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Highway Railroad Safety – FRA Updates

WisDOT Conference 2023

Tina Blumenberg, Supervisory Specialist for Grade Crossing & Trespasser Outreach, Office of Railroad Safety

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National Trends



U.S. Department of Transportation
Federal Railroad Administration

U.S. Railroad System

732
Railroads

143,804
Route Miles of Track

204,315
At-Grade Railroad Crossings (Public, Private, and Pedestrian)



Nationwide Public At-Grade Crossings

Active 56%
(with gates, bells, and/or flashing lights)

Passive 44%
(with signs and markings, but not active warning devices)

Nationwide Incident Statistics

9 people or vehicles are hit by a train daily.

96% of rail-related fatalities over past 10 years are due to railroad grade crossing and trespassing incidents.

FRA Grade Crossing and Trespasser Outreach Information

Nationwide Statistics and Top Five States for Grade Crossing and Trespassing Fatalities

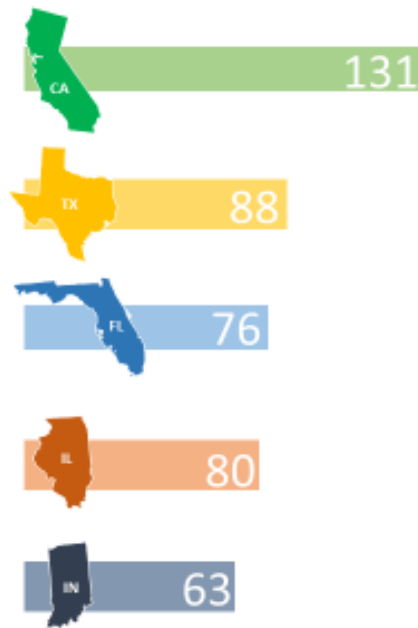
5-Year Grade Crossing Trends (2018-2022)

Fatalities 258 (2018) 273 (2022) 5.8% ↑

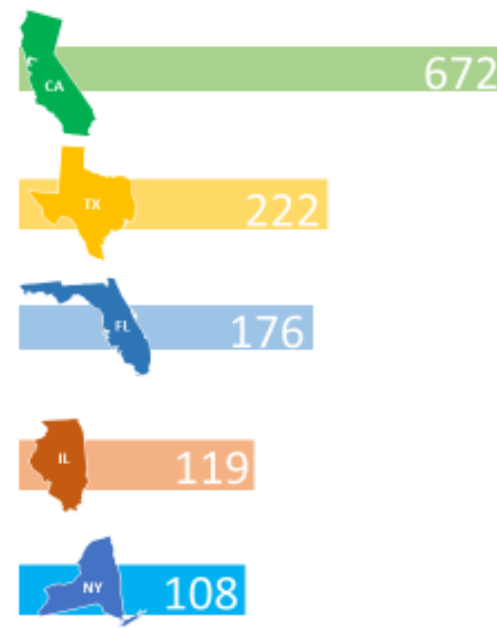
5-Year Trespassing Trends (2018-2022, suicide fatalities included)

Fatalities 499 (2018) 675 (2022) 35% ↑

Grade Crossing Fatalities (2018-2022)



Trespassing Fatalities (2018-2022, suicide fatalities included)



Federal Railroad Administration

Grade Crossing and Trespasser Outreach Division

March 2023

ABOUT EVERY 3 HOURS,
A PERSON OR VEHICLE
IS HIT BY A TRAIN.

See Tracks?
**THINK
TRAIN**

**OPERATION
LIFESAVER**
Rail Safety Education

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District 4 Trends



U.S. Department of Transportation
Federal Railroad Administration

FRA District 4 Grade Crossing and Trespasser Outreach Information

Illinois*, Indiana, Michigan, Minnesota, and Wisconsin

*D4 & D6 data included for Illinois.

District 4 Railroad System

124

Railroads

21,469

Route Miles of Track

37,266

At-Grade Railroad Crossings (Public and Private – Not Incl. Ped.)



Nationwide Public At-Grade Crossings

Active

56%

(with gates, bells, and/or flashing lights)



Passive

44%

(with signs and markings, but not active warning devices)



Nationwide Incident Statistics

9 people or vehicles are hit by a train daily.



96%

of rail-related fatalities over past 10 years are due to railroad grade crossing and trespassing incidents.

5-Year Grade Crossing Trends (2018-2022)

Fatalities

43

(2018)

53

(2022)



23.3%



5-Year Trespassing Trends (2018-2022, suicide fatalities included)

Fatalities

42

(2018)

70

(2022)



66.7%



Grade Crossing Fatalities (2018-2022)



93



69



18



18



14

Trespassing Fatalities (2018-2022, suicide fatalities included)



119



47



28



26



23

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National Local Details Information Help



Highway-Rail Crossing Collisions

Years Displayed: All

Months Displayed: All

States Displayed: None

Data is current through October, 2022.

Collisions

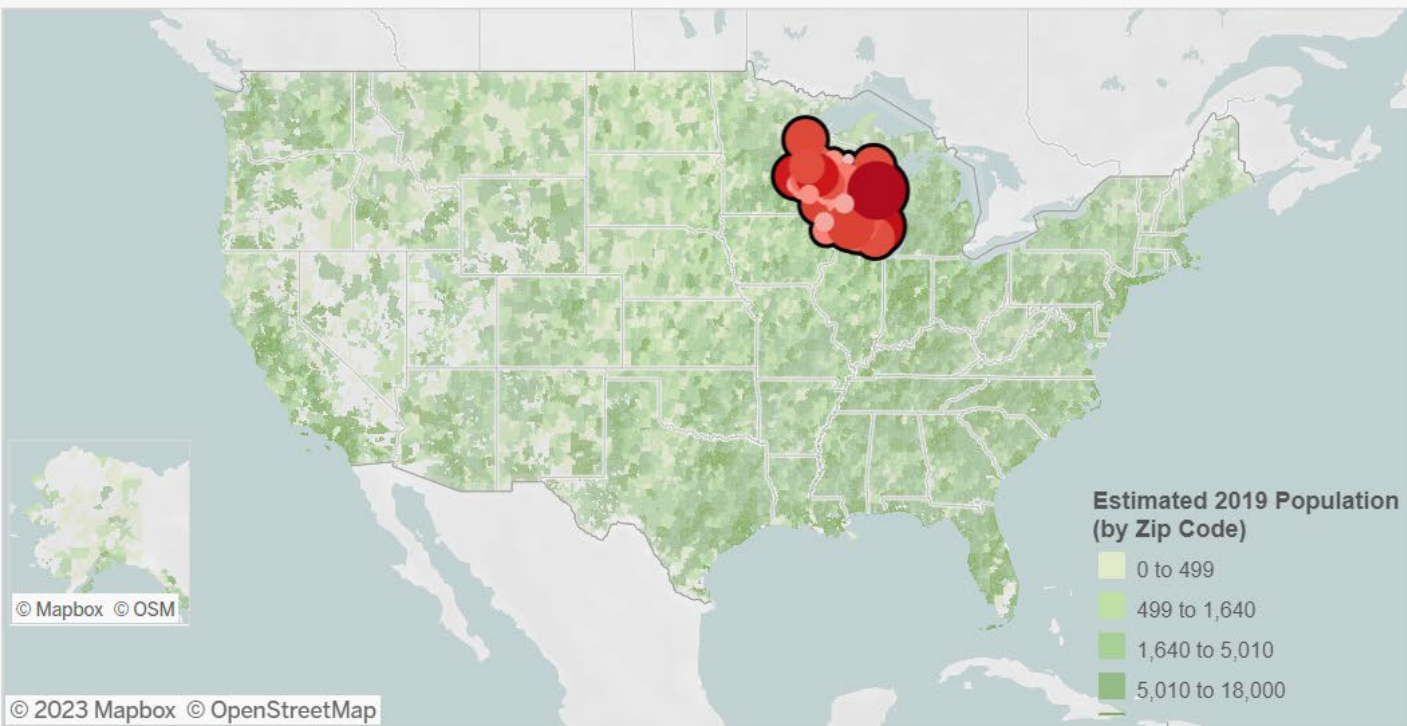
418

Injuries

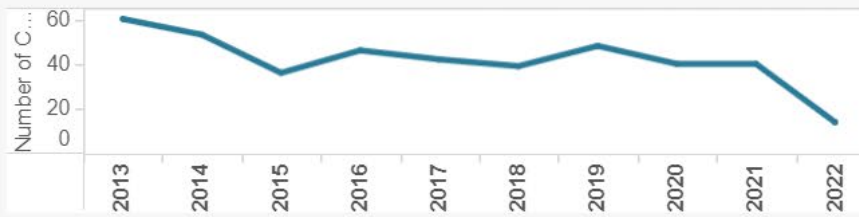
139

Fatalities

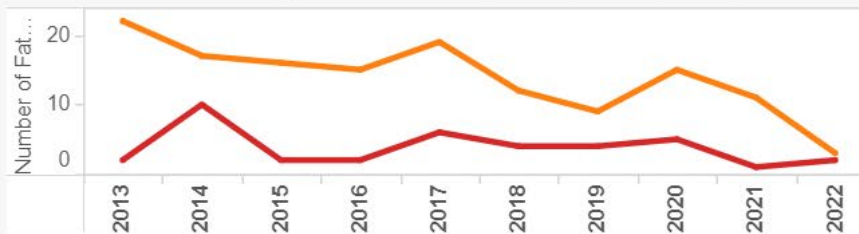
38



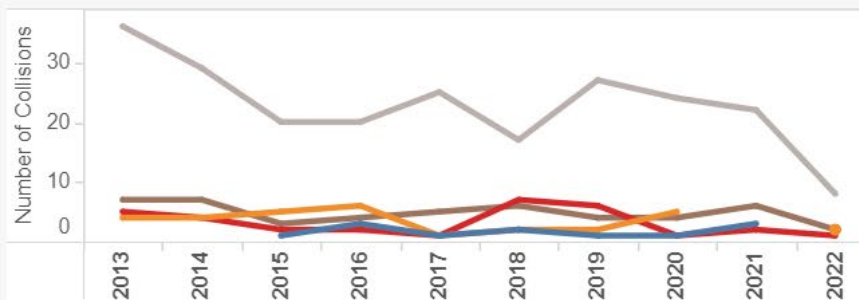
Collisions Over Time



Injuries vs. Fatalities



Collisions by Railroad



Calendar Year

(All)

