

Members

Sen. Brandt Hershman, Chairperson
Sen. Ron Alting
Sen. James Arnold
Sen. James Lewis
Rep. Dennis Tyler
Rep. Dan Stevenson
Rep. Cleo Duncan
Rep. William Davis



RAIL CORRIDOR SAFETY COMMITTEE

Legislative Services Agency
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Authority: P.L. 114-2005

MEETING MINUTES¹

Meeting Date: October 21, 2010
Meeting Time: 9:00 A.M.
Meeting Place: State House, 200 W. Washington St., Senate Chamber
Meeting City: Indianapolis, Indiana
Meeting Number: 1

Members Present: Sen. Brandt Hershman, Chairperson; Sen. James Arnold; Sen. James Lewis; Rep. Dennis Tyler; Rep. Cleo Duncan.

Members Absent: Sen. Ron Alting; Rep. Dan Stevenson; Rep. William Davis.

Sen. Hershman called the meeting to order at 9:15 a.m. He said that this would be the last meeting of the committee because it expires on November 1 of this year. Sen. Hershman said that this is indicative of the Committee's accomplishments, because there isn't much more work to do on this issue. Sen. Hershman said Mike Riley, Rail Office Manager, Indiana Department of Transportation (InDOT), would give the committee a review of rail grade crossing safety.

Presentation by InDOT

Mr. Riley made a Powerpoint presentation which is attached to these minutes (Exhibit 1). Mr. Riley made the following points:

¹ These minutes, exhibits, and other materials referenced in the minutes can be viewed electronically at <http://www.in.gov/legislative> Hard copies can be obtained in the Legislative Information Center in Room 230 of the State House in Indianapolis, Indiana. Requests for hard copies may be mailed to the Legislative Information Center, Legislative Services Agency, West Washington Street, Indianapolis, IN 46204-2789. A fee of \$0.15 per page and mailing costs will be charged for hard copies.

- Overall there has been a decline in rail grade crossing accidents in the period from 2005 to 2010.
- From 2005 through 2009, one-third of all accidents occurred in the northwest corridor, with Lake County experiencing 17.7% of all crashes. Half of the multiple collision crashes occurred in five counties: Lake, St. Joseph, LaPorte, Elkhart, and Marion.
- From 2006 through 2009, 66% of accidents occurred at crossings with active warning devices, primarily due to driver inattention and drivers driving around crossing gates.

Mr. Riley reviewed the federal and state funds available for railroad crossing safety. Mr. Riley said that the federal Rail Safety Improvement Act of 2008 requires Indiana to produce a rail safety plan identifying specific solutions for improving safety at crossings. In addition, the 2009 Manual on Uniform Traffic Control Devices (MUTCD) requires stop or yield signs to be posted at all passive grade crossings by 2019.

Final report

Sen. Hershman said that the draft final report had been distributed to members before the meeting. The committee did not make any findings of fact or recommendations for inclusion in the final report. The final report was approved by a vote of 5-0. Sen. Hershman adjourned the meeting at 9:50 a.m.



