



Master Agreements

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DIRECTOR PUBLIC PROJECTS
AND SYSTEM DESIGN

9-14-18



BNSF Railway Grade Crossing Safety



Grade Crossing Fast Facts

30,044 Total Crossings
176 Pedestrian At-Grade

16,960 Public At-Grade (8,732 w/ active warning)
2,151 Underpasses

8461 Private At-Grade (160 w/ active warning)
2,296 Overpasses

Crossing Closures

- 6348 Crossings closed since 2000 (current avg. 100/yr.)
- Aggressively pursue redundant, cap. ex, sidings, QZs
- Closure incentive program to encourage consolidation
- Interested in corridor programs (sealed corridors, multiple closures + grade separation)
- 20 team members focused on grade crossing safety

Quiet Zones

- 210 Total (22 Pre-Rule, 188 Post-Rule, 723 Total Crossings)
- Strong recommendation for onsite visit with all stakeholders
- Strongly recommend SSMs at all crossings for added safety
- Desire public awareness campaign with QZ establishment for community
- Legal counsel reviews all NOIs, NOEs and BNSF responses

Interconnected Crossings

- 554 Interconnected crossings on BNSF
- Developed initiative with CTC to evaluate all crossings
- Meetings held with 176 individual agencies post evaluation
- 70 crossings either modified or under agreement to be modified

National Inventory

- BNSF currently submits monthly updates to FRA
- Difficult to verify information for foreign lines or typical state data fields
- Working to evaluate steps to comply with new regulations

2018 YTD Public Projects Metrics

40 Crossings Closed

72 Surface Projects

21 Active Grade Separations

93 Signal Projects

4 Quiet Zones Established

48 Private Crossings Permitted

Additional Initiatives and Focus Areas

*Trespassing

*Land Use Planning

*Multiple Incident Crossings

*Statewide Signage and LED Programs

*Vegetation Control

*State DOT Long Range Plan Coordination

*Community Outreach

The Value of Standardization

Simple

- Shorter Review Timeline
- Ease of Doing Business

Sustainable

- Changing Workforce
- Changing Priorities

Scalable

- Repeatable Process
- Expedited Project Delivery

BNSF Efforts in Standardization



Class I Benchmarking

- Identified Gaps in BNSF Processes
- Understand Other RR Efficiencies
- Internal Audits and Reviews

State Reviews

- Listening Sessions with States
- Identify Areas of Improvements
- Understand State's Limitations

Internal Reviews

- Common Misconceptions
- Frequent Corrective Actions
- Rotating Workforce

Determined Solutions

- Public Projects Manual (Internal and External)
- BNSF External Public Projects Webpage
- Crossing Maintenance Quick Reference Guides
- Project and Document Management Improvement
- Master State Agreements

BNSF Public Projects Manual



Public Projects Manual

Final Version June 29, 2018

BNSF Railway Public Projects Team

One Stop Shop for Agencies

- Policies and Procedures in One Place
- BNSF's Principles in *Black and White*
- Acknowledgement of Complexity
- Living Document
- Target Audience: All Public Agencies
- Remove Barriers of Entry

Other Standardization Efforts



Working at Public Crossings in Washington

Performing work on both private and public crossings. Is the repair routine maintenance or more than that?

- Routine Maintenance— surface rehab, replacing asphalt approaches or between tracks, replacing existing signs in kind.
- For routine maintenance that includes temporary crossing closures it is required per WAC 480-62-305 to submit a 10 day advanced notice to the WUTC (except in First Class Cities). Please contact Manager Public Projects (MPP) for assistance with submitting the official notice.
- Crossing Enhancements— any changes to the surface type, track removal or additions, signal removal, signal warning device modifications, and surface widening.
- For crossing enhancements in locations other than First Class Cities, BNSF must first work with the road authority to file a petition to the WUTC to modify the crossing. WUTC must issue order granting petition prior to start of construction. Please contact MPP for assistance with submitting this process.

Public Crossing Enhancements- How-To-Guide

1. Contact Manager of Public Project (MPP) unless the following occurs:
 - a. Emergency Work—Contact Public Affairs and MPP. Roadmaster coordinates who contacts Road Authority.
 - b. Permanent track removal —RDM or Sig Supv to complete **Track Retirement form** and submit to system design at engdesig@bnsf.com
 - I. If Retirement is not approved—TA and Xing remain
 - II. If Retirement is approved—see next steps 2-6

2. MPP to schedule diagnostic with RDM, Signal, WUTC (except in First Class Cities) and road authority.
3. MPP gets signed agreement with road authority to remove crossing and cost share if possible.
4. MPP and road authority (except in First Class Cities) file Petition to Close A Highway-Rail Grade Crossing' to the WUTC.
 - WUTC will issue order granting petition to close at-grade crossing if petition is approved.
5. RDM/Signal to perform work as soon as feasible.
6. Notify MPP when work is complete and MPP will close AFE. Government billing submits invoices to paying party per Agreement.

Working at Private Crossings

Performing maintenance work.

1. Contact MPP *10 day notices needed*
2. Public Projects to verify if private crossing is permitted
 - If "NO" permit—MPP needs to work with JLL to get new crossing permit before BNSF should proceed, or if authorized by MPP RDM can pull crossing permanently
 - If "Yes" permit— reinstall and bill accordingly per the permit

****Make sure to bill appropriately for maintenance (Signal/Track) of these crossings****

Definitions and Roles

AFE—Authority for Expenditure
MPP will request after Agreement is executed

WUTC— Washington Utilities and Transportation Commission

External Webpage

SHIP WITH BNSF ▾ **IN THE COMMUNITY** ▾ **ABOUT BNSF** ▾ **WORK AT BNSF** 🔍

Public Projects

Welcome! BNSF's Public Projects team is the point of contact for the communities we serve when they desire to deliver infrastructure projects that cross, intersect, or parallel BNSF's network in some way.

Documents you'll need

Crossing QRG

<http://www.bnsf.com/in-the-community/public-projects/>

BNSF Supports and Promotes Master Agreements

BNSF
RAILWAY

A Methodical Process

- 2015 BNSF started the process to review all of our standard form agreements
- Several states jumped at the opportunity to review or establish.
- First states completed: New Mexico, North Dakota, Wyoming
- Next States towards completion: Colorado, Minnesota
- Other States: Lets Go!



Colorado and BNSF Process



- Needed to Update Decades Old Process
- Evidences of Success with other Railroads
- Slow Start, Common Goal
- Next Steps: Lock Lawyers in the Room!

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