Month

(All)

State

W

Crossing Type

(All)

Null

Private

Public

Fatalities

Injuries

Railroads with the Most Collisions

ATK

BNSF

CP

UP

WC

Highway-Rail Crossing Collisions Details

Years Displayed: All
Months Displayed: All
States Displayed: Wisconsin

Calendar Year
(All)

Month
(All)

State
W

Injuries?
 (All)
 No
 Yes

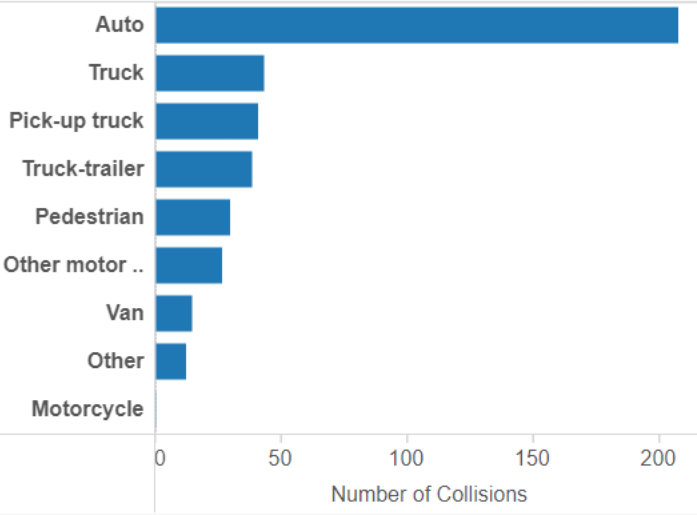
Fatal?
 (All)
 No

Crossing Type
 (All)
 Null

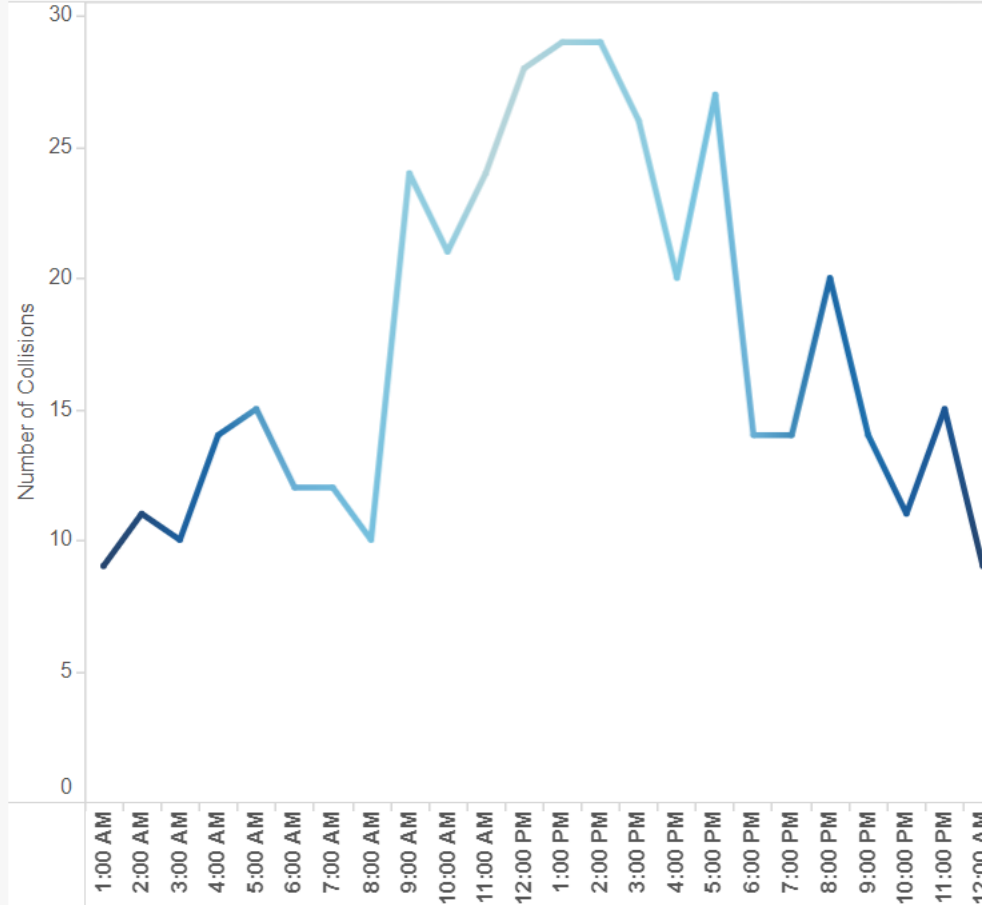
Note: The statistics presented here include both public and private crossings.

*Private crossing are not required to have

Type of Vehicle



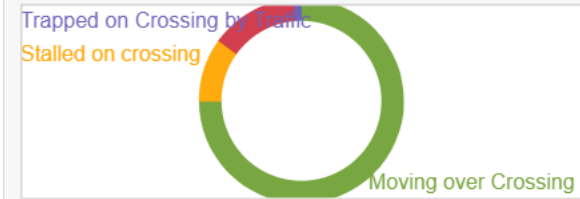
Number of Collisions by Time of Day



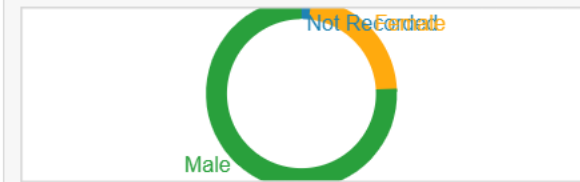
Warning Device



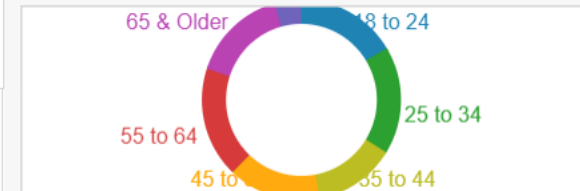
Vehicle Position



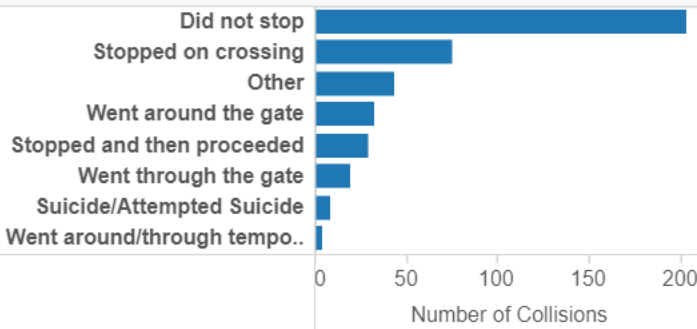
Driver Gender



Driver Age



Highway User Action



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Trespass Overview | **Trespass Details** | Suicides Overview | Trespass & Suicide Prevention | Index



Years Displayed: All
States Displayed: Wisconsin
Counties Displayed: All

Total Casualties

94

Fatalities

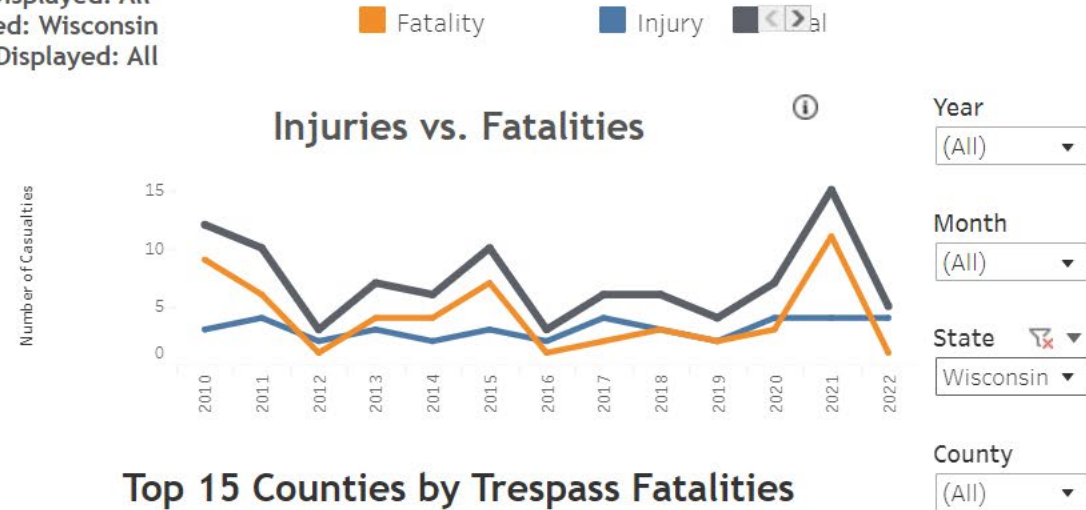
54

Injuries

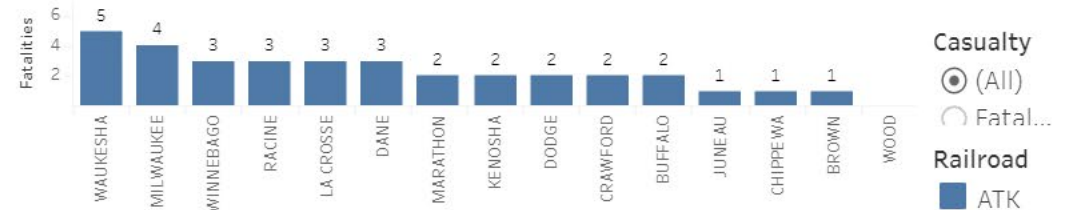
40



Injuries vs. Fatalities



Top 15 Counties by Trespass Fatalities



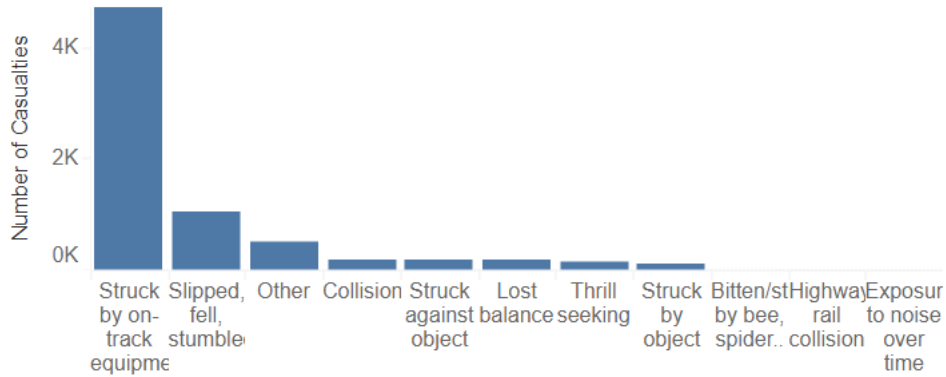
Top 10 Railroads by Trespassing Incidents