Indiana Department of Transportation

Rail Corridor Safety Committee
October 21, 2010

*RCSC
OCTOBER 21, 2010 MEETING
EXHIBIT 1*

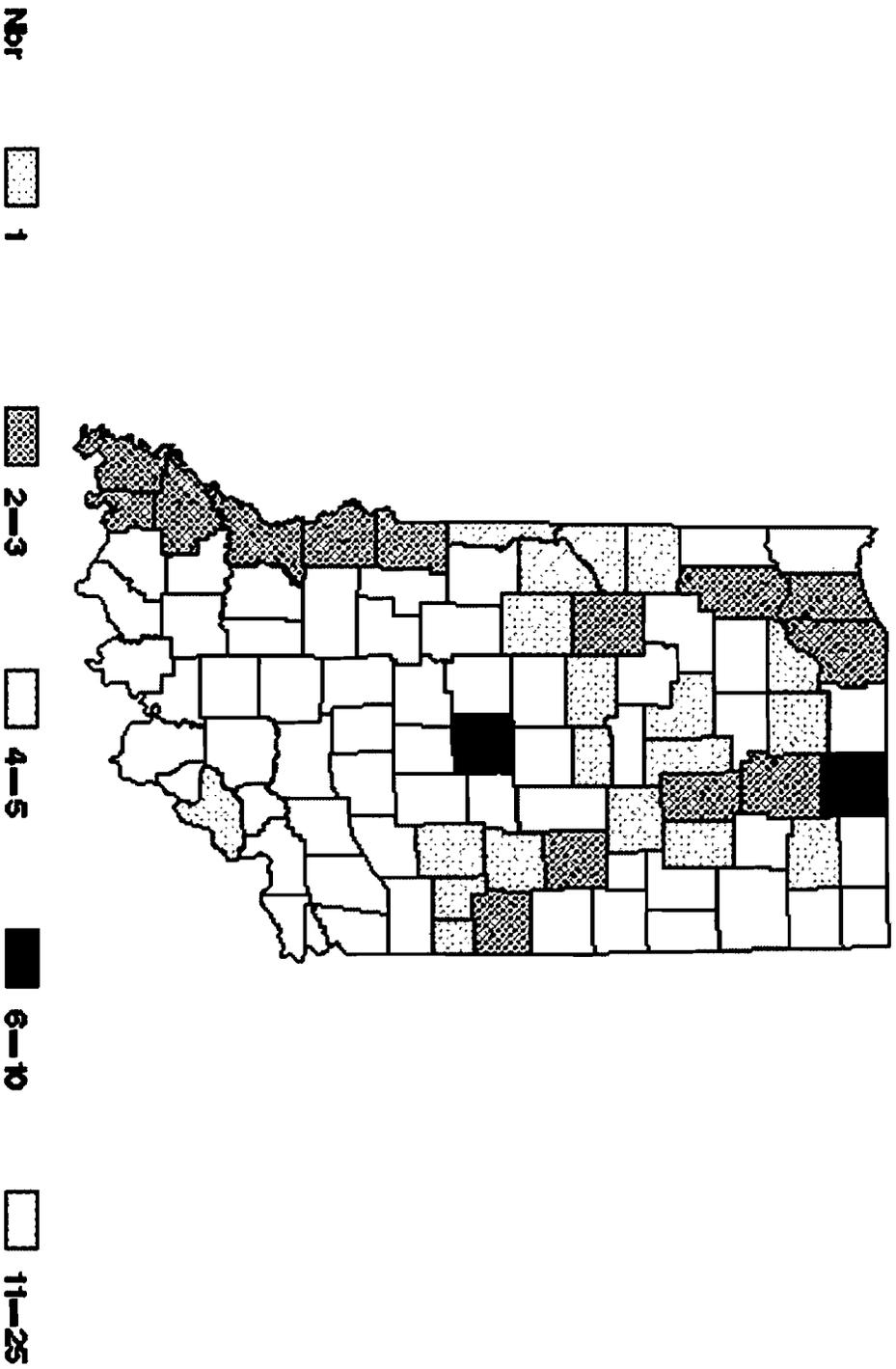


Highway-Rail Crashes

	2005	2006	2007	2008	2009	2010*	Average 05-09
Crashes	176	137	161	139	98	75	142
Injuries	30	35	45	44	35	30	38
Deaths	21	13	20	19	14	5	17
Crashes at Crossings with Gates	68	50	70	56	42	36	57
Crashes at Crossings w/ Flashing Lights- ONLY	46	38	38	36	17	11	35
Crashes at Crossings with Active Warning	114	89	110	92	60	48	93
% of Crashes at Active Crossings	59.6%	56.2%	63.6%	60.9%	70.0%	75.0%	62.1%
% of Crashes at Gated Crossings	38.6%	36.5%	43.5%	40.3%	42.9%	48.0%	40.4%
* Reported to FRA through July 31, 2010							



