U.S. DOT CROSSING INVENTORY FORM
SUPPORTING JUSTIFICATION
Form FRA F 6180.71 (11-99)
OMB Control No. 2130-0017 Expires 8/31/2009

1. EXPLAIN THE CIRCUMSTANCES THAT MAKE THE COLLECTION OF INFORMATION NECESSARY. IDENTIFY ANY LEGAL OR ADMINISTRATIVE REQUIREMENTS THAT NECESSITATE THE COLLECTION. ATTACH A COPY OF THE APPROPRIATE SECTION OF EACH STATUTE AND REGULATION MANDATING OR AUTHORIZING THE COLLECTION OF INFORMATION.

This collection of information is a request for an extension of a currently approved submission. FRA has revised the information in this collection – where appropriate and necessary – to reflect the most current data, and FRA's experience over the past three years regarding the U.S. DOT Crossing Inventory Form.

A. <u>Background</u>

The goal of the U.S. DOT National Highway-Rail Crossing Inventory Program is to provide information to Federal, State, and local governments, and the railroad industry, for the improvement of safety at highway-rail intersections. The U.S. DOT National Highway-Rail Crossing Inventory Data File contains a record of each and every highway-rail intersection (grade crossing) in the nation which includes location, physical, and operational characteristics. This crossing information is reported to the FRA on the U.S. DOT Crossing Inventory Form (Form FRA F 6180.71). This File is maintained by the Federal Railroad Administration (FRA), as custodian, for the railroads and States. This arrangement also acts as a clearinghouse for the exchange of crossing data between these entities. This information is valuable for the administration and statistical analysis of highway-rail crossing information, and is useful for the improvement of crossing safety.

Each State and railroad is responsible for maintaining its own inventory file for its respective crossings. In order for the files to serve as an effective data base, the States and railroads, maintaining their own files, need to exchange their data with each other and immediately update the crossing data records as conditions and changes occur. Good management practices necessitate maintaining the National File with current information. The National File will continue to be useful only if maintained and updated as crossing inventory changes occur.

In August 1972, the U.S. Department of Transportation (DOT) submitted a report to Congress entitled, "*Railroad-Highway Safety Part II: Recommendations For Resolving The Problem*." The primary goal of this report was to provide recommendations for alternative courses of action which would lead to a significant reduction in accidents, fatalities, personal injuries, and property damage at highway-rail intersections.

The report recommended the establishment of an information system consisting of a national database of all highway-rail intersections in the Nation. Although various local, State, and Federal agencies had

collected and maintained information about highway-rail intersections, most information systems or databases were fragmented and incomplete. This site-specific information was needed and required to provide for a systematic approach for the planning and evaluation of highway-rail crossing safety improvement programs at both the State and Federal level.

The report further recommended: (1) that the Federal Railroad Administration issue requirements for the railroads to assign and display identification numbers at all highway-rail crossings based on a uniform national standard to be prescribed by the Department of Transportation, (2) to contract with the railroads to provide site-specific inventory data for all crossings on their respective lines, and (3) to update the inventory annually by providing updated information following the procedures and standards established jointly by the Federal Highway Administration (FHWA) and the Federal Railroad Administration (FRA) working with railroad and State representatives. These requirements are defined in the "Highway-Rail Crossing Inventory Instructions and Procedures Manual" dated December 1996 (*see Attachment A*). Currently, a newer policy and set of instructions, "Policy, Procedures and Instructions," were defined in August 2007 which match the current Form F 6180.71 (11/99) and identify each inventory data field as the responsibility of either the State or the railroad (*see Attachment B*).

Following the submission and acceptance of the report to Congress, the Federal Railroad Administration assumed principal responsibility for the development of the National Highway-Rail Crossing Inventory File and Information System. The railroad companies, under the direction and guidance of the Association of American Railroads (AAR) and the American Short Line and Regional Railroad Association (ASLRRA), were assigned the responsibility for making a site-specific inventory of each highway-rail crossing. They were also responsible for installing the unique U.S. DOT Crossing Inventory Identification Number (ID) which identifies a specific crossing at each location of a highway-rail intersection. The railroads became – and are now – responsible for the maintenance of the Crossing ID Number and for the periodic update of certain railroad-oriented inventory information. Further, the State highway departments were -- and are now -- required to provide site-specific highway-type information, such as highway traffic counts, location, and use data. Each State Highway Department or State Department of Transportation is responsible for the updating highway-type data items. This is all defined in the new policy which will be incorporated into a new updated "Instructions and Procedures Manual" within the next year.

The U.S. Congress, in the Federal-Aid Highway Safety Act of 1973 (Section 203), required that each State highway agency maintain an inventory of all crossings. However, FHWA does permit States to maintain just the National Crossing Inventory File in lieu of maintaining their own separate crossing inventory file. According to the implementing instructions contained in the Federal-Aid Policy Guide (FAPG), maintaining the National Highway-Rail Crossing Inventory File will satisfy this legislative requirement so that a State would not have to maintain its own separate Crossing Inventory File if it does not chose to do so (see 23 CFR Part 924 (a) (1)).

The primary purpose of the National Crossing Inventory File is to provide for the existence of a uniform inventory data base which can be merged with accident files and used to analyze information for planning and implementation of crossing improvement programs by public and private agencies responsible for highway-rail crossing safety. Currently, the Federal program that provides funding for safety improvement projects at highway-rail crossings is the Section 130 Program. This Program

provides a total of $220 million per year under the SAFETY-LU legislation passed by Congress in December 2005. The States are required to maintain an accurate and up-to-date inventory of all crossings in order to utilize the Federal funding provided under Section 130. Since the apportionment formula for dividing and distributing the Section 130 funds is based on the number of open crossings within a State, FHWA requires that this information be provided to the National Crossing Inventory File so that the the total number of crossing in each State is available for the apportionment.

Following the official establishment of the National Inventory in 1975, FRA assumed the primary responsibility for the continued development of the Crossing Inventory Program and FRA maintains the computer files as the custodian for the States and Railroads. In 1999, the AAR requested that its name and initials be removed from the Inventory Form and program title. This was not because of any change in support for the overall program, but rather for convenience since the AAR did not maintain any type of crossing data file at its facilities, and because it was the FRA that was taking responsibility for the continued development of the Program. Thus, in accordance with AAR's request, FRA removed the AAR name from the Crossing Inventory Form in 1999.

B. Supporting Other Railroad Safety Programs and Regulations

With the advent of the "Toll Free (1-800) Emergency Notification System" (ENS) Program (in Texas since 1983 and at the national level starting in 1996), the requirement for maintaining an accurate and current inventory database has become critical because of the nature of the use of this information. This Program requires the railroads to post a sign at each crossing which identifies the railroad and the crossing inventory number, provides a tool free telephone number to call in case of a problem, malfunction, or emergency, and brief text telling the purpose of the sign. Telephone calls, from a person identifying an emergency, go to an emergency call center or the railroad train dispatch center. The railroad can then take the appropriate action to resolve the problem or malfunction situation, including an emergency stopping of the trains in the area.

Since September 11, 2001, this has taken on a new and even higher priority for Homeland Security. The importance of having every crossing identified with a U.S. DOT Crossing Inventory Number and of having that information included in the State and National Inventory is imperative for the accurate identification and location of a crossing with a reported emergency, accident, malfunction, problem, or a security breach. The crossing data files in these ENS systems (software programs) obtain their data from the U.S. DOT National Crossing Inventory File. If these systems are to continue to be useful, they must have accurate data. Thus, it is essential that States and railroads provide FRA with the most accurate and correct crossing inventory data, so that it can be entered into the National Crossing Inventory File for eventual incorporation into the Toll Free (1-800) Emergency Notification System software used by several States and railroads.

In 1994, Congress passed the Swift Rail Development Act which required FRA to conduct a Rulemaking process for instructing railroads to have their train horns sound at all public highway-rail grade crossings, unless local public highway authorities created a zone consisting of one or more crossings where train horns would not sound. This zone could be created by making safety improvements to the crossings in the zone, and then officially establishing it as a "Quiet Zone." This became known as the Train Horn Rule and the final rule was published and made effective on June 24,

2005. The Rule requires the public highway authorities to utilize a special "Calculator" located on FRA's Website to determine what improvements are required by the regulation in order to have the Quiet Zone (QZ) qualify for a location where train horns would not be sounded. This "Calculator" utilizes and relies exclusively on the data contained in the National Inventory File. Public Authorities (usually Cities and Towns) must update the information in the National File for the crossings located in the QZ before they can issue the Notice of Establishment to the railroad to stop blowing their train horns. The Authorities are also required to update the QZ crossing data at least once every three years. Thus, the DOT Crossing Inventory Program supports this Train Horn Regulation while at the same time the Regulation helps keep the Inventory File records up to date.

C. Supporting DOT Strategic Goals

This information collection process supports the top DOT strategic goal, namely Transportation Safety. FRA uses the information from States and railroads to update certain site-specific highway-rail information in the U.S. DOT National Highway-Rail Crossing Inventory File. Through the National Inventory File, FRA is able to develop a uniform database which can be merged with accident data, then analyzed and used to create and implement effective crossing safety improvement programs by public, private, and governmental agencies responsible for highway-rail safety. By using the most current data to create and implement more effective crossing safety programs, FRA – in partnership with the States and railroads – can reduce the number and severity of accidents/incidents at the nation's highway-rail crossings which experience the most highway and rail traffic and also at other crossings where data indicates that such crossings are the most risky. Also, such programs serve to reduce the corresponding property damage that results from train highway-vehicle collisions.

In addition, this collection of information indirectly supports the DOT strategic goal of Economic Growth and Trade. By reducing the number and severity of railroad accidents/incidents and their related costs through more effective crossing safety programs, railroads are able to reduce the average time and average cost for the delivery of goods and people to their destinations, thus providing for a greater movement of goods and people and therefore increasing both domestic and international trade. Rail transportation plays a vital part in fostering U.S. economic growth.

The information collected also indirectly supports the DOT strategic goal of Human and Natural Environment. By reducing the number and severity of highway-rail accident/incidents through more effective crossing safety programs, communities and the natural environment are protected. This is especially true in cases where trains and trucks – either of which might be carrying volatile or hazardous materials – collide. The livability of communities is improved by promoting safer highway-rail grade crossings. Fewer accidents translate into fewer pollutants and other possible toxic substances being released into communities and surrounding areas.

D. Now Required by Statute

On October 16, 2008, Congress passed the "Rail Safety Improvement Act of 2008" (RSIA 2008), Public Law 110-432, which made updating the National Crossing Inventory File mandatory on both the States and Railroads. FRA, with the support of FHWA, had been seeking this legislation since 1999. The RSIA 2008 now requires that all crossings, public, private, and pedestrian (pathway), both at-grade and

grade-separated, have a crossing inventory number assigned (including those crossings that are located within a railroad yard, in a port or dock area, or in the private railroad yard of a private company or corporation). These crossing numbers are also required on FRA Accident Reports in the unfortunate event that a vehicle-train collision should happen. Once a crossing Inventory Number is assigned, an Inventory Form must be completed including all data elements, and submitted to FRA for inclusion in the U.S. DOT National Crossing Inventory File.

The Act further requires that the railroads assign crossing inventory numbers to all crossings that may not have previously been inventoried by April 16, 2010. Also, both States and railroads are required to have every crossing record under their purview, updated by October 16, 2010, and then update annually by September 30th of the current year thereafter. Any change in this statutory requirement will require a Rulemaking process. Crossings receiving improvements, such as new warning devices or surface changes, must have this updated information reported when the improvements are completed. This will normally be performed by the Railroad.