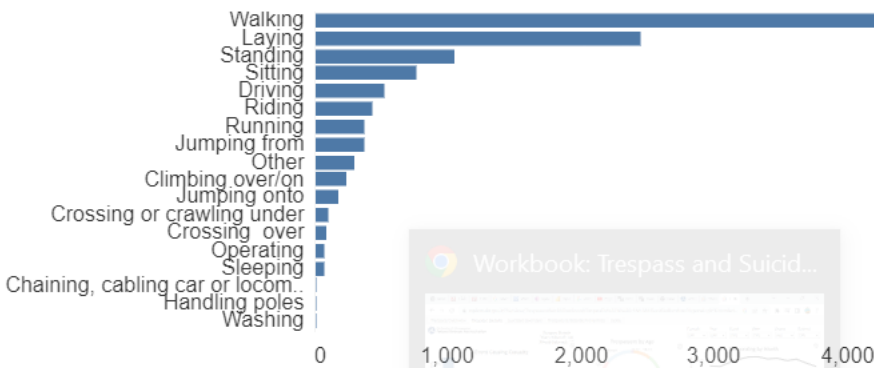
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Trespass Details
Years Selected: All
Month Selected: ...

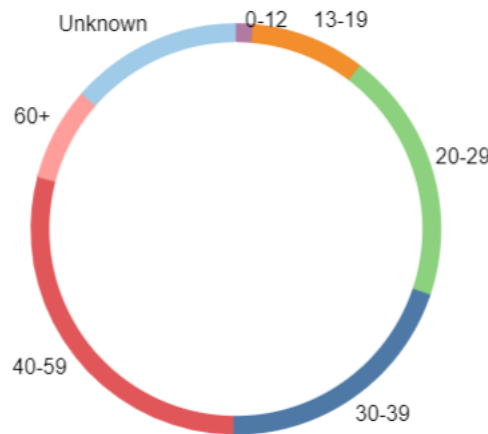
Event Causing Casualty



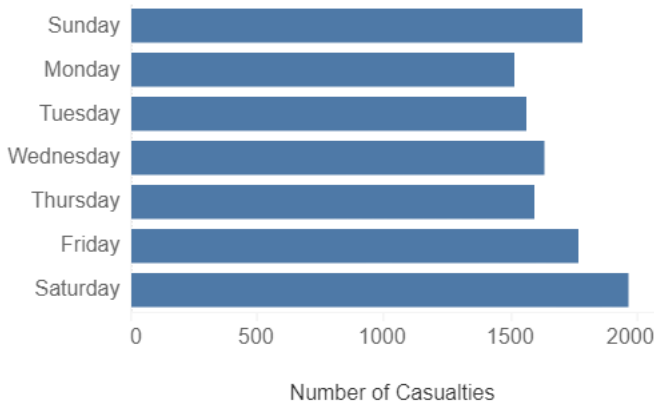
Physical Act Before Collision



Trespassers by Age

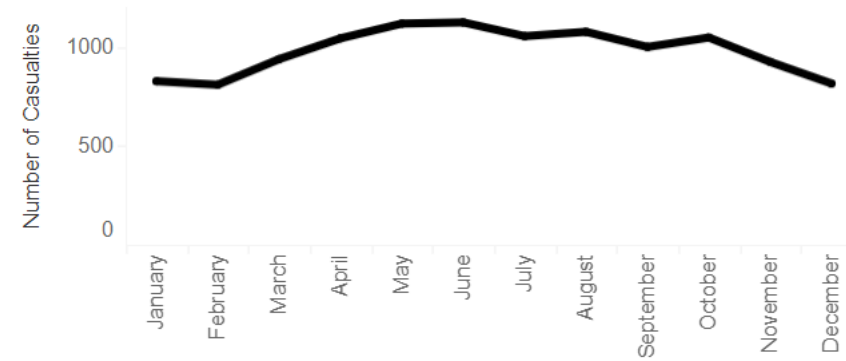


Trespassing by Day of the Week

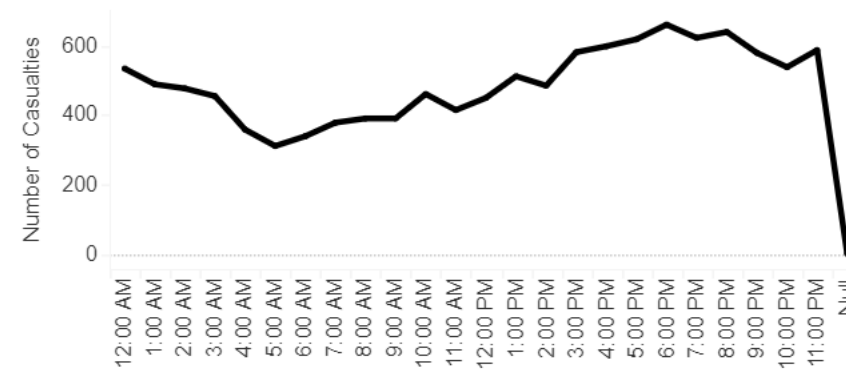


Casualty: (All) | Year: (All) | Month: (All) | State: (All) | County: (All) | Railroad: (All)

Trespassing by Month

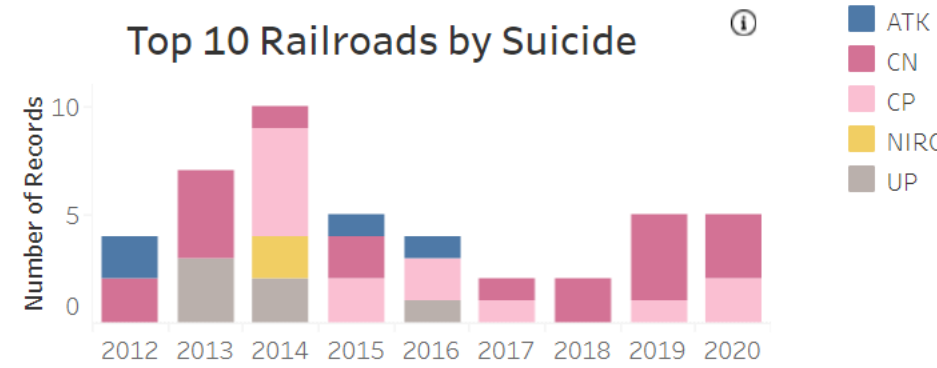
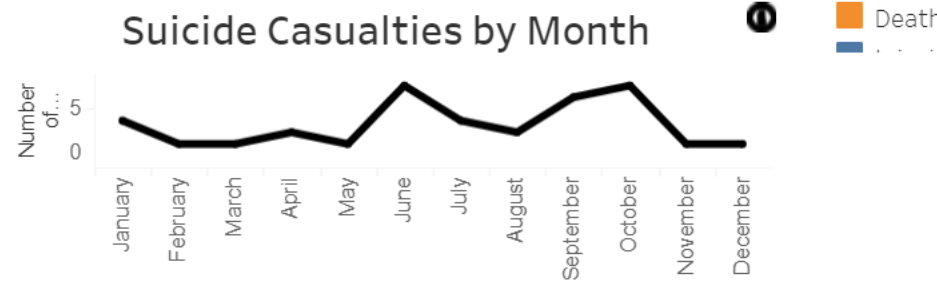
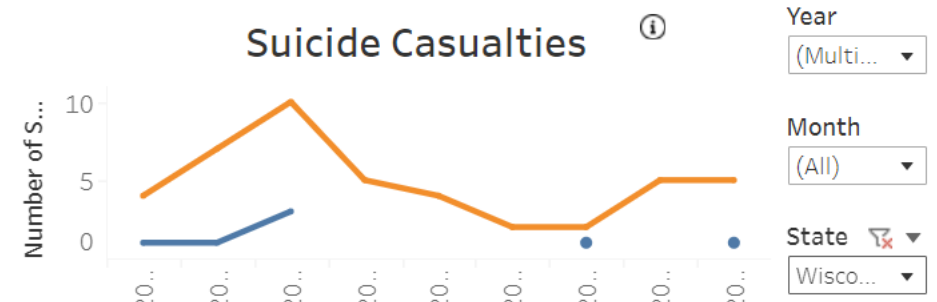
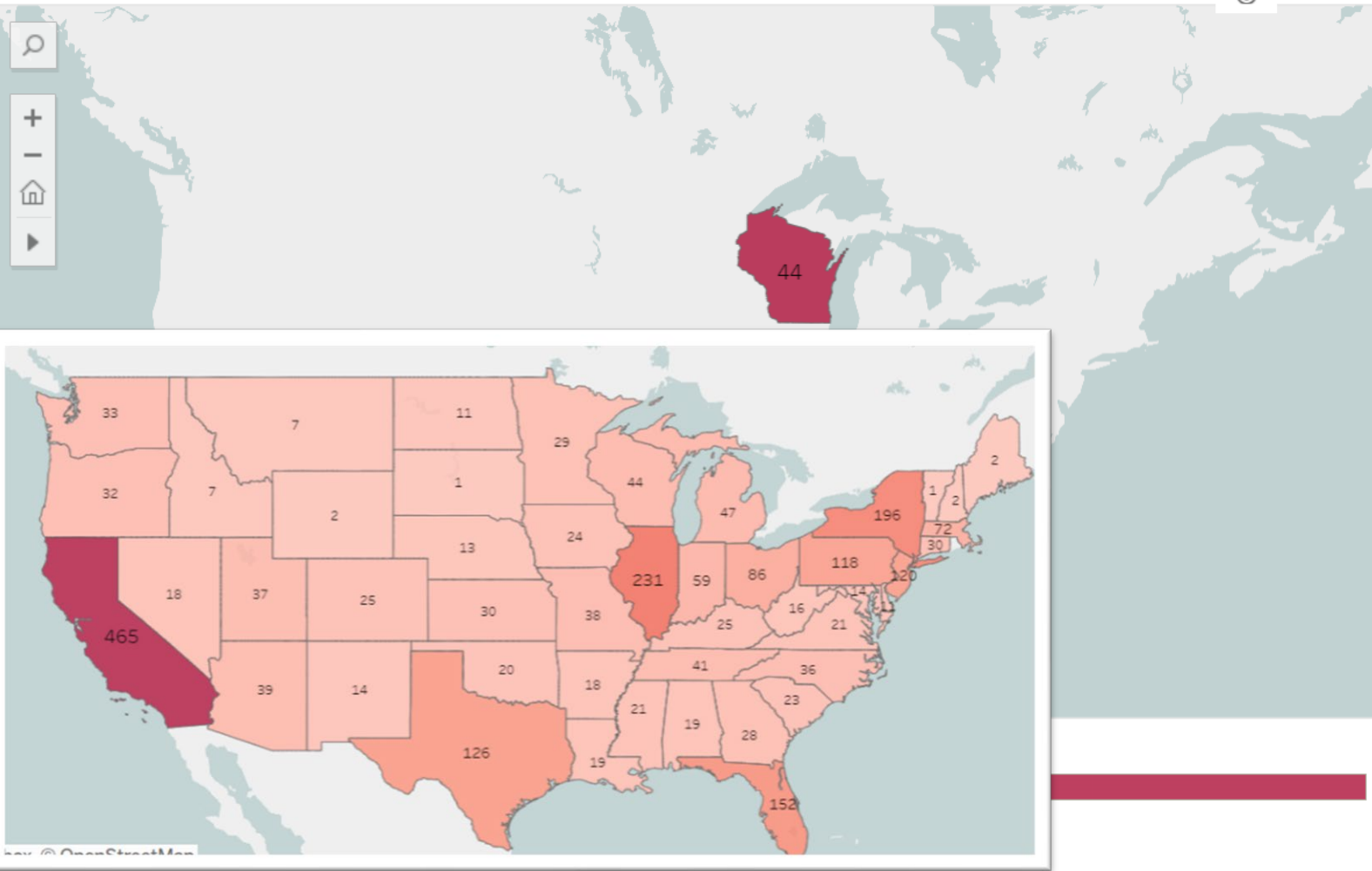