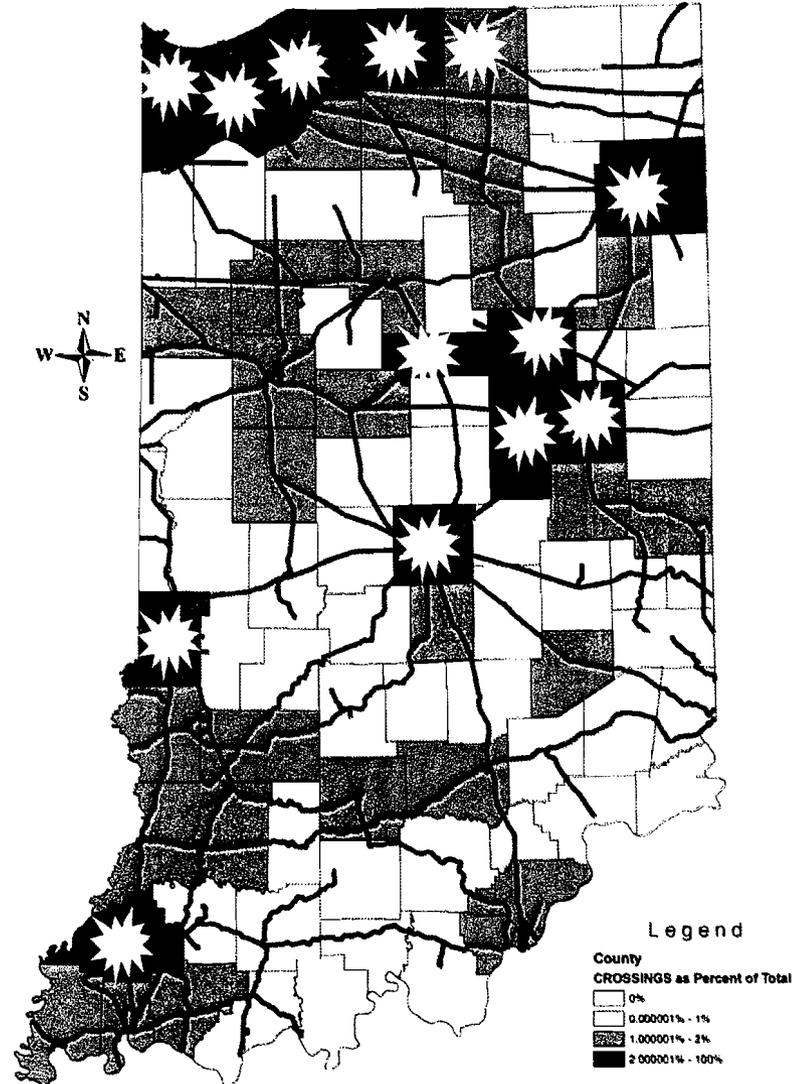
Crossing Crashes 2009 by County





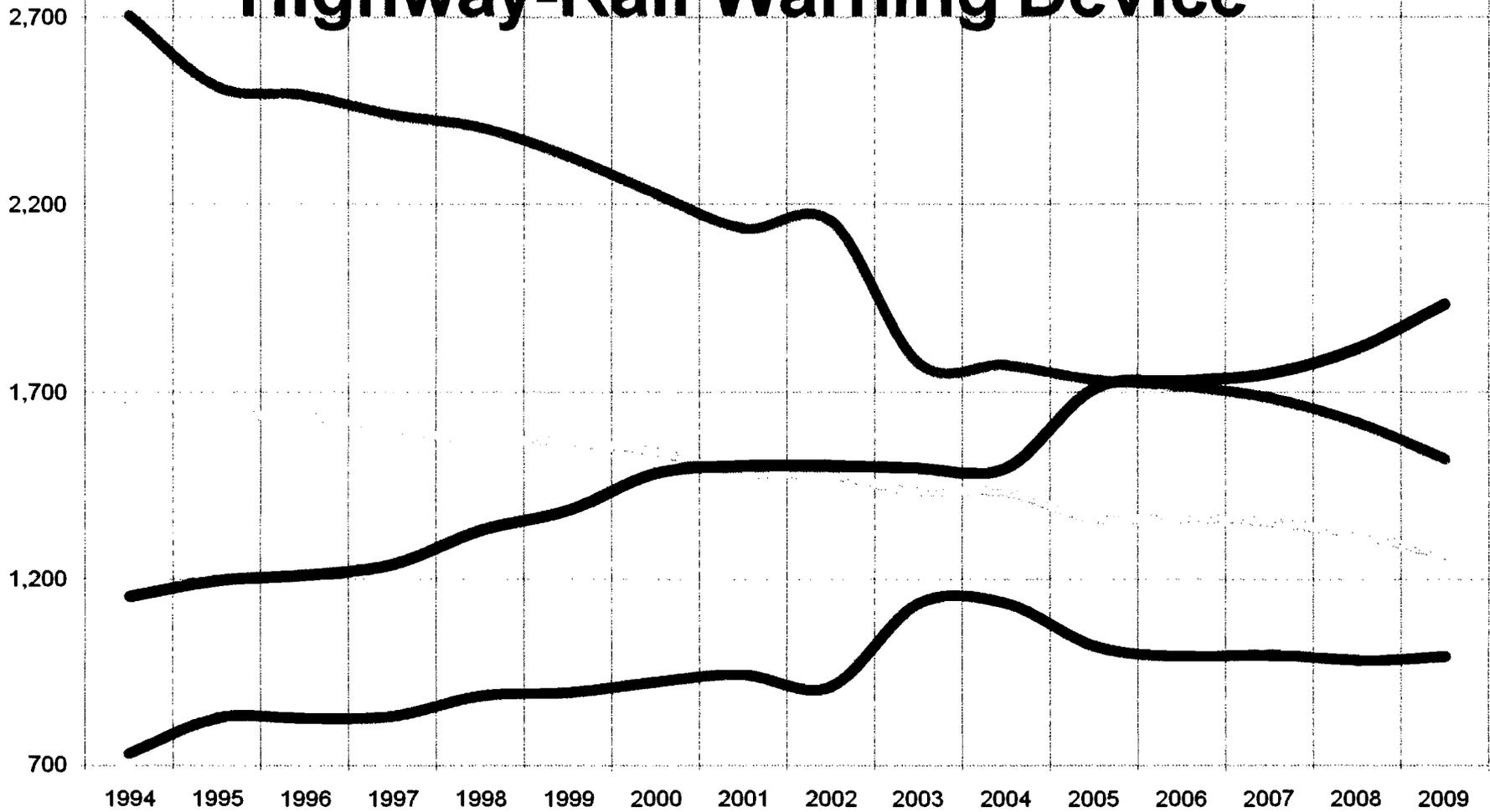
2005 through 2009

- 665 crashes at 518 crossings
- 73 counties experienced a crossing crash
- Lake County experienced 17.7% of all crashes
- A third of all crashes occurred in the northwest corridor