For new crossings created after April 16, 2009, the railroads have six (6) months to report the information to FRA to be put in the National Inventory File. Current policy requires railroads to initiate the process and report the information on the Crossing Inventory Form F 6180.71 (11/99). Additionally, any crossings that lie along a rail line that is sold to another railroad must be transferred to the new operating railroad within three (3) months of the transaction. This same requirement applies to any crossings that are closed either individually or because of a rail line abandonment; they must be reported within three (3) months of the closure.

The new Law further stipulates that all of the current "Policies, Procedures, and Instructions" of the U.S. DOT National Highway-Rail Crossing Inventory Program, including the U.S. DOT Crossing Inventory Form, that are in effect on the date of enactment (October 16, 2008) apply and may be enforced, without the need for separate regulations until superseded by rulemaking. These "Policies, Procedures, and Instructions" are found on FRA's Website at http://www.fra.dot.gov/us/content/801.

Further, Section 130 of Title 23 is revised to require States to comply with the provisions of the Act, except that the States are only responsible for public at-grade, grade-separated, and pedestrian (pathway) crossings. The term 'States' includes the District of Columbia and Puerto Rico. And finally, FRA is granted Rulemaking Authority to implement the requirements of this statue and to change or modify provisions of this Section of the Act through the rulemaking process. Currently, FRA has not taken any action except to require that the current policies and procedures are implemented.

E. Inventory Update Procedures

The procedures for updating the National Inventory File are applicable to all public, private, and pedestrian crossings, whether at-grade or grade separated. These procedures are designed to ensure availability and use of an up-to-date highway-rail crossing database with uniform and consistent data collection criteria, and to ensure uniformity in the procedures used by both States and railroads.

The process requires a continuing and cooperative effort between States and railroads. Although only one party may have changes to report, both need to review and update their respective crossing records.

Channels of communication have been established whereby such information is provided to the appropriate individuals in both the railroad companies and the State transportation agencies.

Currently, there are five types of update formats which may be used for submitting data. They are:

1. U.S. DOT Crossing Inventory Form FRA F 6180.71 (11/99)
2. Various hardcopy printouts
3. "GX32" Electronic Computer Program format
4. Electronic formatted files (via e-mail or Internet, database .txt, .mdb, .xls, .xml, files),
5. Magnetic Media (discs or tapes)

Note: "GX32" stands for "Grade Xing" or "Grade Crossing."

With the advent of the personal computer and with computer technology constantly improving, submittals of updates using the U.S. DOT Inventory Form, Magnetic Tape and Mass Update Forms has decreased significantly over the years. The vast majority of updates currently are submitted by using the "GX32" Computer Program on magnetic diskette, or electronically by sending files via e-mail or uploading to a FRA Website. However, many updates, and especially new crossings, are still submitted on the U.S. DOT Crossing Inventory Form (FRA F 6180.71), some in a format that has been developed as an electronic MS Word version of the Form.

F. <u>The Inventory Form</u>

The U.S. DOT Crossing Inventory Form, Form FRA F 6180.71, is used for providing data to report new crossings or changes to existing crossings to the U.S. DOT Highway-Rail Crossing Inventory File. This Inventory Form is used for reporting all types of changes, including closings of existing crossings and changes in the characteristics of a crossing. The current Form FRA F 6180.71 (11-99) shown in *Attachment C* has two pages to accommodate all data fields. It is printed on both sides of a single sheet of white paper, which can be easily photocopied for distribution to the appropriate parties. While changes and corrections may be submitted using electronic formats, new crossings must always be submitted on the Inventory Form, either on hardcopy or on an electronic version of it.

There are five sections or parts to the Inventory Form. These contain the various types of data to be provided. They are:

Part I: Location and Classification Information
Part II: Railroad Information
Part III: Traffic Control Device Information
Part IV: Physical Information
Part V: Highway Information

While data must be provided for all five parts for public at-grade crossings, only the location information for Part I is required to be provided for private, pedestrian, and the grade separated crossings.

When the data is displayed on a printout from the FRA Office of Safety Website at http://safetydata.fra.dot.gov/officeofsafety/, it has the form shown in *Attachment D*.

2. INDICATE HOW, BY WHOM, AND FOR WHAT PURPOSE THE INFORMATION IS TO BE USED. EXCEPT FOR A NEW COLLECTION, INDICATE THE ACTUAL USE THE AGENCY HAS MADE OF THE INFORMATION RECEIVED FROM THE CURRENT COLLECTION.

All 50 States and some 650 railroads use the Inventory Form to provide new crossing information or to update data in the Inventory. Without updating, the Inventory's value would rapidly decline. In the most recent calendar years 2006 to 2008, an average of 154,000 changes were voluntarily submitted by the States and railroads. An average of 3,800 of these changes per year used the Inventory Form as the method of updating. Over the last 10 years, FRA received an average of 3,062 Inventory Form updates per year.

FRA maintains two types of data files: the Inventory Data File and the Accident Data File.

(1) The Inventory Data File is a record of grade crossing location, physical, and operational characteristics which provides information for the administration and statistical analysis of highway-rail crossings. This information is reported to FRA on the U.S. DOT Crossing Inventory Form. Each State and railroad is responsible for maintaining its respective inventory file and the National File. In order for the files to serve as an effective database, the States and railroads must update them on a regular basis. Also, States may maintain only the National Inventory File in lieu of maintaining their own State Inventory File. About 10 percent of the States maintain only the National Inventory File, and do not have a State Inventory File. Almost all States regularly get a copy of their data from FRA, or they download the data from the FRA Office of Safety Website at http://safetydata.fra.dot.gov/officeofsafety for their own use. A complete list of useful Website Addresses can be found in *Appendix E*.

(2) The Accident Data File contains the records of all train-related accidents, injuries, and fatalities at highway-rail crossings. By law, FRA requires the reporting of all train-related accidents and incidents. FRA further requires that the DOT Crossing Identification (ID) Number be placed on the Accident Report. This Crossing ID Number is assigned by the railroads by placing the Number on a completed U.S. DOT Crossing Inventory Form for that specific crossing. This information is then entered into the National Inventory File. (See "Assignment of Crossing Inventory Numbers" in *Appendix F*.)

Routinely, the Accident Data File is integrated together with the Inventory Data File, and the information from the combination is used by the Federal Government, States, and railroads for a variety of purposes. These include: developing Federal crossing safety improvement programs; funding crossing safety improvements; funding studies related to railroad safety programs; assessing the effectiveness of warning devices; analyzing needed crossing safety improvements along high-speed rail

corridors; determining accident costs; and fostering public awareness, driver training, and other safety program and research opportunities. This information is published annually in the "Railroad Safety Statistics" (formerly "Highway-Rail Crossing Accident/Incident and Inventory Bulletin"), which is distributed to all States, railroads, and interested researchers (copy enclosed for Calendar Year 2006, the last published year currently available; *see Attachment G)*.

This combined data is also used for the DOT Accident Prediction Formula and Resource Allocation Procedure. This information is made available to States and railroads on a CD entitled "PCAPS" (Personal Computer Accident Prediction System), and is available on FRA's Website under the name WBAPS (Web Based Accident Predication System). These computer models require data and information from both the U.S. DOT National Highway-Rail Crossing Inventory File and the Accident Data File. The calculations and printouts prioritize crossings based on an accident prediction value to assist State program managers in optimizing the selection of crossing safety improvement projects, i.e., identifying crossings with the highest risk for having an accident.

These accident prediction models are widely used by almost all States and railroads for prioritizing the use of limited funds for crossing safety improvement projects. The major portion of funding for these projects comes from the Federal-aid Highway Safety Program, Section 130, which provides up to 90% of the funds for the cost of crossing safety improvement projects. As mentioned earlier, the total Congressional appropriation is currently $220 million per year and is apportioned among the States with one factor being the total number of crossings within the State as determined from the National Crossing Inventory File.

The Inventory database is also used for program assessment, management, research, and historical analysis by many public and private entities. Requests for data have originated from States, local governments, railroads, railroad industry suppliers, safety advocates, interest groups, news media, lawyers, research organizations, Federal agencies, and Congressional offices. The most common request is for the crossing inventory and accident data history. Such requests can be fulfilled by obtaining the information from the "FRA Safety Date Website," which is currently receiving over 440,000 visits per year.

3. DESCRIBE WHETHER, AND TO WHAT EXTENT, THE COLLECTION OF INFORMATION INVOLVES THE USE OF AUTOMATED, ELECTRONIC, MECHANICAL, OR OTHER TECHNOLOGICAL COLLECTION TECHNIQUES OR OTHER FORMS OF INFORMATION TECHNOLOGY, E.G. PERMITTING ELECTRONIC SUBMISSION OF RESPONSES, AND THE BASIS FOR THE DECISION FOR ADOPTING THIS MEANS OF COLLECTION. ALSO DESCRIBE ANY CONSIDERATION OF USING INFORMATION TECHNOLOGY TO REDUCE BURDEN.

The original inventory was compiled between 1973 and 1975. An "Inventory Procedures Manual" was issued in 1974 and an "Update Manual" was issued in January 1976. These manuals described the original Inventory Form, and established procedures and responsibilities for both States and railroads when processing this Form. Following a series of workshops sponsored by the Association of American Railroads (AAR) in 1979, a "Supplement" to the "Update Manual" was issued in July 1980. This publication provided procedures for other methods of submitting updates using the most current

technology at the time. The "Mass Update (fill-in-the-blanks lists)" method of updating the file by using computer generated lists for updating one or more specific data elements and a "Magnetic Tape" format for submitting large numbers of updates became an option for submitting updates. These procedures were promulgated as alternatives to the preparation and submission of individual Inventory Forms for crossings where changes needed to be reported. The "Supplement" also allowed for some variations in submission procedures and responsibilities to accommodate existing railroad-State relationships.

Table 3-1 provides a 22 year history of the number and types of updates submitted to FRA for entering data into the National File. In 1991, nearly 40% of the changes received were in the "Mass Update (fill-in-the-blanks)" format and 50% were on Magnetic Tape. These changes not only reduced the time required to prepare and submit changes by using the hardcopy Inventory Form, but it also allowed FRA to obtain more current information by increasing the overall amount of updating.

Revising and improving the updating process further, FRA developed a process system and computer program in 1991 designated as "GX32"("GX" for Grade Xing or Grade Crossing and "32" for A Windows 32 bit operating system) which allows States and railroads to generate updates on an IBM compatible personal computer, similar to using income tax software, and submit them on magnetic diskettes or via the Internet or email. This computer program (widely available since 1992) was FRA's move forward into eGovernment Information Technology for the highway-rail crossing inventory updating system. FRA provides this program at no cost to States and railroads for use in accessing and maintaining their crossing inventory records. The program utilizes a facsimile of the Inventory Form which is displayed on a monitor screen and permits data elements to be entered in the same manner as on the paper version. With this system, both the Federal Government and State/railroad respondents benefit from a reduction in paper forms. When requested, the user receives a computer program package, including a file of all crossings, which can be used for updating the user's crossing records. Thus, in addition to reducing the need for large numbers of paper updates, the use of this computer program makes updating simple and easy.

