

**FHWA Section 130 Crossing Safety Program:**

North Dakota Department of Transportation (NDDOT) receives an annual allotment of federal funds available for improving safety at public highway/railroad grade crossings.

**A. Funding**

- Funds are used for the installation of new active warning devices, (i.e. flashing light signals with gates) signing, upgrading to existing signal system, crossing approaches and crossing surface improvements.
- Accepted crossings receive federal funds at ninety percent (90%) of the actual cost of construction.
- The remaining ten percent (10%) will be the responsibility of the local road authority; unless the road authority is a town with a population of less than 5,000 or the crossing is on a township road. In these cases, the local county will be asked to enter into an agreement with the state to participate per Local Government policy
- Annual allocation of these funds occurs on 1 of October.

**B. Review Process**

- Safety enhancements at crossings are reviewed and must be justified by a diagnostic team that comprises of the road authority, operating railroad and the state coordinator.
- Crossing must meet certain minimum requirements to be considered for upgrading or new installation for safety enhancement.
- Potential crossing candidates are pooled from the FRA incident predictor.

**Highway-Rail Grade Crossing Safety Program – (SB 2338)**

Senate Bill 2338 amends and reenacts Section 57-43.2-19 of the North Dakota Century Code. The amendment allocates \$1,600,000 of highway tax distribution funds (source: special fuels excise taxes collected on sales of diesel fuel to a railroad) and \$900,000 in federal highway traffic safety funds (Section 130) to be used for highway-rail grade crossing safety projects. Effective July 1, 2009, political subdivisions may apply for grants to establish quiet zones or make individual crossing safety improvements. The sunset date for this program is June 30, 2011.

**A. Funding-**

- Ten percent (10%) local match requirements will apply to both Quiet Zones and Crossing Safety projects on actual construction costs, unless it is on the state highway system.
- Grants for a single crossing may not exceed \$75,000 and grants for all crossings within a city may not exceed a cumulative amount of \$225,000.
- The City will incur all residual costs over and above the maximum grant funding allowed per highway-rail grade crossing, and/or the cumulative maximum grant funding per city.
- Funding Comparison
  - Quiet Zones
    - Primarily funded using state funds (\$1,600,000).
    - Any crossing safety improvement(s) that is part of a Quiet Zone (QZ) project may receive federal funds (Section 130) if it qualifies.
  - Crossing Safety Projects will be
    - Funded with Section 130 funds.

**B. Review Process**

- Neither the quiet zone nor crossing safety projects are subject to justification or approval
- Process would allow communities to accelerate a crossing safety project that may have a lower priority under the Section 130 Program.