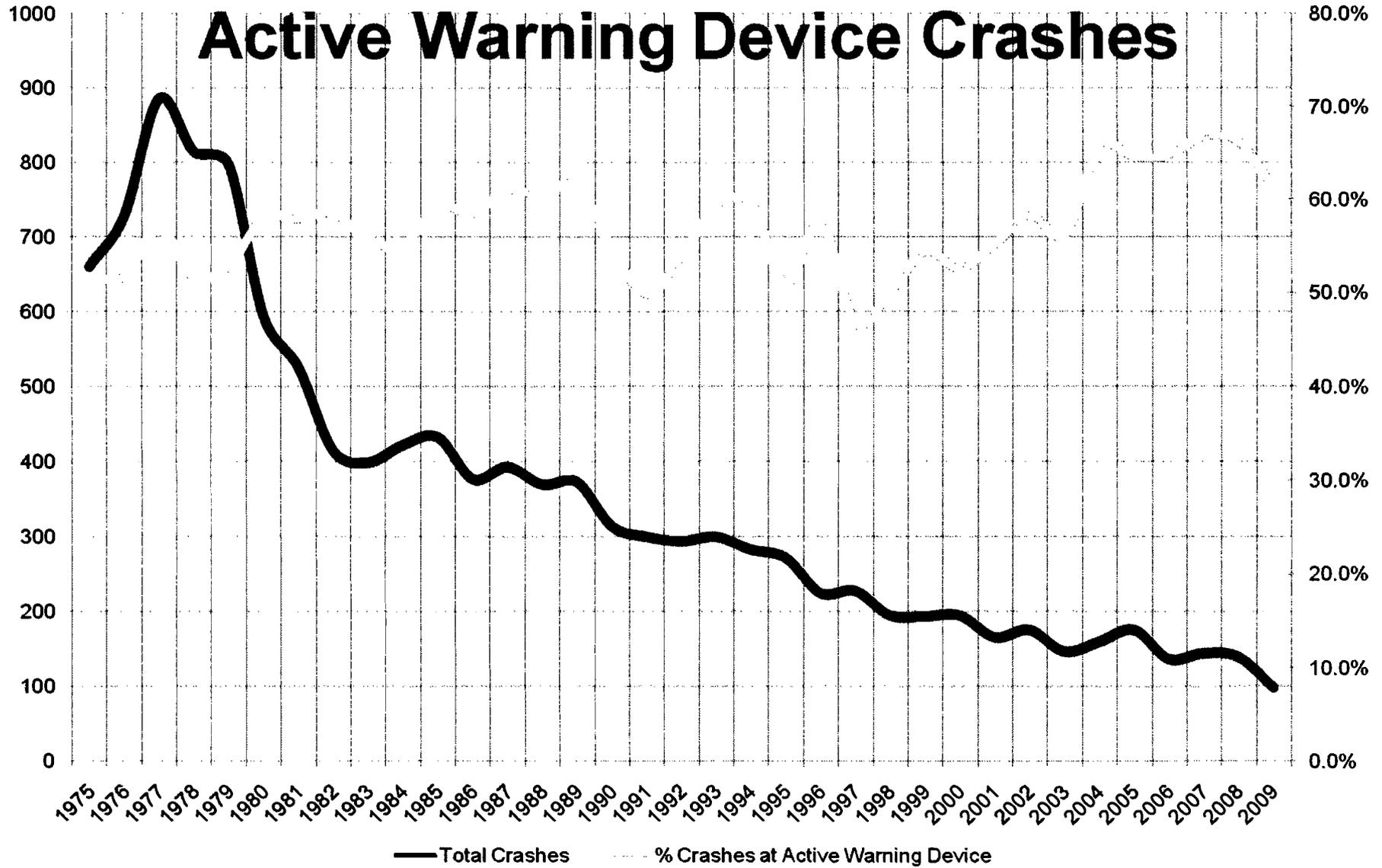




Highway-Rail Warning Device

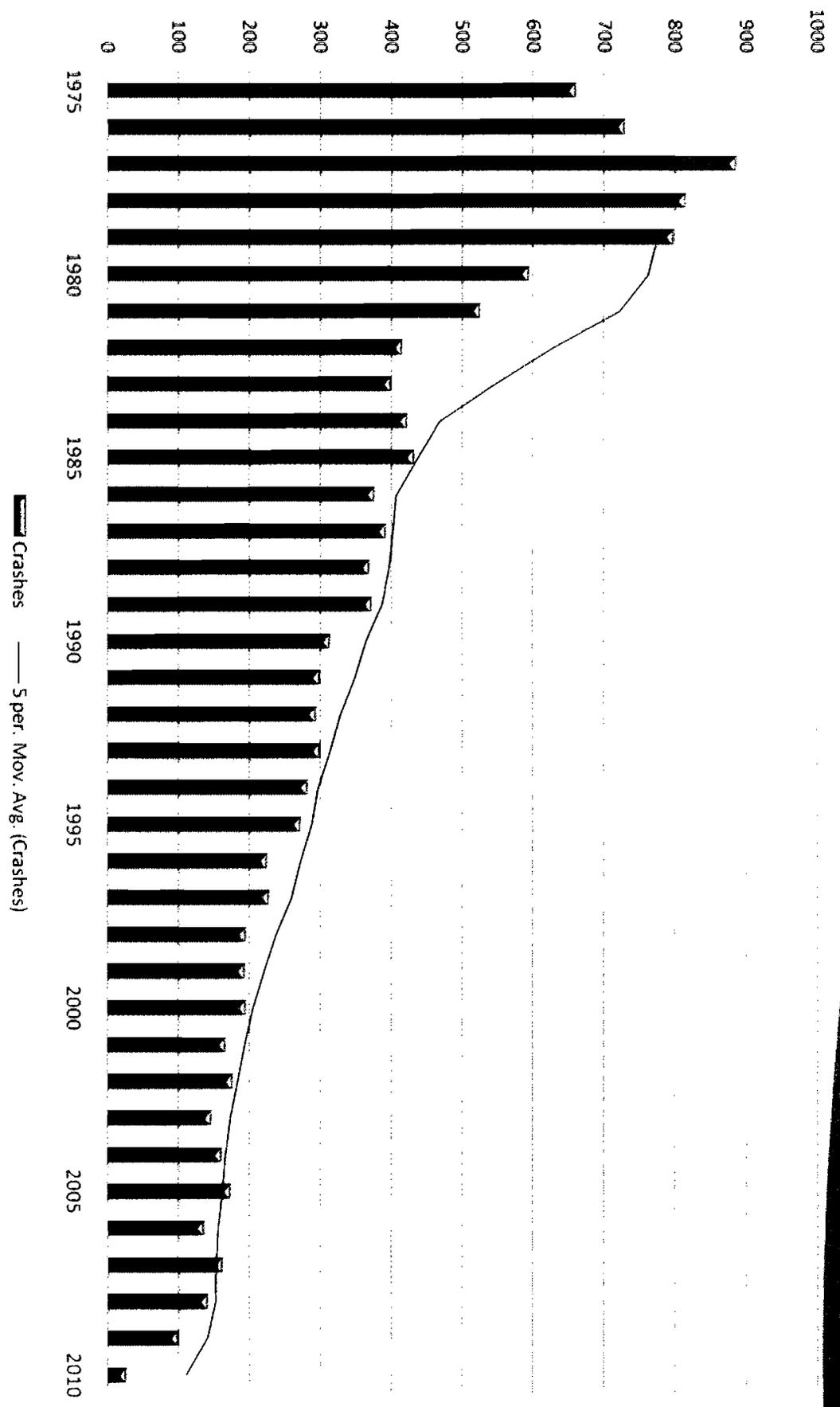


— Crossbucks — Stop Signs - - - Flashing Lights — Gates





Indiana Grade Crossings



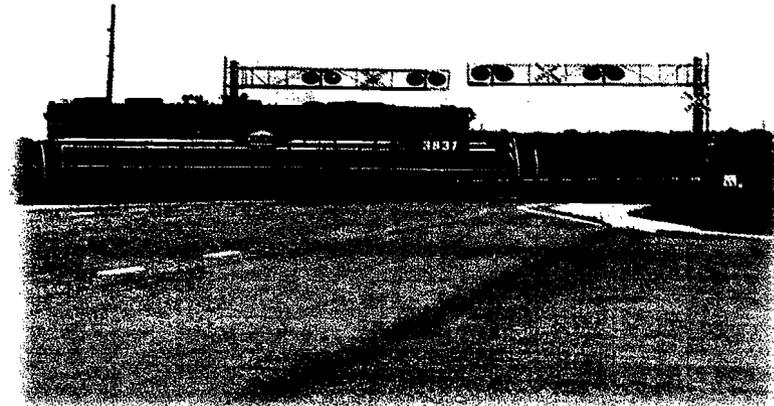
2005 through 2009

- 106 crossings with 2 or more crashes
- Half of multiple collision crossings in just five counties
 - 25 in Lake Co.
 - 9 in St. Joseph Co.
 - 7 in La Porte Co.
 - 8 in Elkhart Co.
 - 6 in Marion Co.



2006 through 2009

- About 2 in 3 (66%) crashes occurred at crossings with train-activated warning devices





2009 National Ranking

Crashes

1. Texas	177
2. California	111
3. Georgia	106
4. Illinois	103
5. Indiana	98

Fatalities

1. California	29
2. Texas	23
3. Illinois	17