The "GX32" software is a self-contained package allowing users to retrieve and update records, to print records and summary reports, and to produce an "upload file" with current updated information for submittal to the National File. Each "GX32" package contains a custom database that includes the user's crossings and reference files. Table 3-2 presents a comparison of update records received for the various methods that are used to update the National Inventory File for the years 1990, 1998, and 2006. This Table shows how the various update methods have changed over this time period. By 1998, 51% of the updates were submitted on either a "GX32" formatted diskette or by another type of electronic magnetic disc format, and by 2006, the percentage increased to 58%, not including an additional 37% that was updated electronically by the FRA data processing contractor using the "Special Mass Update" process from information received from the States and Railroads. Electronic media can be provided via e-mail or uploaded to a data-receiving Website. Currently, over 96% of the updates are provided electronically by these methods.

The two Tables 3-1 and 3-2 show the efforts made by FRA to automate and simplify the data collection process by reducing the use of paper submissions (U.S. DOT Crossing Inventory Form and Mass Update Printouts) over the last 22 years. It also shows the increase in submitting updates on magnetic media (discs) and, more recently, electronically via the Internet, e-mail, or up-loading to special data-receiving

Websites. FRA is a strong believer in using the principles of eGovernment and Information Technology, wherever possible, to reduce burden of using the hardcopy Inventory Form.

TABLE 3-1

Highway-Rail Crossing Inventory Program
Summary of Updates Received
1987 - 2008

Year	Inventory Forms	Mass Update Printouts	Disc/Tape (non-GX32)	"GX32" Electronic	Special *	Total
2008	1,878	1,892	94,109	13,820	16,197	128,616
2007	7,628	4,023	64,768	6,251		82,670
2006	1,954	7,972	128,122	18,472	93,840*	250,360
2005	1,374	5,356	51,193	9,628		67,649
2004	1,249	1,805	185,962	13,194		202,210
2003	2,441	7,323	57,354	11,540		80.491
2002	2,383	3,147	121,431	6,958		133,945
2001	2,056	5,433	84,648	11,322		103,459
2000	3,408	5,195	91,742	32,525	245,190*	378,110
1999	6,244	8,319	----	98,451##		113,014
1998	8,004	23,950	3,369	30,054	70,708 *	136,085
1997	10,258	10,139	0	43,222		63,619
1996	5,239	23,477	2,840	26,875	28,580 *	87,011
1995	5,950	17,785	3,700	35,854		63,289
1994	10,213	31,347	14,810	58,680		115,050
1993	5,340	27,550	3,892	12,677		49,459
1992	8,546	42,377	10,057	18,874		79,854
1991	10,525	39,856	51,901	1,024		103,306
1990	13,104	25,538	7,691			46,333

1989	9,690	43,500	9,039			62,229
1988	24,872	103,382	39,807			168,061
1987	9,437	65,651	13,921			89,009
Total	151,793	505,017	1,040,356	449,421	454,515	2,601,102

Most recent 10-Year Average is 124,304 Updates per Year.
* Special Updates are specific Mass Conversions, e.g., railroad contacts, ownership because of mergers, etc.
NOTE: QZ Counts where QZ Field was set to 0 are not included on 2006 processing records ~ 425,000.

TABLE 3-2

COMPARISON of CROSSING INVENTORY RECORD UPDATE METHODS FROM 1990 to 2006

	2006		1998		1990	
UPDATE METHOD	RECORDS UPDATED	PERCENT	RECORDS UPDATED	PERCENT	RECORDS UPDATED	PERCENT
Inventory Forms	1,954	1%	8,004	12%	13,100	28%
Mass Update Printout **	7,972	3%	23,950	37%	25,500	55%
Disc/Tape (non-GX32)	128,122	51%	3,369	5%	7,700	17%
GX32 Electronic	18,472	7%	30,054	46%	NA	NA
Special Mass Updates	93,840	37%	N/A	NA	NA	NA
Total	250,360	100%	65,377	100%	46,300	100%

** (Mass Update and Computer Printouts combined)____

4. DESCRIBE EFFORTS TO IDENTIFY DUPLICATION. SHOW SPECIFICALLY WHY ANY SIMILAR INFORMATION ALREADY AVAILABLE CANNOT BE USED OR MODIFIED FOR USE FOR THE PURPOSES DESCRIBED IN ITEM 2 ABOVE.

Only FRA maintains a nationwide inventory of highway-rail crossings, which is historical in nature, containing a record of every crossing that was ever placed in the File and every update for a specific crossing that was ever submitted. As a result, the File contains about 2.4 million records, each containing about 150 pieces of data. There have been over 5 million visits to the FRA Website for data since its inception in 1998. There is no other database containing this information. The current total number of open inventoried highway-rail crossings nationally is shown in Table 4-1.

Some States and railroads had their own crossing inventory prior to the establishment of the National Inventory File in 1975. Others have started maintaining an inventory since 1975. Still others completely depend on the National File and FRA for a copy of their portion of the Inventory. Most of the State and railroad inventory systems are patterned after the National Inventory using the same Form and format for collecting this important information. Consequently, both the national and State/railroad files can move from one computer to another using the computer diskette, Excel, or other electronic format as the transfer medium. However, States and railroads report different data, each reporting their

respective information within their sphere. These data in their entirety are not available from any other source. Thus, there is no duplication.

TABLE 4-1
Inventory of Highway-Rail Intersections

2008 Year-end Number of Open Highway-Rail Intersections			
Type	**At-Grade**	**Grade Separated**	**Total**
Public	137,659	33,408	171,067
Private	85,176	2,694	87,870
Pedestrian	1,963	1,211	3,174
Total	224,798	37,313	262,111

Statistics as of 10 February 2009 includes all receipts thru December 31, 2008.

5. IF THE COLLECTION OF INFORMATION IMPACTS SMALL BUSINESSES OR OTHER SMALL ENTITIES (ITEM 5 OF OMB FORM 83-I), DESCRIBE ANY METHODS USED TO MINIMIZE BURDEN.

The amount of data submitted by a railroad or State is directly proportional to the number of crossings for which the entity is responsible. Small railroads and small states have only a few crossings. Consequently, the number of updates that they need to provide is small. The burden, then, is minimal. For small railroads (those with less than 40 crossings), use of the Inventory Form is the simplest, easiest, and cheapest way to provide the updated data. Use of other updating methods, such as the computer based "GX32" system, or electronic computer files, or use of magnetic media, would be wasteful in time and in money. For both States and railroads that are updating only a few crossings at any one time use of the Inventory Form is the preferred method.

6. DESCRIBE THE CONSEQUENCE TO FEDERAL PROGRAM OR POLICY ACTIVITIES IF THE COLLECTION IS NOT CONDUCTED OR IS CONDUCTED LESS FREQUENTLY, AS WELL AS ANY TECHNICAL OR LEGAL OBSTACLES TO REDUCING BURDEN.

Failure to collect this information or to collect it less frequently would seriously jeopardize FRA's safety program because the agency would not have the necessary information to monitor the nation's most heavily traveled, dangerous, and high risk highway-rail intersections. As a result, FRA and the railroad industry (including the State and railroad stakeholders) would not know which railroad crossings present the greatest hazards, or which crossings experience one or more accidents/incidents, and would not be able to devise and implement appropriate safety improvement programs (installation of flashing lights and gates) for these sites. The likely consequence would be an increase in the number and severity of accidents/incidents, and a corresponding increase in the number casualties and fatalities. With current and constantly updated data, FRA can verify that the information is accurate and reliable, and can ensure

that States and railroads establish suitable safety measures and improvement programs at highway-rail intersections where the need is most pressing.
The frequency of reporting has not been subject to FRA control, nor could FRA require a specific time period for collection of data. From the beginning in 1975 until October 2008 when Congress passed the Rail Safety Improvement Act of 2008 (RSIA 2008), this has been a voluntary program for submitting updates to the National File. Even so, most States and Railroads did submit updates to the National File as changes occurred. Most States and railroads have established frequencies which fit their seasonal workload, available resources, program planning, and assessment needs. For example, most railroads and States report a change in crossing warning devices only when those changes occur, whereas a change in the highway vehicle traffic counts by States were be reported only once every few years.

However, since the passage of RSIA 2008, updating the National File is now mandatory on both the States and Railroads. All States and Railroad are required to update all of their inventory records by October 16, 2010, and then annually thereafter by September 30 of each year. This legislation requires that every crossing, public, private, and pedestrian – both at-grade (level) and grade-separated – have a crossing Inventory Number (ID) assigned. It further requires that every crossing inventory record be updated annually and that the data to be provided on the Inventory Form FRA F 6180.71 (11/99), or electronically in the format and data file structure for this Form.

7. EXPLAIN ANY SPECIAL CIRCUMSTANCES THAT WOULD CAUSE INFORMATION COLLECTION TO BE CONDUCTED IN A MANNER:

- **REQUIRING RESPONDENTS TO REPORT INFORMATION TO THE AGENCY MORE OFTEN THAN QUARTERLY;**

- **REQUIRING RESPONDENTS TO PREPARE A WRITTEN RESPONSE TO A COLLECTION OF INFORMATION IN FEWER THAN 30 DAYS AFTER RECEIPT OF IT;**

- **REQUIRING RESPONDENTS TO SUBMIT MORE THAN AN ORIGINAL AND TWO COPIES OF ANY DOCUMENT;**

- **REQUIRING RESPONDENTS TO RETAIN RECORDS, OTHER THAN HEALTH, MEDICAL, GOVERNMENT CONTRACT, GRANT-IN-AID, OR TAX RECORDS FOR MORE THAN THREE YEARS;**

- **IN CONNECTION WITH A STATISTICAL SURVEY, THAT IS NOT DESIGNED TO PRODUCE VALID AND RELIABLE RESULTS THAT CAN BE GENERALIZED TO THE UNIVERSE OF STUDY;**

- **REQUIRING THE USE OF A STATISTICAL DATA CLASSIFICATION THAT HAS NOT BEEN REVIEWED AND APPROVED BY OMB;**

- **THAT INCLUDES A PLEDGE OF CONFIDENTIALITY THAT IS NOT SUPPORTED BY AUTHORITY ESTABLISHED IN STATUE OR REGULATION, THAT IS NOT**

SUPPORTED BY DISCLOSURE AND DATA SECURITY POLICIES THAT ARE CONSISTENT WITH THE PLEDGE, OR WHICH UNNECESSARILY IMPEDES SHARING OF DATA WITH OTHER AGENCIES FOR COMPATIBLE CONFIDENTIAL USE; OR

- **REQUIRING RESPONDENTS TO SUBMIT PROPRIETARY TRADE SECRET, OR OTHER CONFIDENTIAL INFORMATION UNLESS THE AGENCY CAN DEMONSTRATE THAT IT HAS INSTITUTED PROCEDURES TO PROTECT THE INFORMATION'S CONFIDENTIALITY TO THE EXTENT PERMITTED BY LAW.**

All information collection requirements regarding the U.S. DOT Crossing Inventory Form are in compliance with this section.

8. IF APPLICABLE, PROVIDE A COPY AND IDENTIFY THE DATE AND PAGE NUMBER OF PUBLICATION IN THE FEDERAL REGISTER OF THE AGENCY'S NOTICE, REQUIRED BY 5 CFR 1320.8(d), SOLICITING COMMENTS ON THE INFORMATION COLLECTION PRIOR TO SUBMISSION TO OMB. SUMMARIZE PUBLIC COMMENTS RECEIVED IN RESPONSE TO THAT NOTICE AND DESCRIBE ACTIONS TAKEN BY THE AGENCY IN RESPONSE TO THOSE COMMENTS. SPECIFICALLY ADDRESS COMMENTS RECEIVED ON COST AND HOUR BURDEN.