Trespassing by Time of Day



Suicide Overview

Years Displayed: 2012, 2013, 2014 and 6 more



GX & Trespassing Casualties within the Last 5 Years

Highway-Rail Grade Crossing Incidents

2018 through August of 2023

State	# of Incidents	Injuries	Fatalities
Wisconsin	234	61	23
Minnesota	229	73	18
Michigan	297	108	22
Indiana	655	224	80
Illinois	674	185	102
Totals	2089	651	245

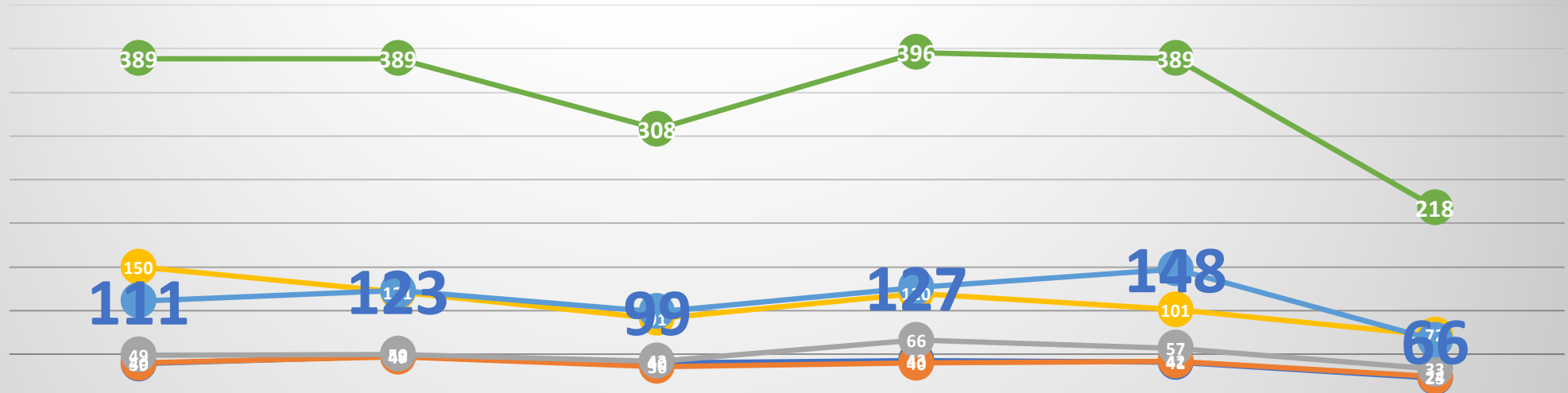
Railroad Trespassing Incidents

2018 through August of 2023

State	Injuries	Fatalities	Totals
Wisconsin	20	27	47
Minnesota	34	28	62
Michigan	25	29	54
Indiana	58	55	113
Illinois	124	140	264
Totals	261	279	540



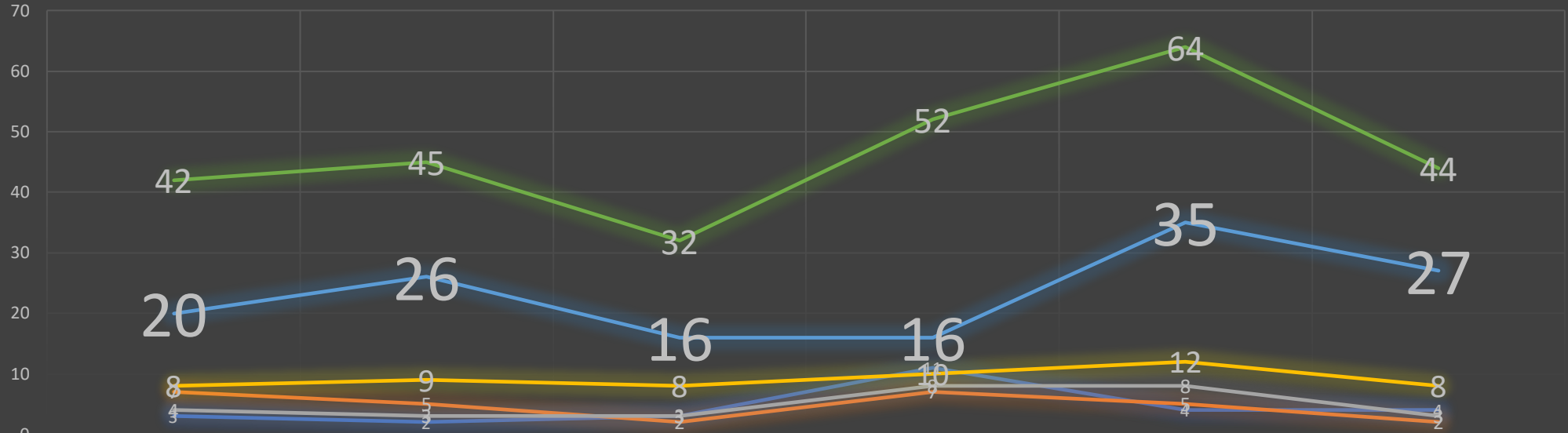
Highway-Rail Incidents (2018 – Aug 2023)



	Yr 2018	Yr 2019	Yr 2020	Yr 2021	Yr 2022	Yr 2023
Wisconsin	39	48	40	43	41	23
Minnesota	40	47	36	40	42	24
Michigan	49	50	42	66	57	33
Indiana	150	121	91	120	101	72
Illinois	111	123	99	127	148	66
Totals	389	389	308	396	389	218

● Wisconsin
 ● Minnesota
 ● Michigan
 ● Indiana
 ● Illinois
 ● Totals

Trespasser Fatalities (2018 – Aug 2023)



	Yr 2018	Yr 2019	Yr 2020	Yr 2021	Yr 2022	Yr 2023
— Wisconsin	3	2	3	11	4	4
— Minnesota	7	5	2	7	5	2
— Michigan	4	3	3	8	8	3
— Indiana	8	9	8	10	12	8
— Illinois	20	26	16	16	35	27
— Totals	42	45	32	52	64	44

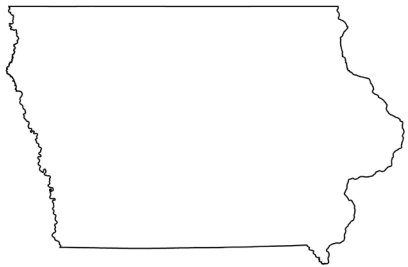
The Train Horn Rule and Quiet Zones

977 Established Quiet Zones in the United States as of November 3, 2023
5,625 Grade Crossings with a Quiet Zones



Wisconsin

95 QZs, 66 are Pre-Rule



Iowa

16 Quiet Zones



Indiana

19 Quiet Zones

Home / Railroad Safety / Divisions / HRCT Programs / Train Horn Rule and Quiet Zones

The Train Horn Rule and Quiet Zones

Under the Train Horn Rule (49 CFR Part 222), locomotive engineers must begin to sound train horns at least 15 seconds, and no more than 20 seconds, in advance of all public grade crossings.