4. Indiana	14
5. Michigan	12



Indiana Statistics

- Indiana rank 9th in Total Rail Miles = 4,448; Texas is 1st with 10,743
- Indiana ranks 5th in number of Public Crossings = 5,954
 - 75% of Indiana's crossings are public vehicle crossings
 - 56% of the crossings have active protection
 - 4.38% of the total public crossings in the country

That equates to 1.34 public crossings per rail mile

Source: FRA Railroad Safety Statistics Annual Report 2008



Section 130-SAFETEA-LU

- Under 23 U.S.C. § 148.
 - Provides funding to ensure that the ***most hazardous crossings are improved.***
 - Federal Apportionment
 - Administered by Office of Roadway Safety
 - Approx. \$7,200,000.00 available annually



Section 130 Program

- Pays 100% of a project's cost
- No requirement for a local match
- Projects determined by the FRA Hazard Index
- Projects are selected on a statewide basis



Section 130 Project Selection Process

- Hazard Index for all at-grade public crossing is calculated annually
- Additional factors
 - Geometry
 - Comments from Rail Office & Districts
 - Comments from Local Law Enforcement
 - Changes in land use, etc.



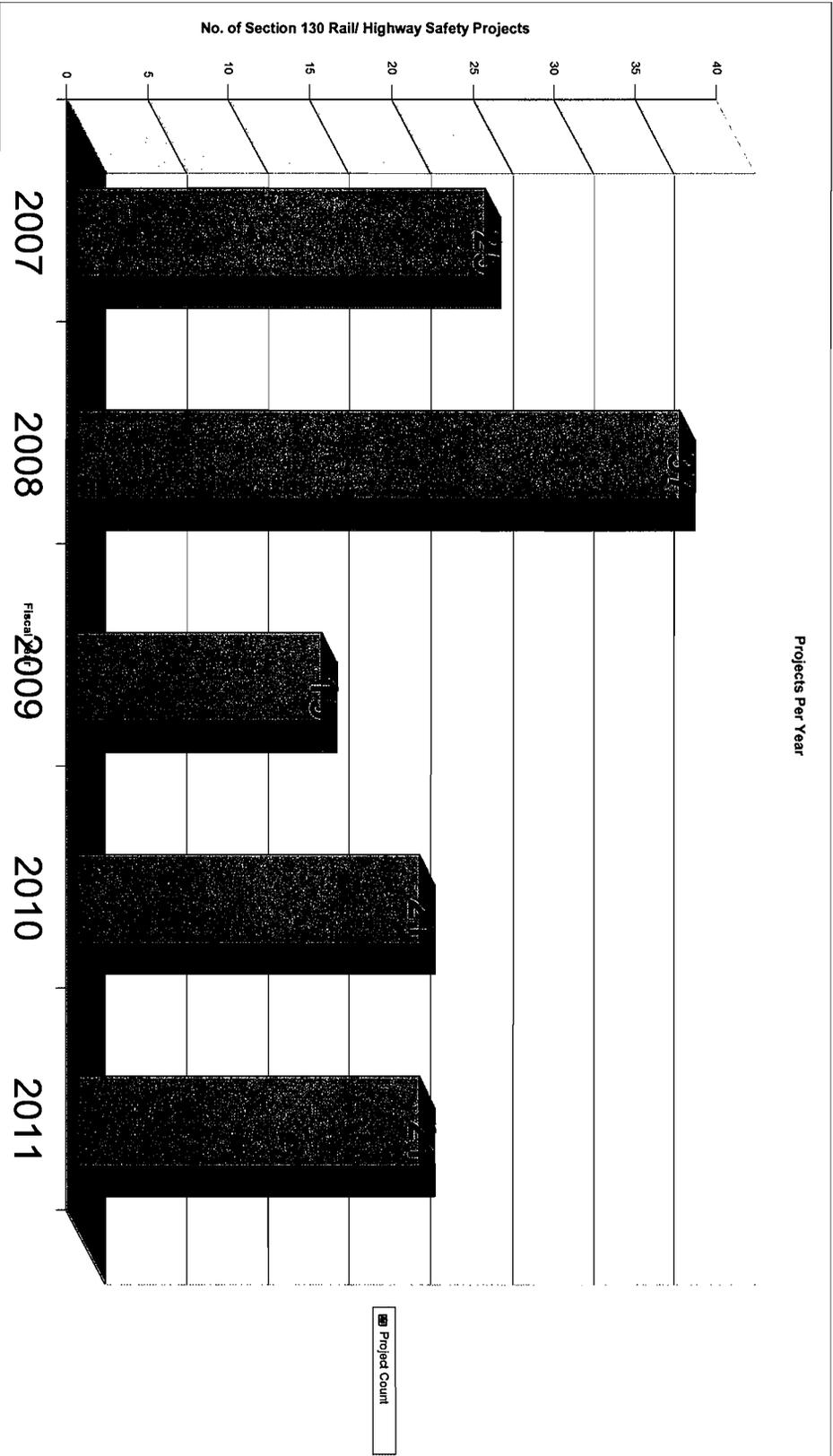
Section 130 Upgrades

- The most common is passive to active protection
- Other Upgrades
 - Four quadrant gates
 - Upgrading circuitry to constant warning time
 - Adding an overhead cantilever
 - Adding gates
- Section 130 Funds in Indiana are not used for grade crossing surface work