DESCRIBE EFFORTS TO CONSULT WITH PERSONS OUTSIDE THE AGENCY TO OBTAIN THEIR VIEWS ON THE AVAILABILITY OF DATA, FREQUENCY OF COLLECTION, THE CLARITY OF INSTRUCTIONS AND RECORD KEEPING, DISCLOSURE, OR REPORTING FORMAT (IF ANY), AND ON THE DATA ELEMENTS TO BE RECORDED, DISCLOSED, OR REPORTED.

CONSULTATION WITH REPRESENTATIVES OF THOSE FROM WHOM INFORMATION IS TO BE OBTAINED OR THOSE WHO MUST COMPILE RECORDS SHOULD OCCUR AT LEAST ONCE EVERY 3 YEARS--EVEN IF THE COLLECTION OF INFORMATION ACTIVITY IS THE SAME AS IN PRIOR PERIODS. THERE MAY BE CIRCUMSTANCES THAT MAY PRECLUDE CONSULTATION IN A SPECIFIC SITUATION. THESE CIRCUMSTANCES SHOULD BE EXPLAINED.

As required by the Paperwork Reduction Act of 1995, FRA published a notice in the Federal Register on March 9, 2009, soliciting comments on this particular information collection. *See 74 FR 9331*. FRA did not receive any comments or responses from any parties regarding the information collection activities associated with this Form.

FRA maintains complete lists of all "State Inventory Contacts" (persons submitting updates) for all 50 States (*see Attachment H*) and contacts for many of the 650 railroads operating in the Nation *(see Attachment I*). This information is also now posted on FRA's Website (*see Attachment E*). FRA is in constant contact with State and railroad contact personnel, as well as representatives of the Association of American Railroads (AAR), which was one of the original co-sponsors of the Crossing Inventory Program. All discussions with these Inventory contacts have been positive. They strive to obtain and

submit the most accurate data possible. Many contacts have expressed the view that updating data should be mandatory rather than voluntary. The RSIA 2008 legislation now makes the Inventory Form and the process of updating the National File, as defined by the "Instructions, Policy and Procedures" document in *Attachment B,* mandatory. As mentioned previously, precise and current data is essential to properly and efficiently plan the implementation of safety improvement programs.

The original instructions for record keeping, data collection, data reporting formats, and procedures were updated and combined into a new "Instructions and Procedures Manual" published in December 1996 *(see Attachment A)*. While the basic reporting elements and procedures have remained the same, this document updated and clarified the requirements that were contained in several other publications (dating back to 1974) that were earlier described. FRA provides this manual free to the States and railroads for their convenience, and it is also is available on FRA's Website. Further, since the newer and current Form was created in November 1999, FRA has published the newest set of "Policy, Procedures and Instructions," which are also on the FRA Website (*see Attachment B*).

9. EXPLAIN ANY DECISION TO PROVIDE ANY PAYMENT OR GIFT TO RESPONDENTS, OTHER THAN REMUNERATION OF CONTRACTORS OR GRANTEES.

There are no payments, gifts, or other types of remuneration to respondents. However, FRA does provide respondents at no charge (upon request) with copies of Inventory data and the "GX32" Computer Program for their use in updating the records in the National Inventory.

While not a gift or payment by FRA, Congress has provided a limited amount of remuneration to States for their efforts and costs associated with the collection of data and maintenance of Inventory database systems. Under the statutory SAFETEA-LU legislation, Section 1401, "all previous eligibilities under 23 U.S.C. 130 continue and up to two (2) percent of the funds apportioned to a State may be used for compilation and analysis of data for the required annual report to the Secretary (DOT) on the progress being made to implement the railway-highway crossing program. States are also eligible for funding under the broader eligibilities of the FHWA Highway Safety Improvement Program (HSIP)."

Since the total authorization for the Section 130 program, funds set aside for the reduction of hazards and installation of warning devices at crossings is $220 million per year. Thus, the funds apportioned for the purpose of updating the Crossing Inventory Databases (both State and National) is about $4.4 million total.

10. DESCRIBE ANY ASSURANCE OF CONFIDENTIALITY PROVIDED TO RESPONDENTS AND THE BASIS FOR THE ASSURANCE IN STATUTE, REGULATION, OR AGENCY POLICY.

There is no confidentiality required because the data is not of a sensitive or confidential nature. It is available to the States, railroads, and the general public. This data is currently available for downloading from FRA's Office of Safety Website at http://safetydata.fra.dot.gov , and thus is available to anyone. Normally, it is FRA's policy to furnish railroads and States with only their respective data. Usually, this is the only data that is of interest to them. However, if there are other requests for data, FRA would supply that information consistent with its responsibilities under the Freedom of

Information Act (FOIA) and other applicable statutes. Requests for data are normally quite specific (involving a particular crossing or set of crossings), and are usually for tabulated or summary data. Such requests do not violate any confidentiality, and FRA readily accedes to them.

11. PROVIDE ADDITIONAL JUSTIFICATION FOR ANY QUESTIONS OF A SENSITIVE NATURE, SUCH AS SEXUAL BEHAVIOR AND ATTITUDES, RELIGIOUS BELIEFS, AND OTHER MATTERS THAT ARE COMMONLY CONSIDERED PRIVATE. THIS JUSTIFICATION SHOULD INCLUDE THE REASONS WHY THE AGENCY CONSIDERS THE QUESTIONS NECESSARY, THE SPECIFIC USES TO BE MADE OF THE INFORMATION, THE EXPLANATION TO BE GIVEN TO PERSONS FROM WHOM THE INFORMATION IS REQUESTED, AND ANY STEPS TO BE TAKEN TO OBTAIN THEIR CONSENT.

There are no questions of a sensitive nature. Consequently, no sensitive information is requested.

12. PROVIDE ESTIMATES OF THE HOUR BURDEN OF THE COLLECTION OF INFORMATION. THE STATEMENT SHOULD:

- **INDICATE THE NUMBER OF RESPONDENTS, FREQUENCY OF RESPONSE, ANNUAL HOUR BURDEN, AND AN EXPLANATION OF HOW THE BURDEN WAS ESTIMATED. UNLESS DIRECTED TO DO SO, AGENCIES SHOULD NOT CONDUCT SPECIAL SURVEYS TO OBTAIN INFORMATION ON WHICH TO BASE HOUR BURDEN ESTIMATES. CONSULTATION WITH A SAMPLE (FEWER THAN 10) OF POTENTIAL RESPONDENTS IS DESIRABLE. IF THE HOUR BURDEN ON RESPONDENTS IS EXPECTED TO VARY WIDELY BECAUSE OF DIFFERENCES IN ACTIVITY, SIZE, OR COMPLEXITY, SHOW THE RANGE OF ESTIMATED HOUR BURDEN, AND EXPLAIN THE REASONS FOR THE VARIANCE. GENERALLY, ESTIMATES SHOULD NOT INCLUDE BURDEN HOUR FOR CUSTOMARY AND USUAL BUSINESS PRACTICES**

- **IF THIS REQUEST FOR APPROVAL COVERS MORE THAN ONE FORM, PROVIDE SEPARATE HOUR BURDEN ESTIMATES FOR EACH FORM AND AGGREGATE THE HOUR BURDENS IN ITEMS 13 OF OMB FORM 83-I.**

- **PROVIDE ESTIMATES OF ANNUALIZED COST TO RESPONDENTS FOR THE HOUR BURDENS FOR COLLECTIONS OF INFORMATION, IDENTIFYING AND USING APPROPRIATE WAGE RATE CATEGORIES. THE COST OF CONTRACTING OUT OR PAYING OUTSIDE PARTIES FOR INFORMATION COLLECTION ACTIVITIES SHOULD NOT BE INCLUDED HERE. INSTEAD, THIS COST SHOULD BE INCLUDED IN ITEM 14.**

A. ***Number of Respondents:*** All 50 States and 650 railroads participate in updating the Inventory. However, in any one year, there are only about 150 different entities that may provide information.

B. ***Frequency of Response:*** Updates to the Inventory are submitted as changes occur. While it is recommended that all crossings should be updated at least once every three (3) years, in reality, on average, it is more like every five to six years that a crossing record is updated, and sometimes even longer - as much as over 10 years. Since this has been a voluntary program before October 16, 2008, most States and railroads have established frequencies which fit their seasonal workload, available resources, and their program planning and assessment needs. For example, most railroads and States will report a change in crossing warning devices immediately, while other changes only get reported when a periodic site survey of all crossings is conducted. However, since the passage of the RSIA 2008 on October 16, 2008, all railroads and States are now required by statute to update all of their crossings by October 16, 2010, and then annually thereafter.

C. ***Burden Time per Response:*** The burden time per response varies from 15 to 30 minutes (.25 hour to .50 hour) according to the method chosen to research and submit the Inventory updates. The breakdown for each method follows.

D. ***Types and Methods of Survey Responses:***

A three-year average will be used for the most recent years 2006 to 2008 in order to estimate the time, cost, and resulting burdens for collecting and processing inventory update data and Forms. The average, per year, for these three years is as follows:

TABLE 12. D-1
2006 - 2008 Average Annual Processing Statistics

File Units	Update Method	Records	Updated Percent
3,820	Inventory Forms	3,820	2.4 %
269	Mass Update Printouts	4,625	3.0 %
650	Disc/Tape (non-GX32)	95,666	62.3 %
47	GX32 Electronic	12,848	8.4 %
135	Special Mass Updates	36,679	23.9 %
	Total 3 year Average	153,638	100.0 %

D.1. **U.S. DOT Crossing Inventory Form. (FRA F 6180.71):** The burden for utilizing this method of updating varies widely depending upon the number of highway-rail crossings that exist for the respondent entity (State or railroad). Completion of the Inventory Form is probably the most time consuming of the updating methods available. The best estimate resulting from discussions and feedback from States and railroads indicates it takes an average of 30 minutes per form to field check, gather necessary information, and physically fill-out the updated form. The actual amount of time can vary from a couple of minutes to report a small change in data to an hour or more if a site visit is necessary to perform a site field check or establishment of a new crossing.

The "Inventory Computer Printout" is a computer generated record of the current data in the File for the crossing (*see Attachment D*). It has the same information as the Inventory Form with the data displayed in a similar format. States and railroads may submit updates and corrections merely by changing the data on this sheet and forwarding it to FRA. If changes or corrections are simple and only involve a few crossings, this is an easy way to submit updates. It is also a very useful way to make corrections when on-site in the field. Using this procedure will take about the same amount of time to complete as the Inventory Form, i.e., a few minutes if the changes are evident to an hour or more if a site visit is necessary. However, this procedure can only be used to change the printed names, quantities, or values that are listed. If they are not listed on the printout, the Inventory Form must be used to change the data.

Based on the average 2006-2008 receipts of 3,820 forms per year, the annual burden for this update method is estimated to be 1,910 hours (3,820 forms x .50 hour) per year.

D.2. **Mass Update (and Computer) Printouts:** The Mass Update Method consists of lists of data, usually hardcopy printouts, generated by the States or railroads themselves. These are used to update designated data elements, such as closing all crossings along an abandoned rail line or transferring ownership when a rail line is sold. With this method of updating, several hundred records with the same type of repetitive correction can be updated in approximately 15 to 30 minutes.

