

# **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

93 Signal Projects

**72** Surface Projects 21 Active Grade Separations 4 Quiet Zones Established

48 Private Crossings Permitted

### **Additional Initiatives and Focus Areas**

\*Trespassing

\*Multiple Incident Crossings

\*Vegetation Control

\*Community Outreach

\*Land Use Planning

\*Statewide Signage and LED Programs \*State DOT Long Range Plan Coordination

# 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**

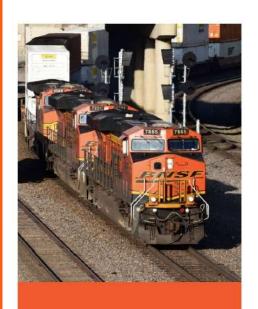
- Common Misconceptions
- Frequent Corrective Actions
- Rotating Workforce

### **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 dosures it is required per WAC 480-62-305 to submit a 10 day advanced notice to the WUTC (except in First Class Clites).
   Please contact Manager Public Projects (MPP) for assistance with submitting the official nocice.
- 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-Guid

- Contact Manager of Public Project (MPP) unless the following occurs:
- 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 engrdlesselt@bnsf.com
- IF Retirement is not approved—Trk and Xing rem:
   IF Retirement is approved—see next steps 2-6

- MPP to schedule diagnostic with RDM, Signal, WUTC (except in First Class Cities) and road authority.
- MPP gets signed agreement with road authority to remove crossing and cost share if possible.
- 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.
- RDM/Signal to perform work as soon as feasible.
- 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 V

WORK AT BNSF

Q



# **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



### 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!