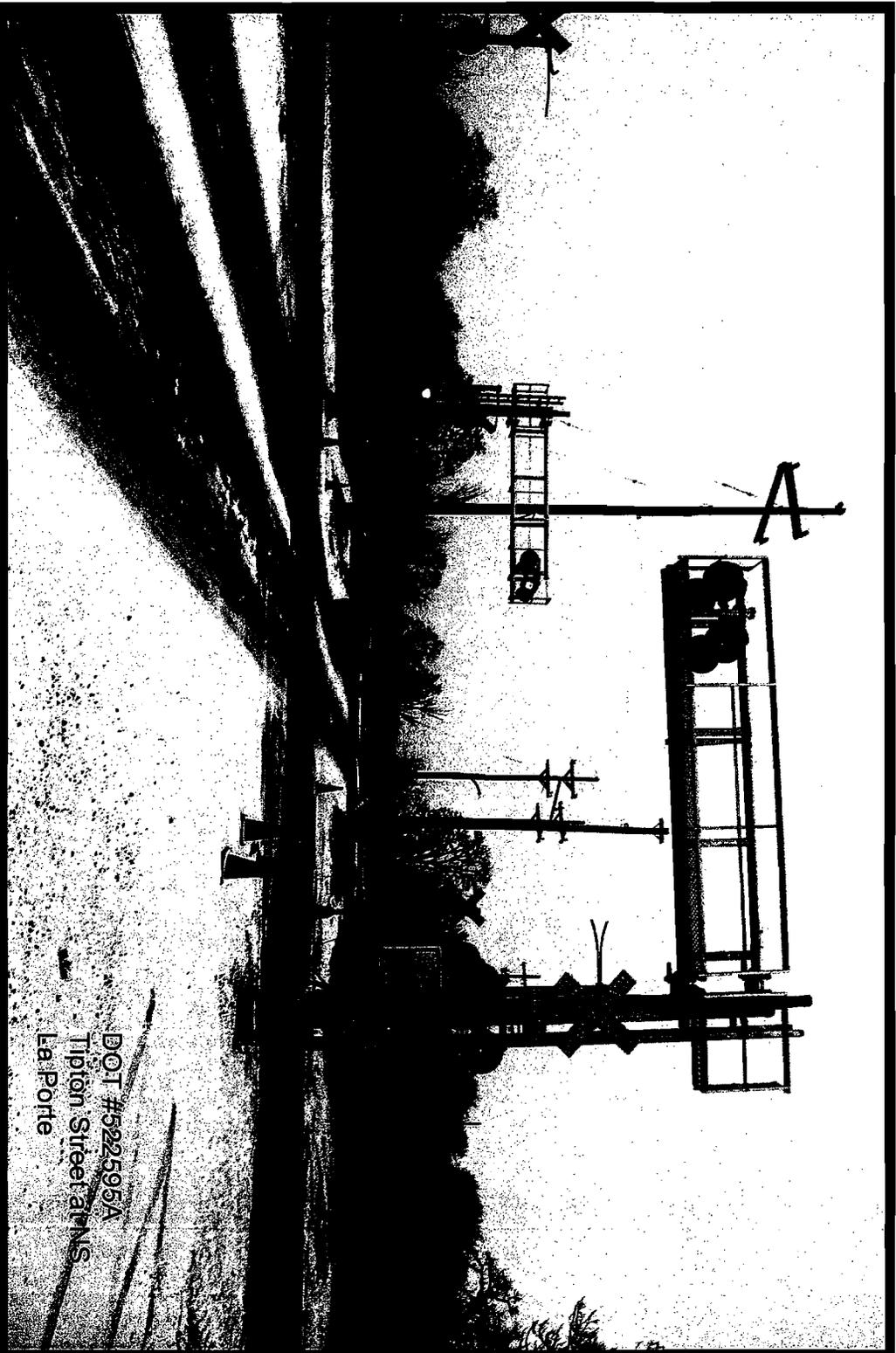
Section 130

Projects Per Year





Four Quad Gates Sect. 130 - 2010





Advance Warning Sign Sect. 150



DOT # 4763741
S.S. 47 21755
11021 Eastway



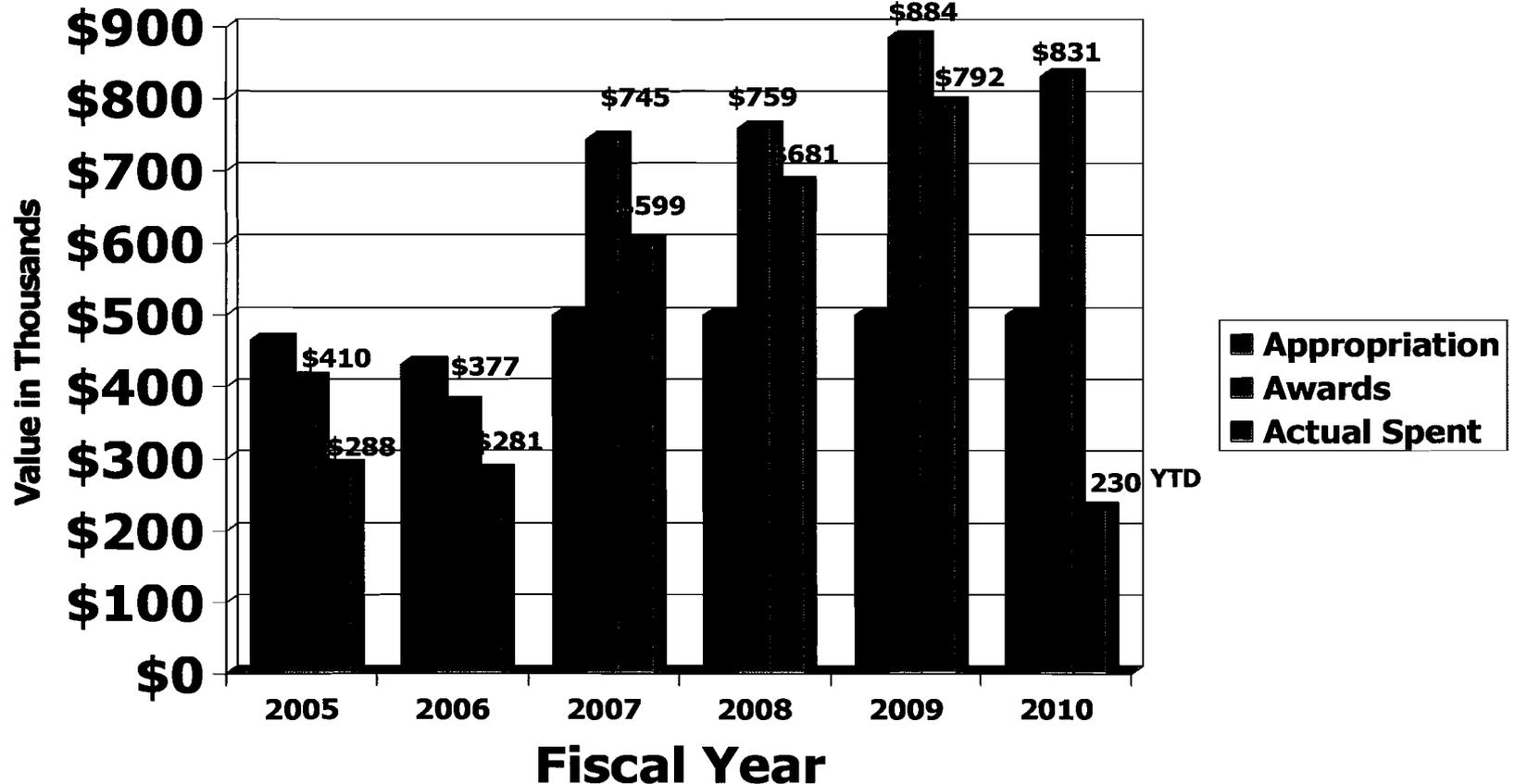
Railroad Grade Crossing Fund

Eligible Project Types

- Local Communities
 - Crossing Closures
 - Signage
 - Pavement Markings
 - Median Barriers
 - Illumination
 - Other Improvements
- Railroads
 - Upgrade bulbs to LEDs
 - Surface Reconstruction
 - Sight obstruction removal
 - Signage
 - Illumination