If a train is traveling faster than 60 mph, engineers will not sound the horn until it is within ¼ mile of the crossing, even if the advance warning is less than 15 seconds.

There is a "good faith" exception for locations where engineers can't precisely estimate their arrival at a crossing and begin to sound the horn no more than 25 seconds before arriving at the crossing.

Train horns must be sounded in a standardized pattern of 2 long, 1 short and 1 long blasts. The pattern must be repeated or prolonged until the lead locomotive or lead cab car occupies the grade crossing. The rule does not stipulate the durations of long and short blasts.

The maximum volume level for the train horn is 110 decibels which is a new requirement. The minimum sound level remains 96 decibels.

[Click here](#)

The Six states account for 309 QZs
District 4 accounts for 293 QZs



Illinois

86 Quiet Zones



Minnesota

84 Quiet Zones

Michigan

9 Quiet Zones

La Crosse MTU bus vs. Train-June 26 2023 in a Partial Pre-Rule Quiet Zone

- DOT# 079828Y, Ward Ave, MP 295.708 Accident occurred at 10:27pm
- WisDOT held a diagnostic review meeting to discuss safety improvements in order to prevent future crashes; considering changing exemption status, warning devices, increase crossing visibility, night time visibility, SSM's relocate driveways, etc.
- *Note: Pre-Rule Quiet Zone, it does not require flashing lights and gates, constant warning time and power out indicators like New Quiet Zones. However, an entity can improve the safety at the crossing and NOT lose it's Pre-Rule status, so the crossing can be upgraded with flashing lights or flashing lights and gates.*



ICC is considering Solar powered street lights.



CN's Minneapolis Sub west of Chippewa Falls, WI, there is a crossing with a crossbuck, stop sign and bell¹³

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Highway-Rail Grade Crossing and Trespassing Division Activities

Focus of the Division

- **Regulations**
 - 49 CFR 222 – Train Horn
 - 49 CFR 234 Subpart E – ENS Signs
 - 49 CFR Subpart F – FRA Inventory
- **Inspections**
 - Routine Inspections
 - NEW Focused Inspections
- **Outreach**
 - Focused Inspections
 - Connecting with Safety Partners
 - Quiet Zones
 - Operation Lifesaver
- **Investigations**
 - Complaints
 - Incident Response (Sight Line Analysis)



Routine Inspections

Our Division continues to complete routine crossing inspections, especially at Quiet Zone locations

Common Issues and Problems:

- Median and Channelization Length
- Channelization Condition
- Median Height
- Sign Issues (Missing Signs)
- Inventory Corrections
- Quiet Zone Affirmation Notices
- Trespassing
- ENS Sign Issues



Outreach: Quiet Zones

Communities continue to initiate Quiet Zone projects across the country

We continue to work with safety partners on projects:

- Attend Diagnostic Meetings
- Review Notices
- Inspect Crossings, SSMs and ASMs
- Work with Communities on Affirmation Notices



Focused Inspections and Grant Outreach

Focused Inspections give us a chance to work with local safety partners (rail, city, county, state and PUC).

As part of this effort, we are:

- Inspecting crossings in the field
- Discussing potential safety issues and improvements with local safety partners
- Conducting meetings and/or town hall meetings with elected officials and the public
- Notifying municipalities of FRA Grants and Section 130 funding



Focused Inspections and Outreach Continued



D4 Grade Crossing Inspectors participated in the following Focused Inspections in 2023:

- Illinois (Cook & DuPage County)
- Ft. Lauderdale, FL
- Atlanta, GA
- Oakland, CA



Investigations



Complaints

- Train Horn/Noise
- Blocked Crossing Complaints (shared with OP)
- Blocked Crossing Website: <https://www.fra.dot.gov/block edcrossings/>
- Rough crossing surface

Accidents

- Grade Crossing Incidents
- Sight Line Analysis

FRA Partners with Operation Lifesaver for Outreach



OLAV Events

- Presentations
- Safety Booths
- Operation Lifesaver Website: www.oli.org
- Law Enforcement Outreach
- Train Rides
- Rail Safety Week Events



FRA District 4 Staff

Tina Blumenberg – GX Supervisory Specialist

Thomas Domres – GX Inspector (WI/MN)

Levi Tompkins – GX Inspector (IL/IN/MI)

Robert Crawford – OP/GX Inspector (IN/MI)

Welcome our New Hire: Cecilia Diaz (IL/WI) →

- **FRA is offering State Inspectors an opportunity to become FRA Certified State Inspectors for the Grade Crossing Division.**
- **FRA is hiring!**

Contact Tina Blumenberg if you are interested.



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FRA Resources

Trespass & Suicide Prevention Toolkit

FRA launched a new interactive resource, the [Trespass & Suicide Prevention \(TSP\) Toolkit](#), to identify effective railroad trespass prevention strategies and suicide prevention measures. The TSP Toolkit is useful for individuals who work in railroad safety and for researchers, community members, suicide prevention groups, or other individuals or organizations with an interest in preventing trespassing and suicide.

TRESPASS & SUICIDE PREVENTION TOOLKIT

Custom Keyword

Incident Type

- Trespass only (9)
- Suicide only (5)
- Both trespass and suicide (28)

Location

- Station only (8)
- Right-of-Way only (4)
- Both station and right-of-way (30)

Intervention Strategy

- Data: Application and Planning (8)
- Education: Outreach and Messaging (13)
- Enforcement: Policy Development and Implementation (4)
- Engineering: Technical and Physical Deterrents (17)

Measure Group

- Risk Assessment (5)
- Policy Enforcement (3)
- Collaboration, Training, and Education (8)
- Public Communication (6)
- Physical Barriers (7)
- Detection and Lighting (5)
- Infrastructure Modification (4)
- Post-Incident Management (4)

Risk Assessment

- Identify access points for potential trespassers**
Identify access points where individuals are entering the track area to determine appropriate mitigations.
- Identify and monitor hotspots**
Identify and monitor locations where the number of trespass and/or suicide incidents are higher than expected.
- Planning for events with increased traffic**
Develop a plan to ensure safety when an increase in foot or vehicle traffic near the tracks is expected.
- Rail corridor risk assessment**
Identify locations along railroad corridors with the potential for increased trespass and/or suicide incidents based on characteristics of the surrounding communities.
- Risk assessment using forward facing CCTV**
Use FF CCTV to review trespass, suicide, and close call incidents to better understand the actions of individuals in the moments before a strike or near miss.

Policy Enforcement

- Refuse or delay boarding to discourage trespassing**
Implement procedures to delay or deny boarding for passengers who are seen to trespass en route to board the train.
- Relocation of homeless individuals**
Coordinate the relocation of homeless encampments from near railroad tracks to locations a safe distance away.

[Contact Us](#)

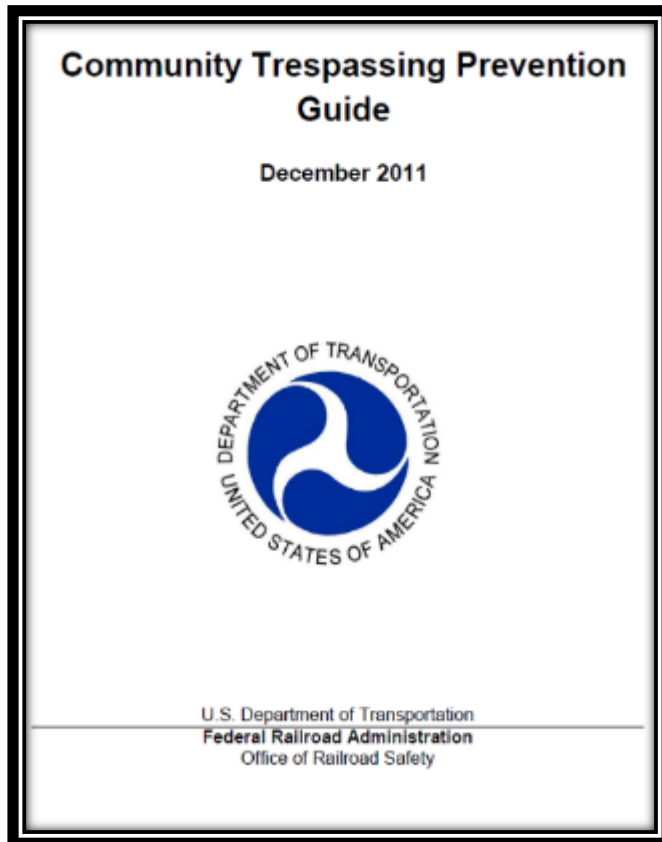
Trespass & Suicide Prevention Toolkit

The TSP Toolkit allows you to easily find strategies and measures most relevant to your situation. You can enter search terms to narrow the search or filter by various factors including the incident type based on the intent of the individual (trespass, suicide, or both), the location of the incidents (station, right-of-way, or both), the type of strategies (education, enforcement, engineering, data-driven), or any combination of these categories. You also can look for specific types of measures, including:

- Risk Assessment – Measures that focus on data-driven activities to identify areas most in need of mitigation efforts.
- Policy and Enforcement – Measures that create or carry out safety policies on railroad property.
- Collaboration, Training, and Education – Measures that focus on stakeholder coordination, employee training, and education.
- Public Communication – Measures to inform the public.
- Physical Barriers – Measures that act as physical deterrents within a specified location. Detection and Lighting – Measures that use sensors and/or lighting to increase the detection of individuals and influence their behavior on railroad property.
- Infrastructure Modification – Measures that create physical changes to stations, rights-of-way, or locomotives.
- Post-Incident Management – Measures to improve post-incident procedures and mitigate the effects of incidents after they occur.

