

DATE: April 30, 2021

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 2025 (July 1, 2024 – June 30, 2025) 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. These locations have been prescreened by the Engineers/Project Managers as a viable project. A list of potential locations can be found on page 3.

From the list of potential projects, please identify **your** top priority locations and send them to me by **June 30, 2021**. 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)
- $(ADT * \# \text{ of trains}) / \text{cost} * 100$
- 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 passive, public, open railroad crossings in Minnesota. If you do not see a passive crossing in your jurisdiction listed as a potential project on page 3 to be funded in state fiscal year 2025, open the spreadsheet and sort by your county to find it. The total risk factors present at each crossings are listed in column AH. 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>

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 **06/30/2021** to amy.l.johnson@state.mn.us or the address above. Your participation is greatly appreciated.

cc: District State Aid Engineers, MnDOT

Projects Eligible for Fiscal Year 2025

Crossing Identification

Passive Risk Factors

Crossing Number	Primary Operating Railroad	District	County	Road Authority	Highway Type and No.	Local Street Name	Active or Passive Warning Devices	AADT	Highway Speed Limit	Total Trains	Maximum Timetable Speed	AADT	Total Trains	Cross Product = AADT X Total Trains	Maximum Timetable Speed	Approximate Distance (Intersecting roadway)	Distance to nearest Crossing	Skew	Clearing Sight Distance	Approaching Sight Distance	Total Risk Factors
061514X	BNSF	3	KANABEC	Kanabec County	CSAH28	133rd Ave	Passive	251	45	6	50	1	1	1	1	1	0	0	1	1	7
067798A	BNSF	8	MEEKER	Dassel Township	T184	237th St	Passive	183	55	6	60	1	1	1	1	1	0	0	1	1	7
076155D	BNSF	3	AITKIN	Aitkin Township	T146	390th Ave	Passive	190	30	6	49	1	1	1	1	1	1	0	1	1	8
193496S	DME	7	BROWN	New Ulm	M84	1st St N	Passive	750	30	7	30	1	1	1	0	1	0	1	1	1	7
193499M	DME	7	BROWN	New Ulm	MSAS112	N Front St	Passive	2305	30	7	30	1	1	1	0	1	0	1	1	1	7
193590F	DME	7	BROWN	Brown County	CSAH7	330th Ave	Passive	175	30	7	40	1	1	1	1	1	0	0	1	1	7
193600J	DME	7	BROWN	Springfield	M12	Burns Ave S	Passive	650	30	7	40	1	1	1	1	1	0	1	1	1	8
193473K	UP	7	BLUE EARTH	Mankato	M298	Hubbel Ave	Passive	750	30	5	49	1	1	1	1	0	0	0	1	1	6
193489G	DME	7	BROWN	New Ulm	MSAS109	16th St S	Passive	1202	30	7	30	1	1	1	0	1	0	0	1	1	6
193499M	DME	7	BROWN	New Ulm	MSAS112	N Front St	Passive	2305	30	7	30	1	1	1	0	0	0	1	1	1	6
195400G	UP	7	FARIBAULT	Faribault County	CSAH56	Main St	Passive	390	30	2	40	1	0	1	1	1	0	0	1	1	6
185392P	UP	7	LE SUEUR	Kasota	M18	Rice St	Passive	400	30	3	30	1	0	1	0	1	0	1	1	1	6
185393W	UP	7	LE SUEUR	Kasota	M3	Quarry Spring St	Passive	400	20	3	30	1	0	1	0	1	0	1	1	1	6
195450K	UP	7	MARTIN	Fairmont	MSAS106	Prairie Ave	Passive	2305	30	5	40	1	1	1	1	0	0	0	1	1	6
380261W	DME	6	STEELE	Steele County	CSAH42	Main St E	Passive	155	30	7	10	1	1	1	0	1	0	0	1	1	6
854275S	PGR	M	DAKOTA	Lakeville	MSAS134	Highview Ave	Passive	3550	55	10	10	1	1	1	0	1	0	0	1	1	6
393547C	TCWR	8	CHIPPEWA	Chippewa County	CSAH13	1st St W	Passive	524	55	2	30	1	0	1	0	0	1	1	0	1	5