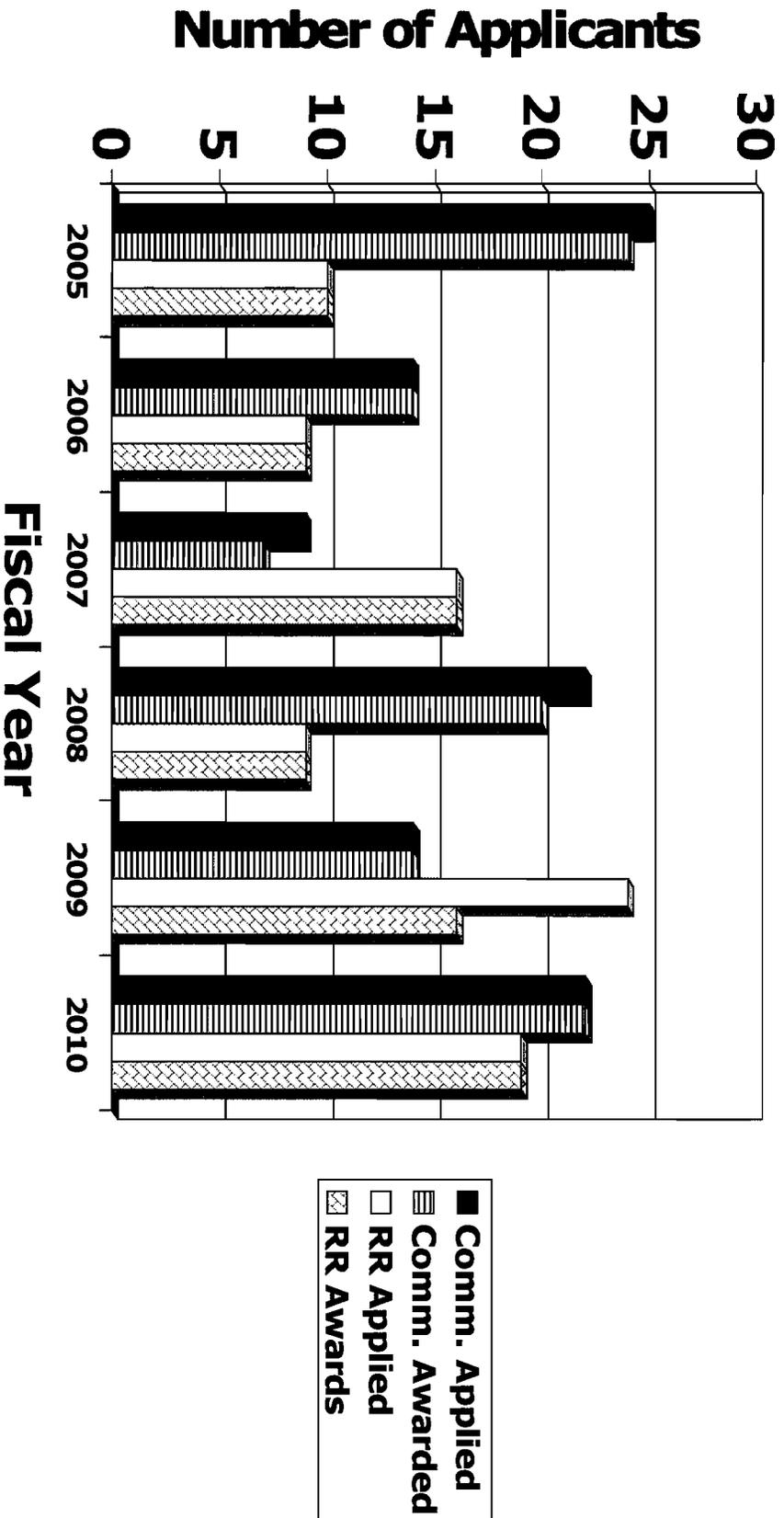


Railroad Grade Crossing Fund





Railroad Grade Crossing Fund





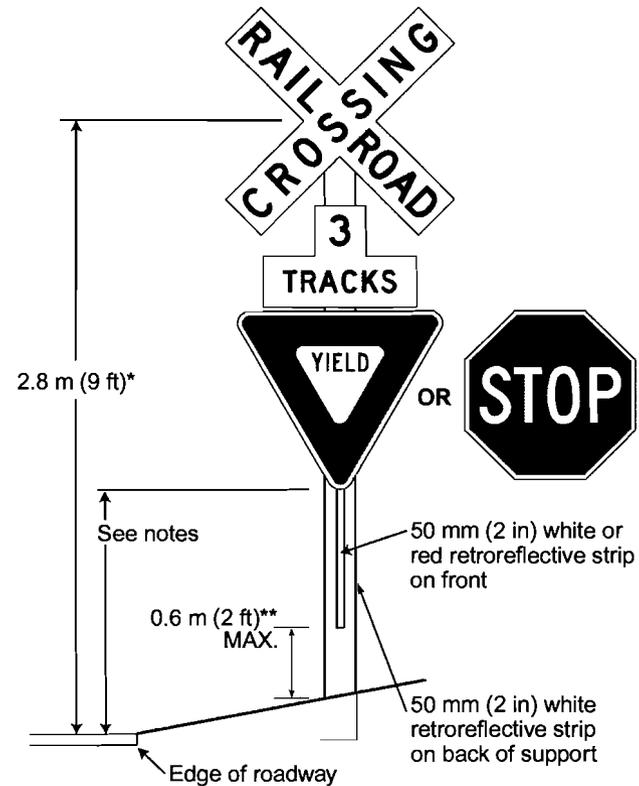
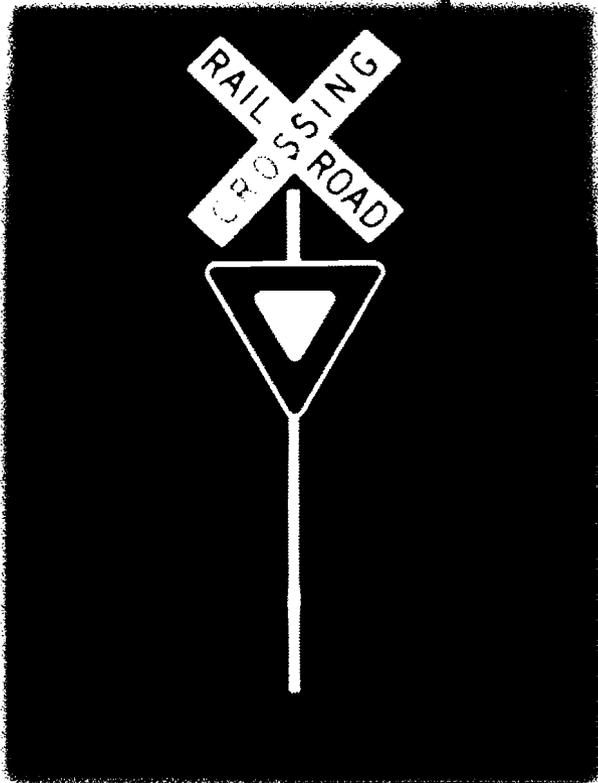
Rail Safety Improvement Act of 2008

- Action Plans
 - The ten states with the most crossing crashes, on average, from 2006-2008
Alabama, California, Florida, Georgia, Illinois, Indiana, Iowa, Louisiana, Ohio, and Texas
- Plans must identify specific solutions for improving safety at crossings, including:
 - installation of active crossing protection
 - crossing closures or grade separations
 - focus on crossings that have experienced multiple crashes or are at high risk for crashes
- May be coordinated with other State or Federal planning requirements



2009 MUTCD Passive standards

STOP or YIELD signs must be posted at all passive grade crossings by 12/31/2019



What it Takes

FINANCIALS
MARKETING

EDUCATION

ENFORCEMENT

Key Action Items

- Grade crossing warning device improvements
- Define & Identify Corridor Improvement Priorities
- Closing of redundant crossings
- Participate in OLI Public Awareness & Media Plan
- Review Drivers Manual With BMV – add awareness
- Publish Law Enforcement Crossing Guide
- Improve ARIES-FRA database compatibility
- Evaluate emerging innovative equipment
- Expedite passive crossing MUTCD compliance upgrades