For 2006-2008, an average of 269 lists (4,625 records) per year were received by FRA. It is estimated that each list takes one-half hour (.50 hour) to create. The annual burden for this update method is 135 hours (269 lists x .50 hour) per year.

D.3. **Electronic, Magnetic Discs and Tapes (non-GX Format):** If a state or railroad maintains its own inventory on a mainframe computer, updates for 1,000 and more crossing records can be provided in one file on a magnetic disc or tape in a matter of minutes (approximately .50 hour including program set-up, data processing time, and mailing) or forwarded electronically by e-mail. Electronic files are one of two types, either "GX32 Format" or "non-GX32 Format." The latter can be of many different types such as Text, Excel, Comma Delimited, Word, etc.

For 2006-2008, FRA received an average of 650 electronic files (with a total of 95,666 updates) per year. FRA estimates that it takes approximately 30 minutes per file to create and transmit. The annual burden for this method is 325 hours per year.

D.4. **GX Computer Program:** Utilization of the "GX32 Computer Program" (introduced in 1991) is the most accurate and efficient way to submit changes and corrections via a computer diskette. The respondent can make the changes on a personal computer in a format that looks like the Inventory Form. Use of the "GX32" Program ensures that contradictory data are not entered because of internal edit check software in the program. While use of this method removes the requirement to fill out a paper form, it still may take several minutes to enter all the correct information for a specific crossing record. However, the program also contains a mass updating feature whereby many crossings (for example, 1,000 or more) can have identification names

corrected in a few minutes. Depending on the nature of the updating being performed, it may be necessary to make a site visit to the crossing, which then would take additional time. All corrections are automatically placed on a diskette, which is then forwarded to FRA's data processing contractor for input into the National Inventory File. Especially important, this method saves the need for a data entry clerk to keypunch the received information, thereby negating any input errors that might occur.

The "GX32" Computer Program accepts the input for new crossings. Normally when a new crossing is opened, the Inventory Form (FRA F 6180.71) is used to report the new inventory data. Both the railroad and State need to provide information. The National File will not accept the new crossing information unless both entities have processed the Form.

In 2006-2008, FRA received an average of 47 files (via e-mail or uploaded to the Website) from respondents. Some files can contain as many as 1,000 updates. The average, though, is about 275 updates per file submitted. For 2006-2008, there was an average of 12,848 updates per year submitted using the "GX" software. The annual burden for this method of updating is an average of 1,285 hours (12,848 records x .10 hour) per year.

D.5. **Special Updates:** These are other mass conversions, for example, changes in railroad ownership due to mergers. These updates are done by FRA. Consequently, there is no burden to respondents. There was an average of 135 unit files processed per year during the period 2006-2008 for a total of 36,679 average records processed per year.

E. ***Total Annual Burden Summary:*** Based on the most current data, the annual average burden for all respondents is an average of 3,655 hours per year. Table 12.E-1 provides a breakdown of the burden based on method of Inventory updating and Table 12.E-2 shows the Annual Burden Cost. This is summarized below:

Respondent Universe:	650 railroads/50 States
Burden time per response:	.10 to .50 hour
Frequency of Response:	As changes occur recommended at least once every 3 years.
Annual Number of Responses:	153,638 updates - 3 year average
Annual Burden:	3,655 hours - 3 year average
Hourly Burdened Rate	$ 69.20
Annual Cost:	$ 262,926.00

Calculation: 153,638 updates x .10 to .50 hrs. => 3,655 hrs (see Table 12.E-1)
3,655 hrs. x $69.20 (burdened) => $262,926.00 (see Table 12.E-2)

TABLE 12.E-1

2006-2008 CROSSING RECORD UPDATES SUBMITTED
and
ESTIMATED TIME AND COST REQUIRED TO PROCESS

Unit Files	Update Method	Records Updated	Per Unit Labor Time	Total Hours
				1. 3,820 Inventory Forms
				3,820

6. ***Burden Estimate Explanation:***

The total cost of the burden is estimated by using information obtained from discussions with several of the State Inventory Contacts and Railroad Public Works Engineers (personnel responsible for crossing matters) during regular conversations held with these individuals. More specifically, in 1994, the State of Ohio established an "Ohio Database Task Force" to conduct an independent re-inventory of all crossings in the State during the 1994-1995 period. This effort required the cooperation of every railroad operating within the State, and required a site visit and field check of every crossing. The information obtained was used to complete an Inventory Form for each crossing which was provided to State officials to update the crossing inventory file.

The State officials recorded this information in the State's File via the "GX32" Computer Program. The State of Ohio adopted the "GX32" Computer Program at that time as their State File. Once every three months, all updates were sent via computer diskette to FRA for inclusion in the National File. Using this procedure, both the State and National Files were identical. It is interesting to note that while the subject Inventory Form was used to collect the data, the Form was not sent to FRA for processing. Instead, the State officials entered the information themselves into the "GX32" Program and submitted an electronic file to FRA.

As part of the State of Ohio's program, a time study was performed and valuable information was obtained regarding the time and costs involved in completing the collection process. This information was used in preparing these cost estimates. The hourly labor rates were increased for inflation from 1994 to the current year.

TABLE 12.E-2

REQUIRED TO PROCESS

2006-2008 AVERAGE ANNUAL TIME AND COST BURDEN

Total Estimated Hours	3,655 hrs.
Estimated Hourly Rate (Burdened)	x $ 69.20
Total Burdened Labor Cost	$ 252,926.00
Computer Costs	$ 10,000.00
Total Annual Cost	$ 262,926.00

Average Cost Per Updated Record = $ 1.71

There is a wide variation in the burden for respondents. If a State or railroad chooses not to respond in a given time period, there is no burden. However, if a respondent chooses to perform a complete recheck of all its data, then there is a very significant burden. Some States will take two or three years to complete a recheck. Since they do it at their discretion on a sporadic basis, there will be a variance in the total burden.

13. PROVIDE AN ESTIMATE OF THE TOTAL ANNUAL COST BURDEN TO RESPONDENTS OR RECORD KEEPERS RESULTING FROM THE COLLECTION OF INFORMATION. (DO NOT INCLUDE THE COSTS OF ANY HOUR BURDEN SHOWN IN ITEMS 12 AND 14).

- **THE COST ESTIMATES SHOULD BE SPLIT INTO TWO COMPONENTS: (A) A TOTAL CAPITAL AND START-UP COST COMPONENT (ANNUALIZED OVER IT EXPECTED USEFUL LIFE); AND (B) A TOTAL OPERATION AND MAINTENANCE AND PURCHASE OF SERVICES COMPONENT. THE ESTIMATES SHOULD TAKE INTO ACCOUNT COSTS ASSOCIATED WITH GENERATING, MAINTAINING, AND DISCLOSING OR PROVIDING THE INFORMATION. INCLUDE DESCRIPTIONS OF METHODS USED TO ESTIMATE MAJOR COSTS FACTORS INCLUDING SYSTEM AND TECHNOLOGY ACQUISITION, EXPECTED USEFUL LIFE OF CAPITAL EQUIPMENT, THE DISCOUNT RATE(S), AND THE TIME PERIOD OVER WHICH COSTS WILL BE INCURRED. CAPITAL AND START-UP COSTS INCLUDE, AMONG OTHER ITEMS, PREPARATIONS FOR COLLECTING INFORMATION SUCH AS PURCHASING COMPUTERS AND SOFTWARE; MONITORING, SAMPLING, DRILLING AND TESTING EQUIPMENT; AND RECORD STORAGE FACILITIES.**

- **IF COST ESTIMATES ARE EXPECTED TO VARY WIDELY, AGENCIES SHOULD PRESENT RANGES OF COST BURDENS AND EXPLAIN THE REASONS FOR THE VARIANCE. THE COST OF PURCHASING OR CONTRACTING OUT INFORMATION COLLECTION SERVICES SHOULD BE A PART OF THIS COST BURDEN ESTIMATE. IN DEVELOPING COST BURDEN ESTIMATES, AGENCIES MAY CONSULT WITH A SAMPLE OF RESPONDENTS (FEWER THAN 10), UTILIZE THE 60-DAY PRE-OMB SUBMISSION PUBLIC COMMENT PROCESS AND USE**

EXISTING ECONOMIC OR REGULATORY IMPACT ANALYSIS ASSOCIATED WITH THE RULEMAKING CONTAINING THE INFORMATION COLLECTION, AS APPROPRIATE.

- **GENERALLY, ESTIMATES SHOULD NOT INCLUDE PURCHASES OF EQUIPMENT OR SERVICES, OR PORTIONS THEREOF, MADE (1) PRIOR TO OCTOBER 1, 1995, (2) TO ACHIEVE REGULATORY COMPLIANCE WITH REQUIREMENTS NOT ASSOCIATED WITH THE INFORMATION COLLECTION, (3) FOR REASONS OTHER THAN TO PROVIDE INFORMATION OR KEEP RECORDS FOR THE GOVERNMENT, OR (4) AS PART OF CUSTOMARY AND USUAL BUSINESS OR PRIVATE PRACTICES.**

There are no additional costs to respondents other than those identified in Item 12 above.

14. PROVIDE ESTIMATES OF ANNUALIZED COST TO THE FEDERAL GOVERNMENT. ALSO, PROVIDE A DESCRIPTION OF THE METHOD USED TO ESTIMATE COSTS, WHICH SHOULD INCLUDE QUANTIFICATION OF HOURS, OPERATIONAL EXPENSES SUCH AS EQUIPMENT, OVERHEAD, PRINTING, AND SUPPORT STAFF, AND ANY OTHER EXPENSE THAT WOULD NOT HAVE BEEN INCURRED WITHOUT THIS COLLECTION OF INFORMATION. AGENCIES ALSO MAY AGGREGATE COST ESTIMATES FROM ITEMS 12, 13, AND 14 IN A SINGLE TABLE.

The following costs are determined from actual contractor expenses and from salary records of contractor employees:

TABLE 14-1
COST TO GOVERNMENT:

Data Processing Contractor	**$ 250,000/year**
Government salaries	**96,000**
Computer Equipment	**20,000**
TOTAL Cost to Government	**$ 366,000**

15. EXPLAIN THE REASONS FOR ANY PROGRAM CHANGES OR ADJUSTMENTS REPORTED IN ITEMS 13 OR 14 OF THE OMB FORM 83-I.

Since the last request for OMB approval of the Crossing Inventory Form, the burden for this collection of information shows a three-year average increase of *1,314 hours* per year. Because completing the Crossing Inventory Form is now mandatory, the increase is solely the result of the following **program changes**:

(1.) From the last submission, the three-year average for submitted hardcopy inventory forms *increased* (almost tripled) from an average of 1,311 to 3,820 per year. Thus, the burden *increased* by *1,254 hours* per year (from *656 hours* to *1,910 hours*).

(2.) The three-year average for mass update printouts that were submitted actually *decreased* from 290 to 269 unit files, which *decreased* the burden by an average of *10 hours* per year (from *145 hours* to *135 hours*). However, it should be noted the actual number of updated records increased from 3,630 to 4,625 per year, indicating more crossing records updated with a fewer number of submitted files.

(3.) The three-year average for units and records submitted on disc/tape (non-GX32 format) *decreased* from 798 unit files and 117,498 records per year to 650 unit files and 95,666 crossing records per year. This *decreased* the burden by *74 hours* per year (from *399 hours* to *325 hours*).