Problem-Solving Guide

C.A.R.E.: Community, Analysis, Response, and Evaluation

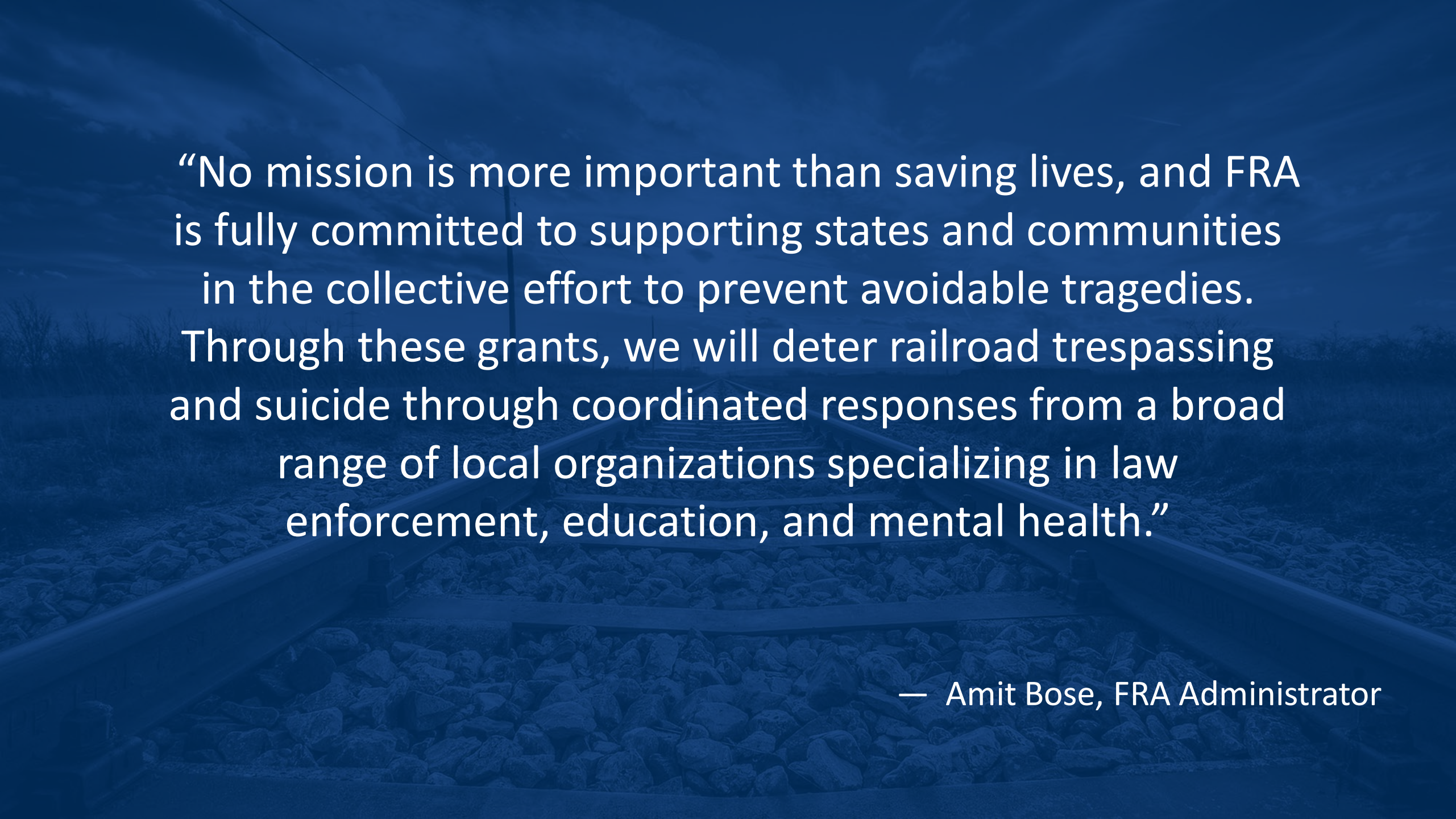


<https://www.fra.dot.gov/eLib/Details/L02716>

Community	Analysis	Response	Evaluation
<p>Identify and describe the trespass problem.</p> <p>Identify community resources and begin involvement.</p> <p>Organize a problem-solving committee with community stakeholders and develop an action plan.</p>	<p>Develop data collection and analysis plan.</p> <p>Collect trespass data.</p> <p>Analyze the data to determine the underlying causes of the trespass problem.</p> <p>Establish baseline and identify measures to determine program's effectiveness.</p>	<p>Identify and implement feasible countermeasures</p> <ul style="list-style-type: none"> - Develop countermeasures (CM) implementation plan. - Implement CM, such as: education, enforcement, engineering, and other strategies developed by the committee. 	<p>Assess impact of the response, and determine whether the trespass problem was displaced, reduced, unchanged, or eliminated.</p> <p>Evaluate the process used and assess whether the key stakeholders were identified and included, the underlying causes correctly identified, the response implemented as planned, and reasons why parts of the plan may not have been implemented.</p> <p>Develop and implement a long-term program monitoring plan if needed.</p>

Goal

- Create safer communities by fostering the development of long-term trespass prevention strategies through collaborative community problem-solving partnerships.
- **It's a collaboration between different entities, it is a shared responsibility between railways and other stakeholders.**



“No mission is more important than saving lives, and FRA is fully committed to supporting states and communities in the collective effort to prevent avoidable tragedies. Through these grants, we will deter railroad trespassing and suicide through coordinated responses from a broad range of local organizations specializing in law enforcement, education, and mental health.”

— Amit Bose, FRA Administrator

Trespassing Enforcement & Suicide Prevention Grants



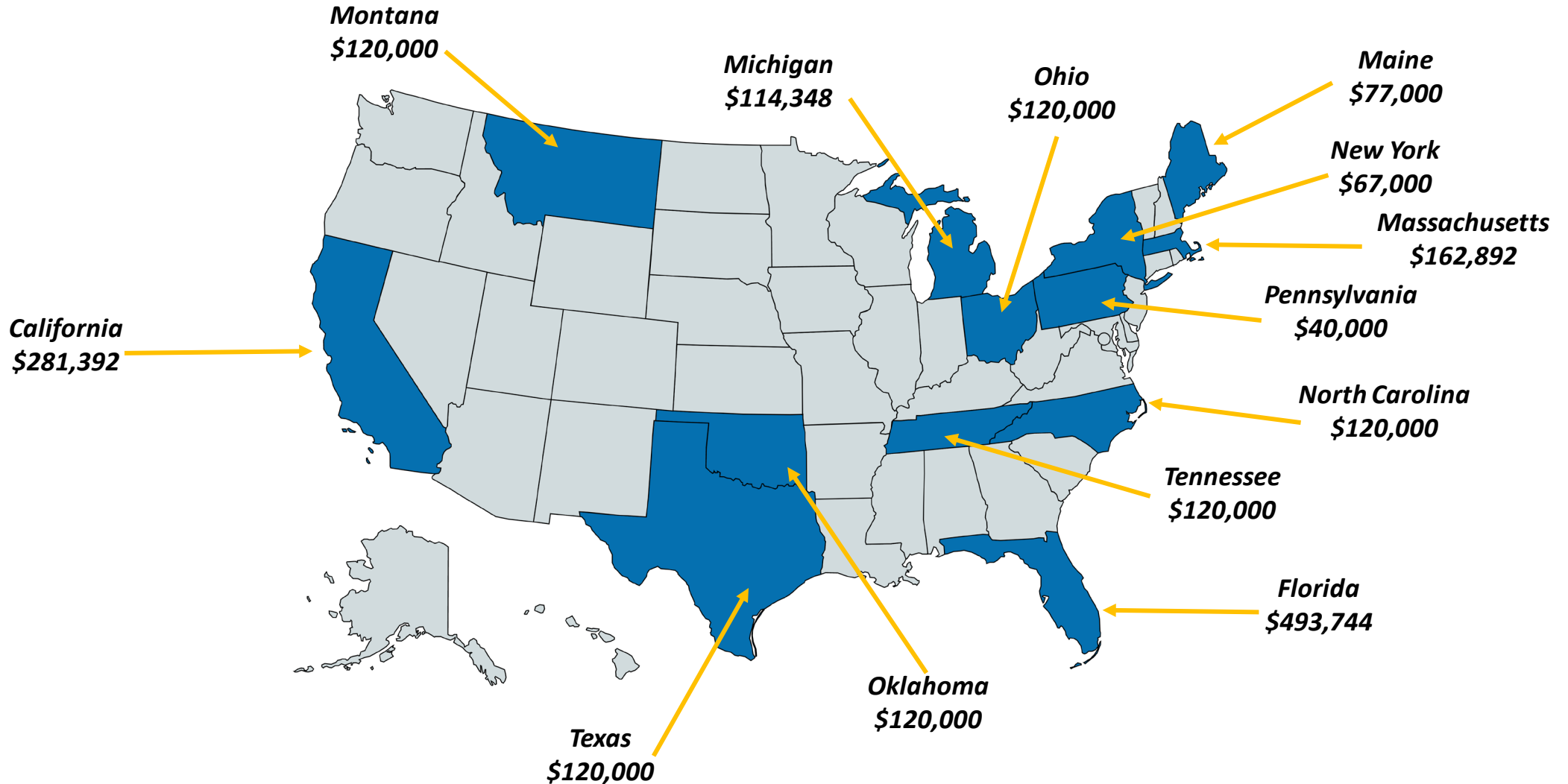
2022 Railroad Suicide Prevention Grants

Goal: to prevent trespassing tragedies through three projects that will specifically address rail suicides using targeted outreach and education campaigns.

- ***The South Florida Rail Corridor Railroad Suicide Prevention Education and Outreach Campaign Project*** (up to \$56,500) South Florida Regional Transportation Authority
- ***MBTA Suicide Trespass Prevention Project*** (up to \$100,000) Massachusetts Bay Transportation Authority
- ***Expansion of Trespassing and Suicide Prevention Initiatives*** (up to \$50,500). Metropolitan Transportation Authority (MTA)



2022 Railroad Trespassing Enforcement Program



Engaging Stakeholders and Communities Across the Nation



- Raise awareness about trespassing
- Find low-cost solutions to trespassing
- Discuss action ideas for improving GX

A main goal of this workshop was to demonstrate how trespassing and grade crossing incidents touch all lives in a community.

