Street
PO Box 1197
Richmond, Virginia 23218
(804) 371-9980
Massoud.Tahamtani@scc.virginia.gov

WEST VIRGINIA
Ira P. Baldwin
Manager - Railroad Safety Section
Transportation Enforcement Division
Public Service Commission of West Virginia
201 Brooks Street
P.O. Box 812
Charleston, West Virginia 25323
304-340-0474/304-552-1333
ibaldwin@psc.state.wv.us
FRA’s State Rail Safety Participation Program

State Program Managers

Arkansas, Georgia, Kentucky, Louisiana, and Oklahoma are not currently participating in the FRA Program.
Questions?