(4.) The three-year average for the number of GX32 format electronic update file-units submitted increased from 28 to 47 file units per year, which means that the number of GX32 electronic crossing records updated *increased* (from 11,411 to 12,848 per year). This *increased* the burden by an average of *144 hours* per year (from *1,141 hours* to *1,285 hours*).

Currently, the OMB inventory shows a total burden of *2,341 total hours*, while the present submission exhibits a burden total of *3,655 hours.* Hence, there is an overall burden increase of *1,314 hours.*

There is no change in costs to respondents from the previous submission.

16. FOR COLLECTIONS OF INFORMATION WHOSE RESULTS WILL BE PUBLISHED, OUTLINE PLANS FOR TABULATION, AND PUBLICATION. ADDRESS ANY COMPLEX ANALYTICAL TECHNIQUES THAT WILL BE USED. PROVIDE THE TIME SCHEDULE FOR THE ENTIRE PROJECT, INCLUDING BEGINNING AND ENDING DATES OF THE COLLECTION OF INFORMATION, COMPLETION OF REPORT, PUBLICATION DATES, AND OTHER ACTIONS.

The principal purpose of the Inventory is to support planning, assessment, and overall management of the highway-rail crossing safety program. Annual compilations of crossing inventory and accident data are published annually in the "Highway-Rail Crossing Accident/Incident and Inventory Bulletin" from 1976 through 1997 and annually in the "Railroad Safety Statistics" (*see Attachment G*) since 1998. These are one of the most valuable and useful documents that FRA produces. The reports from 1998 on are available on FRA's Website. Other data and reports for States, railroads, and various Federal offices are produced as requested.

There are no complex analytical techniques used. Collecting data by the States and the railroads for every highway-rail crossing in the United States for this Program began in 1973. On January 1, 1975, the Program officially started with the collected data, and the National Inventory was born. It has continued since then, is more active today, and will continue by virtue of Congressional statue of the Rail Safety Improvement Act of 2008 (RSIA 2008), Public Law 110-432, dated October 16, 2008.

17. IF SEEKING APPROVAL TO NOT DISPLAY THE EXPIRATION DATE FOR OMB APPROVAL OF THE INFORMATION COLLECTION, EXPLAIN THE REASONS THAT DISPLAY WOULD BE INAPPROPRIATE.

FRA is requesting approval to not display the OMB expiration date on the Inventory Form, but if required by OMB, FRA will do so.

The Form has only changed once since its creation in 1973, and that was in year 1999 as indicated by the date "(11/99)" behind the FRA Form Number F 6180.71 (11/99). The current Form dated 11/99 can not be changed without the review and agreement among the States and railroads, and currently would require a rulemaking process by FRA. Further, the Form and the data fields contained thereon are linked to a specific Data Field Structure for the National File database and all the software applications that support it, not to mention those files and databases of the 50 States and some 100 + railroads. Thus, changing the Form is an extremely major event requiring the complete restructuring of the databases at the National level as well as for the States and Railroads. Therefore, it and the data support applications stay the same from year to year.

Additionally, FRA has posted the Form on its Website for States and railroads to download. To FRA, the expiration date is totally ignored. Once the States and railroads have downloaded the Form, they continue to use the same version that they have, year after year, with no regard to the expiration date. In fact, some States and railroads simply remove the expiration date from their copy because it creates confusion. Others have created their own version which basically mirrors the Federal version. The confusion arises when a potential user, who is not very familiar with the Inventory Program, obtains a copy for the first time to inventory a crossing or update a crossings data. When they see an expiration date that is beyond the current date, they often will call FRA to determine how to get a current version of the Form, only to be told that the expired version is perfectly acceptable.

Finally, the vast majority of updates are submitted electronically and do not even use the Form. In this situation, the Form merely establishes the data field layout and the data to be collected and updated. An expiration date serves no practical purpose. Thus, FRA respectfully requests that it be given approval not to display the OMB expiration date on the Crossing Inventory Form.

18. EXPLAIN EACH EXCEPTION TO THE CERTIFICATION STATEMENT IDENTIFIED IN ITEM 19, "CERTIFICATION FOR PAPERWORK REDUCTION ACT SUBMISSIONS," OF OMB FORM 83-I.

No exceptions are taken at this time.

ATTACHMENTS

A. Report: “Highway-Rail Crossing Inventory Instructions and Procedures Manual,” December 1996.

B. Document: U.S. DOT National Highway-Rail Crossing Inventory “Policy, Procedure and Instructions for States and Railroads,” August 2007.

C. Form: “U.S. DOT Crossing Inventory Form” (FRA F 6180.71) (11-99)

D. Printout: U.S. DOT Crossing Inventory Information: “Sample Printout from Website Display.”

E. Page: “Crossing Inventory Information Website,” April 2009

F. Brief: “Assignment of Crossing Inventory Numbers,” March 25, 2009.

G. Report: “Railroad Safety Statistics: Annual Report 2006".

H. List: “State Inventory Contacts - U.S. DOT Highway-Rail Crossing Inventory Program,” April 12, 2009

I. List: “Railroad Inventory Contacts - U.S. DOT Highway-Rail Crossing Inventory Program,” April 12, 2009.

ATTACHMENT A

REPORT

"Highway-Rail Crossing Inventory Instructions and Procedures Manual"
December 1996

Posted on the FRA Inventory Program Webpage at:
http://www.fra.dot.gov/us/content/801

ATTACHMENT B

DOCUMENT

U.S. DOT National Highway-Rail Crossing Inventory
"Policy, Procedures and Instructions for States and Railroads"
August 2007

Posted on the FRA Inventory Program Webpage at:
http://www.fra.dot.gov/us/content/801

ATTACHMENT C

FORM
"U.S. DOT Crossing Inventory Form"
FRA F 6180.71 (11-99)

Posted on the FRA Inventory Program Webpage at:
http://www.fra.dot.gov/us/content/801

U.S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Control No. 2130-0017
Expires: 3/31/2003

A. Initiating Agency ☐ Railroad ☐ State	B. Crossing Number	C. Reason for Update ☐ Changes in Existing Data ☐ New Crossing ☐ Closed Crossing or Abandoned	D. Effective Date

Part I: Location and Classification Information

1. Railroad Operating Company	2. State	3. COUNTY

4. Railroad Division or Region	5. Railroad Subdivision or District	6. Branch or Line Name	7. RR Milepost *(nnnnn.nn)*

8. RR I.D. No.	9. Nearest RR Timetable Station *(optional)*	10. Parent RR *(if applicable)*	11. Crossing Owner *(RR or Company Name)*

12. City ☐ IN ☐ Near	13. Street or Road Name	STATE SUPPLIED INFORMATION 21. HSR Corridor ID

14. Highway Type & No.	15. ENS Sign Installed *(1-800)* ☐ Yes ☐ No	16. Quiet Zone ☐ No ☐ Partial ☐ 24 hr. ☐ Unknown	22. County Map Ref. No. N/A 23. Latitude *(nn.nnnnnnnn)*

17. Crossing Type *(choose one only)* ☐ Public ☐ Private ☐ Pedestrian	18. Crossing Position ☐ At Grade ☐ RR Under ☐ RR Over	19. Type of Passenger Service ☐ AMTRAK ☐ AMTRAK & Other ☐ Other ☐ None	20. Average Passenger Train Count Per Day	24. Longitude *(nnn.nnnnnnnn)* 25. Lat/Long Source ☐ Actual ☐ Estimated

26. Is There an Adjacent Crossing With a Separate Number?

☐ Yes ☐ No — If Yes, Provide Number

27. PRIVATE CROSSING INFORMATION

27.A. Category *(check one)*		27.B. Public Access	27.C. Signs/Signals
☐ Farm	☐ Residential	☐ Yes	☐ None
☐ Recreational	☐ Industrial	☐ No	☐ Signs Specify _____
	☐ Commercial	☐ Unknown	☐ Signals Specify _____

28. A. Railroad Use	29.A. State Use
28. B. Railroad Use	29.B. State Use
28. C. Railroad Use	29.C. State Use
28. D. Railroad Use	29.D. State Use

30. Narrative

31. Emergency Contact *(Telephone No.)*	*32.* Railroad Contact *(Telephone No.)*	*33.* State Contact *(Telephone No.)*

MUST COMPLETE REMAINDER OF FORM FOR PUBLIC VEHICLE CROSSINGS AT GRADE

Part II: Railroad Information

1. Number of Daily Train Movements

1.A. Total Trains	1.B. Total Switching Trains	1.C. Total Daylight Thru Trains (6 AM to 6 PM)	1.D. Check if Less Than One Movement Per Day ☐

2. Speed of Train at Crossing
   2.A. Maximum Time Table Speed (mph)
   2.B. Typical Speed Range Over Crossing (mph) from to

3. Type and Number of Tracks
   Main Other If Other, Specify

4. Does Another RR Operate a Separate Track at Crossing?	5. Does Another RR Operate Over Your Track at Crossing?
☐ Yes If Yes, Specify RR	☐ Yes If Yes, Specify RR
☐ No _____, _____, _____, _____,	☐ No _____ , _____, _____, _____

U.S. DOT CROSSING INVENTORY FORM

B. Crossing Number	**PAGE 2**	D. Effective Date

Part III: Traffic Control Device Information

1. No Signs or Signals ☐ Check if Correct	2. Type of Warning Device at Crossing – Signs *(specify number of each)*			
	2.A. Crossbucks	2.B. Highway Stop Signs *(R1-1)*	2.C. RR Advance Warning Signs *(W10-1)* ☐ Yes ☐ No	2.D. Hump Crossing Sign *(W10-5)* ☐ Yes ☐ No ☐ Unknown

2.E. Pavement Markings ☐ Stoplines ☐ RR Xing Symbols ☐ None	2.F. Other Signs: *(specify MUTCD type)* Number _____ Specify Type _____ Number _____ Specify Type _____

3. Type of Warning Device at Crossing – Train Activated Devices (specify number of each)

3.A. Gates	3.B. Four-Quadrant *(or full barrier)* Gates ☐ Yes ☐ No	3.C. Cantilevered (or Bridged) Flashing Lights Over Traffic Lane *(number)* Not Over Traffic Lane *(number)*	3.D. Mast Mounted Flashing Lights *(number)*	3.E. Number of Flashing Light Pairs

3.F. Other Flashing Lights: Number Specify Type	3.G. Highway Traffic Signals *(number)*	3.H. Wigwags *(number)*	3.J. Bells *(number)*

3.K. Other Train Activated Warning Devices: (specify)

4. Specify Special Warning Device NOT Train Activated:	5. Channelization Devices With Gates ☐ All Approaches ☐ One Approach ☐ None

6. Train Detection		7. Signaling for Train Operation: Is Train Equipped with Train Signal? ☐ Yes ☐ No	8. Traffic Light Interconnection/Preemption ☐ Not Interconnected ☐ N/A ☐ Simultaneous Preemption ☐ Advanced Preemption
☐ Constant Warning Time	☐ DC/AFO		
	☐ Other		
☐ Motion Detectors	☐ None		

9. Reserved For Future Use	10. Reserved For Future Use	11. Reserved For Future Use	12. Reserved For Future Use

Part IV: Physical Characteristics

1. Type of Development ☐ Open Space ☐ Residential ☐ Commercial ☐ Industrial ☐ Institutional	2. Smallest Crossing Angle ☐ 0°-29° ☐ 30°-59° ☐ 60°-90°

3. Number of Traffic Lanes Crossing Railroad	4. Are Truck Pullout Lanes Present? ☐ Yes ☐ No	5. Is Highway Paved? ☐ Yes ☐ No

6. Crossing Surface (on main line)				
☐ 1. Timber	☐ 2. Asphalt	☐ 3. Asphalt and Flange	☐ 4. Concrete	☐ 5. Concrete and Rubber
☐ 6. Rubber	☐ 7. Metal	☐ 8. Unconsolidated	☐ 9. Other (Specify)	

7. Does Track Run Down a Street? ☐ Yes ☐ No	8. Nearby Intersecting Highway ☐ Less than 75 feet ☐ 75 to 200 feet ☐ 200 to 500 feet ☐ N/A	Is it Signalized? ☐ Yes ☐ No

9. Is Crossing Illuminated? *(street lights within approx. 50 feet from nearest rail)* ☐ Yes ☐ No	10. Is Commercial Power Available? ☐ Yes ☐ No	11. Space Reserved For Future Use.

