



Rail Safety Inspection Benefit/Cost Study: Telephone Survey for States

Since 1980s, the Federal Railroad Administration (FRA) has decreased its funding for inspectors in state rail safety inspection programs. The North Carolina Department of Transportation, Rail Division has asked the Institute for Transportation Research and Education (ITRE) to conduct a study to determine the costs to states that operate state rail safety programs, and the equivalent monetary benefit received for the FRA from not operating those safety inspection programs directly.

We ask that you participate in this survey in order that we may estimate the costs and the benefits from state-operated rail safety programs throughout the nation. Please take a few minutes to complete the survey. If you have this information in a printed report or computer file, you may send it to us by fax or electronic mail. In cases where information is incomplete, or there are questions; an ITRE staff member will contact you via telephone to gather the required information or to clarify a question.

If you have questions please contact: Andy Henry at (919) 513-3482, ajhenry@unity.ncsu.edu, or Dennis Holste at (919) 515-8703, or via fax at (919) 515-889.

THANK YOU FOR YOUR CONTRIBUTION!!!

I. General Information

1. Contact Name: _____

2. Agency: _____

3. Phone #: _____ 4. Fax #: _____

5. Email Address: _____

6. Mailing Address: _____

City: _____ State: _____ Zip: _____

II. Cost of Safety Inspection Programs

Please complete the information in Table 1: **Cost of Safety Inspection Programs** on the next page on the annual costs to operate the rail safety inspection discipline(s) in your state. There are five columns of separate cost categories for each discipline. You may enter total costs by column for each discipline, or if you have more than one inspector in any particular discipline, you may enter salary and other cost information on a separate row for each inspector. Make sure to consider the following points before you complete the information in each cost category column.

- (1) **Full-time equivalent:** Indicate the portion of a work year that the employee dedicates to safety inspections. If an employee dedicates only a portion of his time to inspections, use 250 days as a full work year to calculate the full-time equivalent. For example, if an employee works 50 days each year conducting inspections, the full-time equivalent will be 0.2. Hours and days can be translated as “eight hours = one day.”

- (2) **Annual Salary:** Indicate the current annual salary. If an inspector began work this year, do not use the portion of the annual salary that will be paid this year – indicate the full annual salary.
- (3) **Fringe benefits:** Indicate additional employer paid wage expenses such as social security, retirement, health benefits, and workman’s compensation insurance.
- (4) **Travel expenses:** Indicate the annual travel expenses to conduct inspections, including lodging, food, and transportation (e.g., mileage).
- (5) **Salary, fringe & travel for supervisor:** Indicate the cost to supervise the employee. For example, if 10% of a supervisor’s time is dedicated toward supervising the employee, and the total salary, fringe, and travel for that supervisor is \$60,000, then the cost to supervise would be \$6,000.

* Do not include overhead costs such as office leasing, office supplies, administrative support, and utilities.

Table 1: Cost of Safety Inspection Program					
Safety Discipline	(1) Full-time equivalent	(2) Annual Salary	(3) Fringe benefits	(4) Travel expenses	(5) Salary, fringe & travel for supervisor
Hazardous Material					
Motive Power & Equipment					
Operating Practices					
Signal & Train Control					
Track Structures					

III. Additional Safety Inspectors

Do you plan to add safety inspectors within the next year? If so, please provide the indicated information in Table 2: **Additional Safety Inspectors**.

Use the same method to complete Table 2 as that used to complete Table 1. For example, to calculate the *Expected annual full-time equivalent*, use 250 days as a full work year to calculate the full-time equivalent. For example, if an employee works 50 days each year conducting inspections, the full-time equivalent will be 0.2. Hours and days can be translated as “eight hours = one day.”

Table 2: Additional Safety Inspectors					
Safety Discipline	(1) Full-time equivalent	(2) Annual Salary	(3) Fringe benefits	(4) Travel expenses	(5) Salary, fringe & travel for supervisor
Hazardous Material					
Motive Power & Equipment					
Operating Practices					
Signal & Train Control					
Track Structures					

IV. Cost of Training

The FRA now pays only the travel and per diem costs for state safety rail inspectors’ training. However, there are training costs that states must bear, such as those involved for state rail safety inspectors’ salaries while they receive off-site FRA training or on-the-job training. Please enter estimated average annual training costs for each of the five safety disciplines Table 3: **Cost of Training**, using the five cost categories as in the previous tables.

Table 3: Cost of Training					
Safety Discipline	(1) Full-time equivalent	(2) Annual Salary	(3) Fringe benefits	(4) Travel expenses	(5) Salary, fringe & travel for supervisor
Hazardous Material					
Motive Power & Equipment					
Operating Practices					
Signal & Train Control					
Track Structures					

V. Productivity of Safety Inspection Programs

Table 4: **Productivity of Safety Inspection Programs** requests information on the annual productivity of the five different rail safety inspection programs. These figures are to be used on an aggregate level to calculate program benefits, and not for the purpose of comparing productivity among state programs. Please complete the table for those inspection programs that your state agency conducts, using one row to enter the productivity for each employee engaged in that particular inspection program. Make sure to use annual figures. For example, the production of a new employee who has worked only four months would be multiplied by three to produce an annual figure.

Table 4: Productivity of Safety Inspection Program							
Safety Discipline	Total Inspections	Accident Reports	Accident Investigations	Total Units Inspected	Defects or Noncompliances	Violation Reports	Violation Defects
Hazardous Material							
Motive Power & Equipment							
Operating Practices							

Table 4: Productivity of Safety Inspection Program

Safety Discipline	Total Inspections	Accident Reports	Accident Investigations	Total Units Inspected	Defects or Noncompliances	Violation Reports	Violation Defects
Signal & Train Control							
Track Structures							

End of Survey—*thanks for your help!*