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Finding Opportunities **How do we pay for this strategies?**

BIL | FRA Advance Appropriations and Authorized Funds

[ADVANCE APPROPRIATIONS]

[FULLY AUTHORIZED FUNDS]

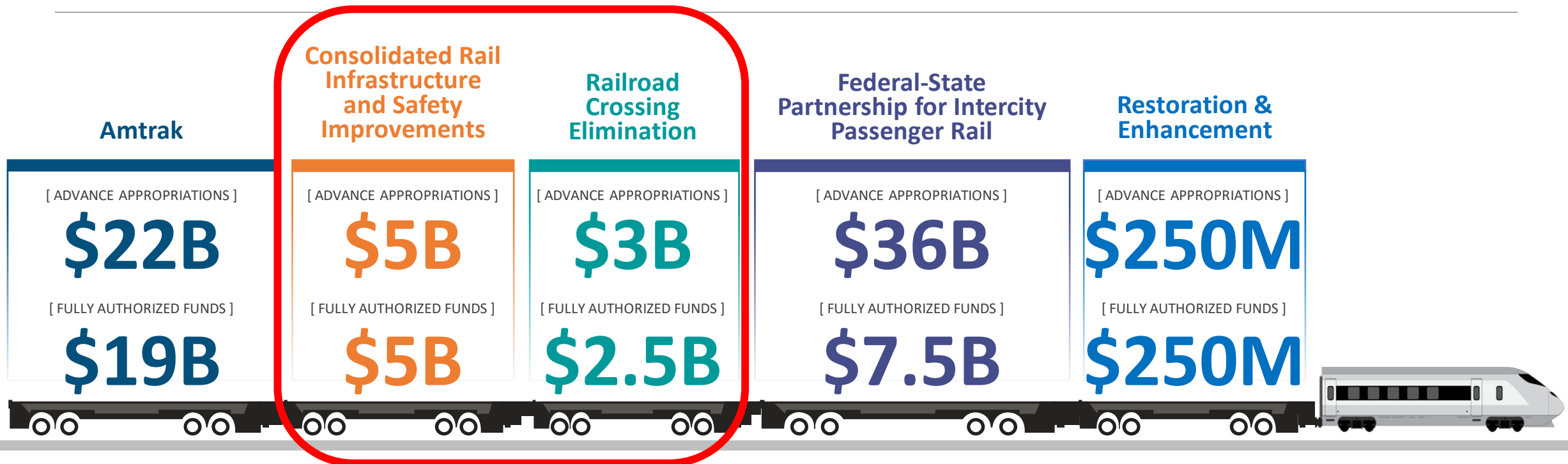
From FY22-FY26

From FY22-FY26

\$66B in total funding

+

\$36B in total funding



FRA Grant Program Opportunities Under BIL

Programs	Purpose	Appropriated	Additional Authorized Over Five Years	Total
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	To fund projects that improve the safety, efficiency, or reliability of intercity passenger and freight rail.	\$5 billion (\$1 billion annually)	\$5 billion (\$1 billion annually)	\$10 billion
Railroad Crossing Elimination (New)	To promote highway rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.	\$3 billion (\$600 million annually)	\$2.5 billion (\$500 million annually)	\$5.5 billion
Federal-State Partnership for Intercity Passenger Rail (Significantly Changed)	To fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service if an eligible applicant is involved.	\$36 billion (\$7.2 billion annually)	\$7.5 billion (\$1.5 billion annually)	\$43.5 billion
Restoration & Enhancement	To provide operating assistance to initiate, restore, or enhance intercity passenger rail service.	\$250 million (\$50 million annually from Amtrak National Network fund)	\$250 million (\$50 million annually)	\$500 million
Interstate Rail Compacts (New)	This program will provide funding for interstate rail compacts' administrative costs and to conduct railroad systems planning, promotion of intercity passenger rail operations, and the preparation of grant applications.	\$15 million (\$3 million annually)	\$15 million (\$3 million annually)	\$30 million

CRISI – Program Overview

PROGRAM PURPOSE

- To fund projects that improve the safety, efficiency, and/or reliability of intercity passenger and freight rail systems

Notice of Funding Opportunity (NOFO)

- FY22: Published in the Federal Register on September 2, 2022
 - \$1.425 billion available; application period closed December 1, 2022
 - Selection Announcement – **August/September 2023**
- FY23-24
 - NOFO Anticipated in **December 2023/January 2024**
 - Estimated total: at least \$2.5 billion (FY23 advance and annual, FY24 advance)

CRISI – Program Overview

ELIGIBLE APPLICANTS

- A State (including the District of Columbia) or group of States
- An Interstate Compact
- Public agencies or publicly chartered authorities established by one or more States
- Political subdivision of a State
- Amtrak or other intercity passenger rail carrier
- Class II or III railroads and **associations that represent a Class II or III railroad** **New**
- Any rail carrier or equipment manufacturer in partnership with at least one state entity, public agency, and/or local government
- **Federally recognized Indian Tribe** **New**
- The Transportation Research Board (TRB) together with any entity with which it contracts in the development of rail-related research, including cooperative research programs.
- A university transportation center engaged in rail-related research
- A non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors

RCE – Railroad Crossing Elimination Program

ELIGIBLE PROJECTS AND APPLICANTS

Eligible Projects:

- Grade separation or closure, including through the use of a bridge, embankment, tunnel, or combination thereof;
- Track relocation;
- Improvement or installation of protective devices, signals, signs, or other;
- Measures to improve safety related to a separation, closure, or track relocation project;
- Other means to improve the safety if related to the mobility of people and goods at highway-rail grade crossings (including technological solutions);
- The planning, environmental review, and design of an eligible project type.

Eligible Recipients:

- States, including the District of Columbia, Puerto Rico, and other United States territories and possessions;
- Political subdivision of a state;
- Federally recognized Indian Tribe;
- A unit of local government or a group of local governments;
- A public port authority;
- A metropolitan planning organization;
- A group of the entities described above.

How to Apply and Available Grant Resources

Information on how to apply:

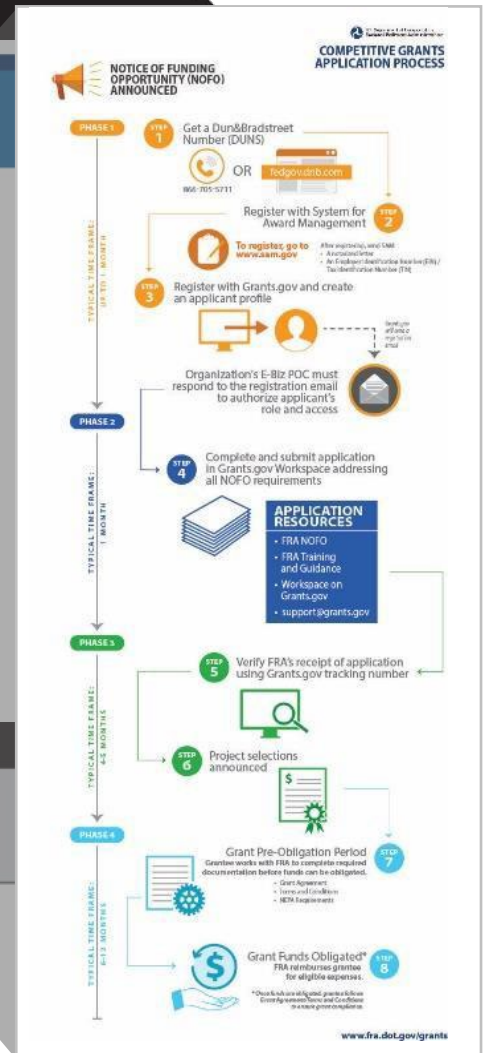
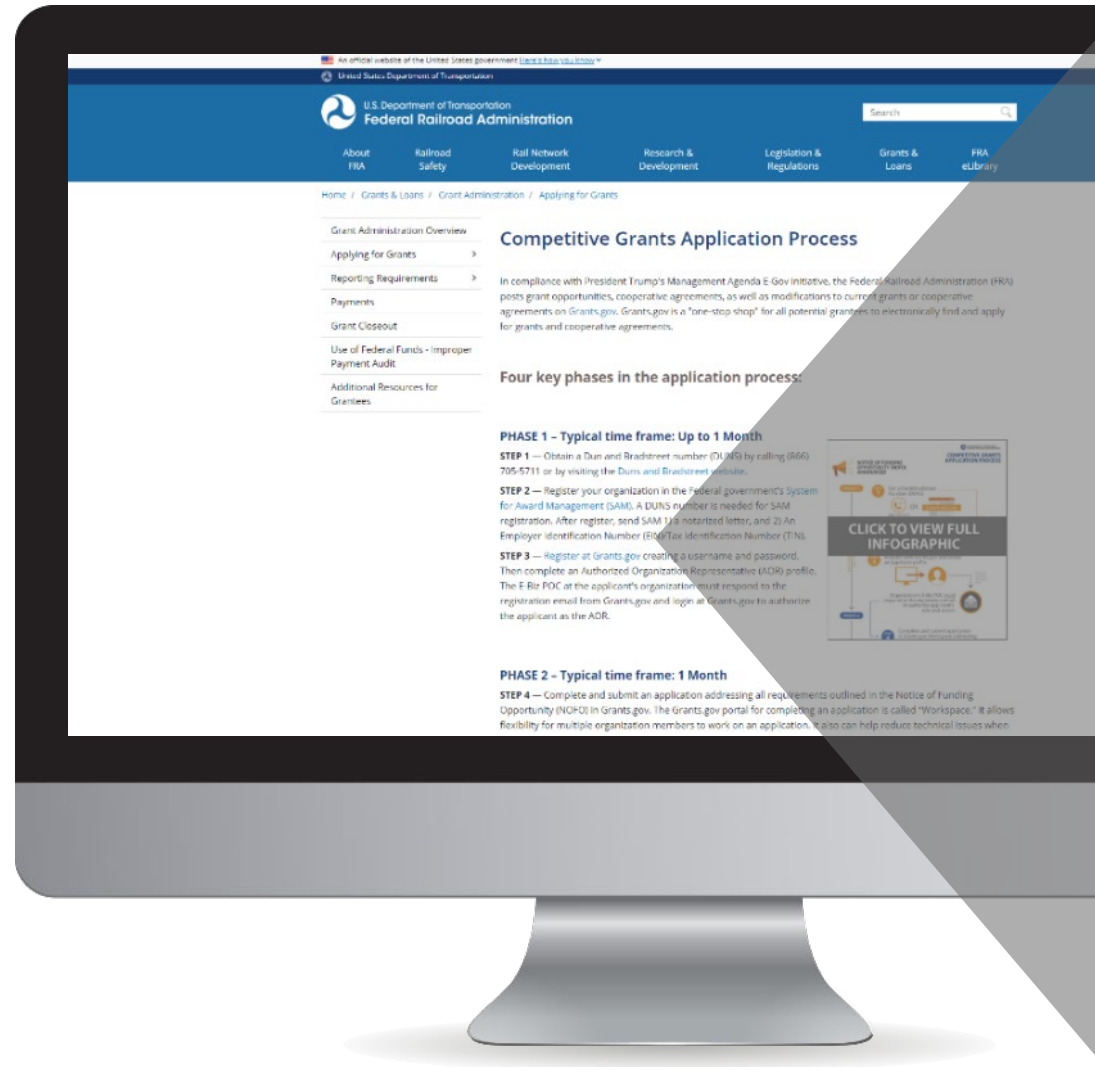
<https://railroads.dot.gov/grant-administration/applying-grants/competitive-grants-application-process>