Part V: Highway Information

1. Highway System		2. Is Crossing on State Highway System?	3. Functional Classification of Road at Crossing	4. Posted Highway Speed
☐ Interstate	☐ Federal Aid, Not NHS	☐ Yes ☐ No		
☐ Nat. Hwy System (NHS)	☐ Non-Federal Aid			

4. Annual Average Daily Traffic (AADT)	5. Estimate Percent Trucks	6. Average Number of School Buses Over Crossing per School Day
Year _____ AADT _____		N/A

ATTACHMENT D

PRINTOUT
"U.S. DOT Crossing Inventory Information"
Sample Printout from Website Display

Available for any Crossing on FRA's Website at:
http://safetydata.fra.dot.gov/OfficeofSafety/
Click on the "Crossing" Tab

U.S. DOT CROSSING INVENTORY INFORMATION
AS OF 11/5/02

Crossing #: ***000107C*** ***Update Reason: New Crossing*** Effective Date: **01/01/70**
Railroad: ***Ann Arbor RR [AA]*** End Date:
Initiating Agency: ***Original*** ***Type & Position: Public at-Grade***

Part I: Location and Classification Information

Railroad Operating Co.: ***Ann Arbor RR*** State: ***OH***
2nd Railroad Oper Co.:
Division: ***Northern Ohio*** County: ***LUCAS***
Subdivision: ***Toledo Sub*** City: In / Near ***Toledo***
Branch or Line Name: ***GALENA ST.BR. 0001.66*** Street or Road Name: ***MANHATTAN***
Railroad Milepost: ***1.66*** Highway Type & No.: ***US 42***
Railroad I.D. No.: ***2155*** HSR Corridor ID:
Nearest RR Timetable Stn: ***TOLEDO*** County Map Ref. No.: ***48***
Parent Railroad: ***Ann Arbor RR*** FRA RR Network Linc:
Crossing Owner: ***Ann Arbor RR*** Latitude:
ENS Sign Installed: ***No*** Longitude:
Passenger Service: ***Amtrak & Commuter*** Lat/Long Source:
Avg Passenger Train Count: ***24*** Quiet Zone:

Private Crossing Information:
Category: ***Industrial*** Public Access: ***Yes***
Signs Specify: Signals Specify:

Railroad Use: A. B. C. D.
State Use: A. B. C. D.
Narrative:

Emergency Contact: Railroad Contact: State Contact:

Part II: Railroad Information

Number of Daily Train Movements: Less Than One Movement Per Day: ***No***
Total Trains: ***24*** Total Switching: ***10*** Day Thru: ***12*** Year of Data: ***1998***
Typical Speed Range Over Crossing: From ***40*** to ***60*** mph Maximum Time Table Speed ***80***
Type and Number of Tracks: Main: ***2*** Other: ***2*** Specify: ***Industry Spur***
Does Another RR Operate a Separate Track at Crossing? ***Yes: PC, NS, ATK***
Does Another RR Operate Over Your Track at Crossing? ***Yes: GTW***
Adjacent Crossing with Separate Number? ***Yes: 002345X***

Part III: Traffic Control Device Information

There are No Signs or Signals: ***No***
Signs: Crossbucks: ***2*** Highway Stop Signs: ***2***
Advanced Warning: ***2*** Hump crossing Sign: ***Yes***
Other Stop Signs: Other Signs:
Pavement Markings: Other: Specify:
Train Activated Devices:
Gates: ***2*** 4 Quad or Full Barrier: ***2***
Mast Mounted FL: ***2*** Total Number FL Pairs: ***6***
Cantilevered FL Over: Cantilevered FL Not Over:
Other Flashing Lights: ***2*** Specify Type:
Highway Traffic Signals: Wigwags: Bells:
Other Warning Devices Not Train Activated:
Type of Train Detection: Track Equipped with Train Signals:
Traffic Light Interconnection/Preemption: Channelization:

Part IV: Physical Characteristics

Type of Development: ***Commercial*** Smallest Crossing Angle: ***90 Deg***
Number of Traffic Lanes Crossing Railroad: ***4*** Are Truck Pullout Lanes Present? ***Yes***
Is Highway Paved? ***Yes*** Crossing Surface: ***Concrete***
Nearby Intersecting Highway: Is it Signalized? ***Yes***
Does Track Run Down Street? ***No*** Is Crossing Illuminated? ***Yes*** Is Commercial Power Available? ***Yes***

Part V: Highway Information

Highway System: ***Fed-Aid*** Functional Classification: ***19*** State Highway System: ***Yes***
Annual Average daily Traffic (AADT): ***1500*** Year: ***2000*** Posted Highway Speed: ***45 mph***
Estimated Percent Trucks: ***20 %*** Avg. No of School Buses per Day: ***12***

ATTACHMENT E

"Crossing Inventory Information Website"
http://www.fra.dot.gov/us/content/801
April 2009

Crossing Inventory Information

http://www.fra.dot.gov/us/content/801

A vast amount of information, important documents, and forms related to the US DOT National Crossing Inventory Program are located on FRA's Website at the following Web Address:

http://www.fra.dot.gov/us/content/801

This information includes:

- **Summary of the Rail Safety Improvement Act of 2008 (RSIA 2008) for the National Crossing Inventory, Section 204**
- **Frequently Asked Questions (FAQ)**
- **How to use the Safety Data Website for Accessing Crossing Inventory Information**
- **Summary Counts of Open Crossings by Type, State, & Warning Device**
- **DOT Crossing Inventory Form (FRA-F-6180.71)**
- **Inventory Instructions, Policy, and Procedures**
- **Assignment of Crossing Inventory Numbers**
- **Updating the Crossing Inventory File for Public Authorities (Quiet Zones)**
- **GX32 Software for Updating Crossing Inventory Records**
- **Format for Submitting Electronic Data Files**
- **Instructions for Submitting Data in XML Format**
- **Format and Description of Inventory Data Field Specification**
- **State Inventory Contacts**
- **Railroad Inventory Contacts**
- **Railroad Names and Codes, and other Codes**
- **Accident Prediction and Resource Allocation Model**
- **Publications, Studies and Reports on Highway-Rail Crossing Safety**

The FRA Safety Data Website provides information and data for current Crossing Inventory Records, Accident Data, and the Web Based Accident Prediction System (WBAPS):
http://safetydata.fra.dot.gov/officeofsafety/

Additional Information of interest is located at the following Websites:

$

FHWA Railroad Highway Grade Crossing Handbook - Revised Second Edition
http://safety.fhwa.dot.gov/xings/07010/index.htm

- **Section 130 US Code Statue "Highway-Rail Crossing Improvement Funding"**
  http://www4.law.cornell.edu/uscode/23/130.html
- **Section 406 US Code Statue "Reports can not be Admitted as Evidence"**
  http://www4.law.cornell.edu/uscode/23/409.html

Questions or need assistance: Contact Tom Woll at 202-493-6290 or via tom.woll@dot.gov

ATTACHMENT F

BRIEF
"Assignment of Crossing Inventory Numbers"
January 8, 2006

Posted on the FRA Inventory Program Webpage at:
http://www.fra.dot.gov/us/content/801

ASSIGNMENT OF CROSSING INVENTORY NUMBERS

Requirement:

All crossings in the United States, public, private and pedestrian, both at-grade and grade separated (underpasses and overpasses) are required by Law (RSIA of 2008) to have a DOT Crossing Inventory Number assigned and the number should be posted at the crossing. The only exception is for a crossing that is to serve temporary construction activities and will not be in place longer than six months. For Crossing Inventory purposes, a crossing is defined as those tracks that exist between a pair of the same type of warning devices.

A crossing inventory number contains six digits followed be an alphabetical letter. The numbers are generated using a special algorithm where the alphabetical letter is a check character to insure that the number is a valid. The number is like a "street-name sign" and should be posted, preferable, on both sides of the crossing on the signal mast, crossbuck post, sign post or pole, or it could even be spray painted on a railroad tie. Responsibility for procuring or making the number signs is the responsibility of the railroad. They are usually made of aluminum, about motorcycle license-plate size, and can be commercially purchased from Keyes-Davis in Battle Creek, Michigan, for between $8.00 and $25.00, depending on the number purchased (phone 269-962-7505). As an alternative, the number can be posted on the Emergency Notification System (ENS) sign on both sides of the crossing.

The responsibility for assigning a number to a crossing and for filing the initial inventory report is that of the "Operating Railroad," that is, the railroad that actually operates over the crossing and which would file an accident report if such occurred. This is also the case for crossings that are on private property, such as in a plant area owned by a private corporation, or in a rail yard of the Operating Railroad. If multiple railroads operate over a crossing, then the responsibility falls to the primary railroad that owns and/or maintains the trackage, or dispatches the trains.

Crossings on Private Property and Railroad Yards:

Where there are crossings in a rail yard area belonging to a railroad, a private company, a port, or a dock area, one number can be assigned to include all crossings within the private property limits. The railroad should clearly post that number where the railroad enters the private property, e.g., "All Crossings in this Complex are Assigned Crossing No. 123-456X."
The primary purpose of posting the number is to have it easily available to accurately report the location of an accident, if such occurred in a rail yard on railroad property, or in that of a private company.

Assignment of Crossing Numbers:

Valid crossing numbers can be obtained by contacting Thomas Woll, FRA Washington Headquarters, at 202-493-6290, or by email at tom.woll@ dot.gov. Please provide the total number of crossing inventory numbers needed (not locations), and the name, title, company, mailing address, phone and fax of the requestor. The valid numbers will be sent by U.S. Mail -

allow about two weeks for delivery. These numbers are to be used for new crossings and for any crossings that have been identified as not having an assigned number (a careful detailed search should be made for any existing number before assigning a new number).

The actual assignment of a number to a crossing is performed by the railroad when the number is placed on a completed Inventory Form, and the Form is returned to FRA for processing into the National File (this processing takes about three months). It is important that this occur as quickly as possible for any existing crossings that do not have a number (see the requirements of the RSIA of 2008).

The U.S. DOT Crossing Inventory Form:

The U.S. DOT Crossing Inventory Form 6180.71 can be obtained from FRA's Office of Safety Website or by contacting Tom Woll. The two-sided single-sheet Inventory Form must be used, and all data must be provided for crossings that are assigned new numbers. The two-sided Form provides for easy photocopying for distribution to appropriate parties.

