

Biographical Information -- GRADY C. COTHEN, JR.

Grady Cothen retired from Federal Service on May 31, 2010, after 41 years, including over 36 years at the Federal Railroad Administration (FRA). From 1995 until his retirement, Grady served as the Deputy Associate Administrator for Safety Standards.

During his government career, Mr. Cothen provided legal or program leadership for a wide range of railroad safety and policy initiatives, including—

- Seminal regulations on Control of Alcohol and Drug Use that were upheld in a landmark Supreme Court case,
- Development of the first Passenger Equipment Safety Standards,
- Safety improvements for hazardous materials tank cars,
- Strengthened oversight of Railroad Operating Rules compliance,
- Locomotive Horn rules that have led to quiet zones in over 300 communities,
- Incentives for introduction of Electronically Controlled Pneumatic Brakes, and
- Development of regulations and guidelines for high-speed passenger rail.

During the period 1991 until his retirement, Mr. Cothen had continuous responsibility for oversight of new train control systems, including development of Performance Standards for Processor-Based Signal and Train Control Systems, installation of the Advanced Civil Speed Enforcement System on the Northeast Corridor, drafting of three congressional reports on advanced train control technology, issuance in January 2010 of the final rule for Positive Train Control systems under the Rail Safety Improvement Act of 2008, and the granting of initial approvals for technology being employed under those regulations.

Grady is a member of the District of Columbia bar and a 1975 graduate of the Georgetown University Law Center. He received his undergraduate degree from Oklahoma Baptist University in 1968, and served in the United States Army during 1969-70.

In 2006, Grady was honored as a Presidential Rank Meritorious Executive, and in 2009 he was honored by Parsons and Railway Age with the Tom Sullivan Memorial Award for Outstanding Achievement and Contributions to the Signal and Train Control Profession.

Mr. Cothen currently serves two transportation companies as an independent policy consultant. However, he appears today as a private citizen interested in the future of rail transportation.

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