DATE: June 5, 2019

TO: City/County Engineers, RDCs, MPOs, Townships, MnDOT Districts

FROM: Amy L. Johnson
Program Manager, Rail Grade Crossing Safety
Amy.l.johnson@state.mn.us
651/366-3709

SUBJECT: Grade Crossing Safety Program – Section 130 Funding

In our continuing efforts to involve local road authorities in improving railroad-highway grade crossing safety, MnDOT’s Office of Freight and Commercial Vehicle Operations (OFCVO), Railroad Safety and Coordination Unit is requesting local participation in funding railroad crossing projects. Up to $4,500,000 is available for state fiscal year 2022 (July 1, 2021 – June 30, 2022) for railroad crossing projects.

Two categories of projects will be funded through this effort:
- Closures/Consolidations of Railroad crossings
  - This is top priority and up to $3,000,000 will be available for this category.
- Railroad crossing safety projects at high risk locations
  - Up to $1,500,000 will be available for this category. Additional money may be made available for this category depending on the number of closure/consolidation projects are received and funded.

Closures/Consolidations of Railroad Crossings

In order for a project to be eligible for the Closure/Consolidation category, it must meet the criteria laid out in Minnesota Rule 8830.2740 https://www.revisor.mn.gov/rules?id=8830.2740 and be ready to construct in the year of funding available.

Eligible projects will be scored on the following criteria:
- Number of crossings closed
- Risk/Cost factor = ((Risk Factors/cost)) *1,000,000
- Deficient Geometry

Railroad Crossing Safety Projects at high Risk Locations

The locations of concern were identified using the following risk factors: roadway AADT, number of trains/day, volume cross product (# vehicles x # trains), train speed, skew, distance to nearby intersection, distance to nearest crossing, clearing sight distance, approaching sight distance. Taking into consideration these factors, each crossing was assigned a risk score from 0-9. In this solicitation, we are considering locations with a score of
7 (locations with risk rankings greater than 7 have been addressed in previous fiscal years). These locations with a score of 7 have been prescreened by the Engineers/Project Managers as a viable project. A list of potential locations can be found on page 4.

From the list of potential projects, please identify your top priority locations and send them to me by 07/31/2019. Once the solicitation period ends, each location will receive a score and ranked accordingly. The scoring for each candidate will be based on the following:

- LRA funding priority
- Magnitude of clearing sight distance restriction (4 points total, 1 for each quadrant)
- \((\text{ADT} \times \# \text{ of trains})/\text{cost} \times 100\)
- Non redundant crossing (no crossing within 5 miles)
- Cost participation over 10% (up to 2 points)

The road authority and RR will then be contacted and a diagnostic field review at the crossing will be scheduled with the Project Manager. Projects typically range between $175,000 and $350,000. Additional improvements may be required at the crossing (I.E. widening of the road, crossing surface extensions, sidewalk/pathway modifications, etc) that raise the cost above the typical range. These improvements would be identified and discussed during the diagnostic review.

The following information may be requested prior the diagnostic review:

1) The most recent traffic count (CSAH & MSAS recent counts are already available to OFCVO)
2) An evaluation of whether the crossing and/or adjacent crossings can be closed or consolidated (costs associated with closing and consolidating crossings are eligible for funding)
3) Plans for any future road work
4) Information and traffic projections for any development

The Excel spreadsheet (Rail Grade Crossing Safety Solicitation) contains all public, open railroad crossings in Minnesota. If you do not see a crossing in your jurisdiction listed as a potential project on page 4 to be funded in state fiscal year 2022, open the spreadsheet and sort by your county to find it. The risk factors present at each crossings are listed in columns R-CI, followed by the total risk score in column DC. If you have more current information for your crossing(s), such as AADT, please provide us with that information. The spreadsheet can be found here: http://www.dot.state.mn.us/ofrw/railroad/safety.html

The timeline for this solicitation is as follows:

**June - July 2019:** Solicitation is open  
**July 31, 2019:** Responses due  
**August - October 2019:** Field diagnostics  
**November 2019:** Project scoring  
**December 2019:** Initial project recommendations made  
**January 2020:** Metro Planning Organization comment period  
**February 2020:** Final project selection to be funded for state fiscal year 2022 (July 1, 2021 – June 30, 2022)

MnDOT was informed by Federal Highway Administration that the Section 130-Grade Crossing Safety Program is
no longer able to fund 100% of the project costs. Effective immediately, a 10% match from a non-federal source is required. The latest Federal Share for Selected Programs guidance Fact Sheet (www.fhwa.dot.gov/fastact/factsheets/federalsharefs.cfm) was updated and vetted per FAST Act. It identifies the Rail-Highway Crossings Program federal share at 90% with no eligibility for 100% funding.

Please share this information with your smaller local agencies and submit all requests by **07/31/2019** to amy.l.johnson@state.mn.us or the address above. Your participation is greatly appreciated.

cc: District State Aid Engineers, MnDOT
<table>
<thead>
<tr>
<th>USDOT NUMBER</th>
<th>OPERATOR</th>
<th>CITY</th>
<th>COUNTY</th>
<th>CROSSING LOCATION</th>
<th>ROAD DESIGNATION</th>
<th>AADT</th>
<th>TOTAL TRAINS</th>
<th>MAX TIMELAPSE SPEED</th>
<th>TRACK CROSSING ANGLE</th>
<th>VOLUME CROSS PRODUCT</th>
<th>ROADWAY SPEED</th>
<th>DISTANCE TO NEARBY INT</th>
<th>SKEW</th>
<th>NEAREST CROSSING</th>
<th>Roadway AADT</th>
<th>Total Trains per Day</th>
<th>Volume Cross Product</th>
<th>Max Timetable Speed</th>
<th>Slew</th>
<th>Distance to Nearest Crossing</th>
<th>Clearing Sight Distance</th>
<th>Approaching Sight Distance</th>
<th>Risk Factor (of 9)</th>
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