Webinars and Technical Assistance:

<https://railroads.dot.gov/rail-network-development/training-guidance/webinars-0>

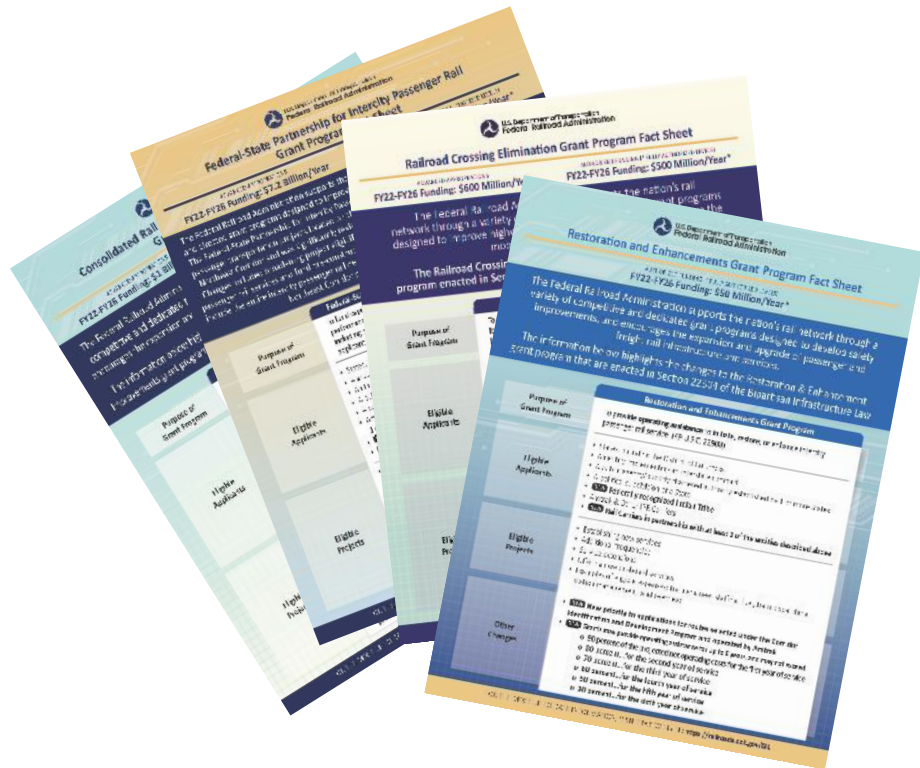
White House Guidebook:

https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA_FINAL.pdf#page=55



FRA Bipartisan Infrastructure Law Website

For more information about the Bipartisan Infrastructure Law and rail, please visit our website.



U.S. Department of Transportation
Federal Railroad Administration

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FRA Public Affairs
Email:
FRAPAA@dot.gov

Bipartisan Infrastructure Law Information from FRA

On November 15, 2021, President Joseph R. Biden signed the Bipartisan Infrastructure Law—a generational investment in America's intermodal transportation system of which freight and passenger rail is an integral part and an engine of our economy. The investments will:

- Help make our nation's rail network safer, more reliable, resilient, sustainable, and equitable.
- Improve the lives of Americans, create good paying jobs, and lay the foundation for America to compete in the 21st Century.

What Does This Mean For FRA?

The Bipartisan Infrastructure Law will provide unprecedented Federal funding for rail improvement projects in America. Over the next five years, that means greatly expanding existing FRA programs and creating new programs to enhance our nation's rail network. The Bipartisan Infrastructure Law includes \$102 billion in total rail funding, including \$66 billion from advanced appropriations, and \$36 billion in authorized funding.

Learn More

To learn more about the Bipartisan Infrastructure Law and rail, watch the video from FRA Deputy Administrator Amit Bose and view the links for additional information about FRA's programs.



Expand All | Collapse All

- FRA Bipartisan Infrastructure Law Information
- Other Government Resources

Last updated: Monday, November 15, 2021

<https://railroads.dot.gov/BIL>

Emergency Notification System Informational Video

EMERGENCY NOTIFICATION SYSTEM (ENS)

Get HELP! Use the Blue ENS Sign

Keeping Railroads and the Public Safe

The mission of the Federal Railroad Administration (FRA) is: To enable the safe, reliable and efficient movement of people and goods for a strong America, now and in the future.

Please visit our website at: www.fra.dot.gov

U.S. Department of Transportation
Federal Railroad Administration

In Case of Emergency

1. Locate the blue and white Emergency Notification Sign (ENS) at the nearest grade crossing.
2. Call for help! Call the railroad's emergency phone number listed on the ENS blue sign.
3. Communicate your location and intentions to the railroad and keep your dispatcher informed at all times.

The ENS signs contains:

1. Each railroad's emergency contact number;
2. The Department of Transportation (DOT) number for each crossing which identifies the exact location of the crossing to the railroads.

Emergencies and safety concerns should be reported by using the information on the ENS sign. Railroads are required to respond to emergencies and safety concerns reported through this ENS system.

U.S. Department of Transportation
Federal Railroad Administration
"Moving America Forward"

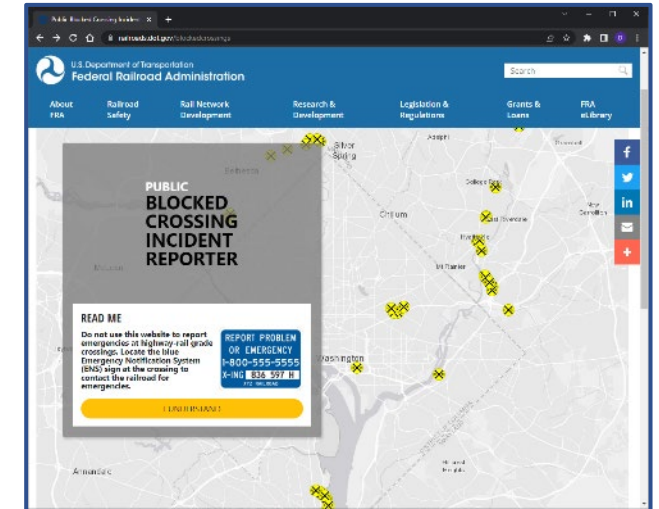
FRA launched two new Informational videos about the ENS System. The purpose of these videos is to educate the public and emergency responders on how to locate and use the ENS sign information.

ENS for the Public: [Pedestrian & Motorist Resources | FRA \(dot.gov\)](#)

ENS for 1st Responders: [Law Enforcement/First Responders Resources | FRA \(dot.gov\)](#)

Blocked Crossing (BX) Portal

- Web-based tool—launched December 19, 2019
- Track submissions from first responders and public
- Various metrics collected
- As of May 8, 2023:
 - 69,889 submissions
 - 58,820 unique reports
 - Texas is ranked #1 (11,479)
- BX of interest in California: Industry, Redlands, and San Bernardino
- BX Portal Report to Congress



<https://railroads.dot.gov/blockedcrossings>



Maintenance of a Highway Rail Grade Crossing

- Varies from railroad to railroad
- Current trend is railroads are invoicing—the cities or the states to cover the monthly maintenance
 - Especially when new or upgraded grade crossing
- Cities are getting notified of this new policy by the railroads
- Local roadway authority is responsible for signs and pavement markings off railroad property



**FRA does not regulate maintenance expenses.*

Common Questions from Wisconsin Safety Partners:

- **Pre-Rule Quiet Zones – How can DOT, OCR and FRA convince communities to improve passive Pre-Rule crossings?**

When/if FRA opens the train horn rule, there is discussion on terminating pre-rule quiet zones. If this occurs, pre-rule quiet zones will have to make safety improvements to qualify under the new criteria. FRA will allow an implementation period. However, this is just simply a discussion at this time and has not taken effect.

- **Multiple Crash Crossings – DOT and OCR are starting to focus on multiple crash crossings, particularly in Pre-Rule Quiet Zones.**

FRA is also reviewing incident data within quiet zones. If a high risk crossing exists, this could lead to requiring the community to install safety measures or the quiet zone may be suspended.

- **Other Train Coming Signs – Do we have any experience with Other Train Coming Signs and have they been effective?**

Yes. Metra Railroad uses them on the crossings along the UP Geneva Subdivision in the Chicago area.





QUESTIONS?

Contact Us

Federal Highway Administration
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590



Connect with us at [USDOTFRA](#)

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