For public at-grade crossings, the railroad needs to complete Parts I, II, III & IV. The railroad must then send the original completed Form to the appropriate "State Crossing Inventory Contact" (available on FRA's Website) for completion of Part V, Highway Information, and any other State/Highway required data. We suggest that the railroad copy the FRA on the transmittal correspondence. The State will complete Part V, send a copy back to the railroad, and forward the original to FRA for processing into the National Inventory File.

However, as an alternative, it is suggested that the railroad may wish to obtain the Part V directly from a local highway engineer, or the State Inventory Contact, and put the information on the Form before distribution. In that way, the railroad knows that all the required data was provided before it left the control of the railroad. This includes providing the actual data for Latitude and Longitude.

For private, grade-separated (including public) and pedestrian crossings, only Part I information is required. However, FRA will accept and input any additional information that the railroad desires to provide. For private, grade-separated, and pedestrian crossings, the railroad should send the original Form directly to FRA and a copy to the State for information purposes.

Questions or Need for Assistance:

If you have questions or need further assistance regarding the Crossing Inventory Program, the "GX" computer software program for updating inventory data, or the PCAPS/WBAPS accident prediction calculation process, please contact Tom Woll at (202) 493-6290, or via the Internet at tom.woll@dot.gov. Mail completed Inventory Forms to: Thomas P. Woll, Federal Railroad Administration, 1200 New Jersey Ave, SE, Mail Stop - 25, Washington, DC 20590.

ATTACHMENT G

REPORT
"Railroad Safety Statistics"
Annual Report 2006

Posted on the FRA Inventory Program Webpage at:
http://safetydata.fra.dot.gov/OfficeofSafety/publicsite/Publications.aspx

ATTACHMENT H

LIST
"State Inventory Contacts"
U.S. DOT Highway-Rail Crossing Inventory Program
April 12, 2009

Posted on the FRA Inventory Program Webpage at:
http://www.fra.dot.gov/us/content/801

STATE INVENTORY CONTACTS

US DOT HIGHWAY-RAIL CROSSING INVENTORY PROGRAM

STATE CONTACT | **ADDITIONAL CONTACTS**

ALABAMA

Robert J. Jilla
Bureau of Transportation Planning & Modal Prog.
Alabama Department of Transportation
1100 John Overton Drive
Montgomery, Alabama 36110-3050
(O) 334-353-6401
(F) 334-353-6451
(E) jillar@dot.state.al.us

Jenny Williams
Bureau of Transportation Planning & Modal
Alabama Dept of Transportation
1100 John Overton Drive
Montgomery, Alabama 36110-3050
(O) 334-353-6435
(F) 334-353-6451
(E) williamsj@dot.state.al.us

ALASKA

Kurt Smith
State Traffic Engineer
Alaska Dept. of Transportation & PF
3132 Channel Drive
Juneau, Alaska 99801
(O) 907-465-6963
(F) 907-465-5240
(E) kurt_smith@dot.state.ak.us

Scott Thomas
Central Regional Traffic Engineer
Alaska DOT & PF
PO Box 196900
Anchorage, Alaska 99519-6900
(O) 907-269-0639
(F) 907-269-0654
(E) scott_thomas@dot.state.ak.us

Ron Martindale
DOT/PF Central Region
(O) 907-269-0643
(E) ron_martindale@dot.state.ak.us

ARIZONA

Robert Travis, PE
State Railroad Liaison
Arizona Department of Transportation
205 S 17th Ave, Room 357, MD 618E
Phoenix, Arizona 85007
(O) 602-712-6193
(F) 602-712-3229
(E) rtravis@azdot.gov

ARKANSAS

John Waldrip
Railroad Chief
Arkansas Highway & Transportation Dept
P.O. Box 2261
Little Rock, Arkansas 72203
(O) 501-569-2642
(F) 501-569-2651
(E) Jon.Waldrip@arkansashighways.com

Johnna Thomas
(501) 569-2650
(E) johnna.thomas@arkansashighways.com

Bill Ryan
(O) 501-569-2632
(E) bill.ryan@ahtd.state.ar.us

CALIFORNIA

Darien Gilbert
Rail Crossings Engineering Section
California Public Utilities Commission
515 "L" Street, Suite 1119
Sacramento, California 95814
(O) 916-324-8325
(F) 916-322-3041
(E) dar@cpuc.ca.gov

Georgette Gregory, Manager
Rail Transit and Crossings Branch
California Public Utilities Commission
320 West 4th Street, Suite 500
Los Angeles, CA 90013-1105
(O) 213 576-7086
(F) 213-576-7072
(E) gg1@cpuc.ca.gov

Rosa Munoz, PE
Utilities Engineer
(O) 213-576-7078
(E) rxm@cpuc.ca.gov

COLORADO

Jason Wallis
Colorado Dept. of Transportation
4201 East Arkansas Ave., Empire Park
Denver, Colorado 80222
(O) 303-757-9425
(F) 303-757-9727
(E) jason.wallis@dot.state.co.us

Tim Baker
Colorado Dept. of Transportation
4201 East Arkansas Ave., Empire Park
Denver, Colorado 80222
(O) 303-757-9757
(F) 303-757-9727
(E) tim.baker@dot.state.co.us
(C) 720-560-5689

CONNECTICUT

Eugene Colonese
Rail Administrator
Connecticut Dept. of Transportation
50 Union Ave., 4th Floor, West

Gilbert Smart
(O) 230-789-7789 ext 155
(C) 230-410-0055
(E) gilbert.smart@po.state.ct.us

New Haven, Connecticut 06519
(O) 230-789-7189 ext 111
(F) 230-789-6956
(E) eugene.colonese@po.state.ct.us

Ken Pucci
(O) 230-789-7189 x132

DELAWARE

Subin George
Railroad Crossing Safety
Delaware Dept of Transportation
169 Brickstore Landing Road
Smyrna, DE 19904
(O) 302-659-4074
(F) 302-653-2860
(E) Subin.George@state.de.us

Leo Gracie
Railway Coordinator, Quality Section
Delaware Dept of Transportation
(O) 302-760-2347
(C) 302-222-5905
(E) Leo.Gracie@state.de.us

DISTRICT OF COLUMBIA

William McGuirk
Supervisory Traffic Safety Engineer
D.C. Department of Transportation
2000 14th Street, NW, 7th Floor
Washington, D.C. 20009
(O) 202-671-1493
(F) 202-671-0625
(E) william.mcguirk@dc.gov

FLORIDA

H. Michael Dowell
Railroad Crossing Inventory Manager
Rail Office/Public Transportation
Florida Department of Transportation
605 Suwannee Street, MS-25
Tallahassee, Florida 32399-0450
(O) 850-414-4552
(F) 850-414-4508
(E) hollis.dowell@dot.state.fl.us

Gary Fitzpatrick
Administrator Rail Operations
Rail Office/Public Transportation Office
Florida Department of Transportation
605 Suwannee Street, MS-25
Tallahassee, Florida 32399-0450
(O) 850-414-4541
(F) 850-414-4508
(E) gary.fitzpatrick@dot.state.fl.us

James A. Andrews
District Railroad Administrator
Florida Department of Transportation
11201 North McKinley Dr. (7-500)
Tampa, FL 33612
(O) 813-975-6402

(E) james.andrews@dot.state.fl.us

GEORGIA

James Key Phillips
Office of Utilities, Railroad Crossing Prog.
Georgia Dept. of Transportation
600 West Peachtree St, NW, 10th Fl
Atlanta, Georgia 30308
(O) 404-631-1376
(F) 404-631-1934
(C) 404-694-6622
(E) kphillips@dot.ga.us

Stanley Petoski
Railroad Grade Crossing Safety Program
Georgia Dept. of Transportation
600 West Peachtree St, NW, 10th Fl, Cub 17
Atlanta, Georgia 30308
(O) 404-631-1374 ext 1374
(F) 404-631-1934

(E) spetoski@dot.ga.gov

HAWAII

Karl Kunishige
Traffic Design Section
Hawaii Dept. of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813-5097
(O) 808-692-7679
(F) 808-
(E) karl.kunishige@hawaii.gov

Richelle Suzuki
Transportation Engineer
(E) richelle.suzuki@fhwa.dot.gov

IDAHO

Robert Linkhart
Rail Highway Safety Coordinator
Idaho Transportation Department
P.O. Box 7129
Boise, Idaho 83707-1129
(O) 208-334-8492
(F) 208-334-4440
(E) robert.linkhart@itd.idaho.gov

ILLINOIS

Rob Robinson
Chief, Data Management
Illinois Dept. of Transportation
2300 South Dirksen Parkway, Rm. 307
Springfield, Illinois 62764
(O) 217-785-2353
(F) 217-785-0468

Steve Laffey
Railroad Safety Specialist
Illinois Commerce Commission
527 East Capitol Avenue
Springfield, IL 62701
(O) 217-785-9026
(F) 217-785-5282

(E) Rob.Robinson@illinois.gov

(E) SLaffey@icc.illinois.gov
Penny Harris, HPMS & Railroad Analyst
(O) 217-524-6605 (F) 217-785-0468
(E) Penny.Harris@illinois.gov

INDIANA

Michael Riley
Rail Office Manager
Indiana Department of Transportation
100 North Senate Ave,
Indianapolis, Indiana 46204-2219
(O) 317-232-1491
(F) 317-232-1499
(C) 317-503-0528
(E) MDRiley@indot.in.gov

Chuck Smoot
INDOT Office of Railroads
(O) 317-232-1490
(F) 317-232-1499
(E) csmoot@indot.in.gov
Section 130 Coordinator
Kevin Knoke, Room N955
(O) 317-233-3944
(E) KKnoke@indot.in.gov

IOWA

Darlene Bovee, Mgr. Rail Crossings
Office of Transportation Data
Iowa Dept. of Transportation
800 Lincoln Way
Ames, Iowa 50010
(O) 515-239-1037
(F) 515-239-1828
(E) Darlene.Bovee@dot.iowa.gov

James Gibson
(O) 515-239-1549
(E) james.gibson@dot.iowa.gov
Michael Clement
(O) 515-239-1826
(E) michael.clement@dot.iowa.gov

KANSAS

Mitch Sothers
Bureau of Transportation Planning
Kansas Dept. of Transportation
Docking State Office Bldg., Room 830
Topeka, Kansas 66612
(O) 785-296-2778
(F) 785-296-8168
(E) MitchS@ksdot.org

Al Cathcart
(O) 785-296-3529
(E) al@ksdot.org
Nick Kozloff
(O) 785-296-3098
(E) nickk@ksdot.org

KENTUCKY

Greg Smith
Coordinator Grade Crossing Safety Projects
Kentucky Transportation Cabinet
Division of Right-of-Way & Utilities

Roy Johnson

501 High Street
Frankfort, Kentucky 40622
(O) 502-564-3210
(E) gregf.smith@ky.gov

(O) 502-564-9900 ext 3441
(E) roy.johnson@ky.gov
(F) 502-564-3324

LOUISIANA

Bill Shrewsberry
Highway/Rail Safety Engineer
Louisiana Dept. of Transportation & Development
Capitol Station, Room 501P
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245
(O) 225-379-1543
(F) 225-379-1853
(E) williamshrewsberry@dotd.la.gov

Gary Milligan
(O) 225-379-1561
(E) garymilligan@dotd.la.gov
Carlton Bell
(O) 225-379-1926
(E) carltonbell@dotd.la.gov

MAINE

Nathan Moulton
Director, Rail Program
Maine Department of Transportation
16 State House Station
Augusta, Maine 04333-0016
(O) 207-624-3563
(F) 207-624-3251
(E) nathan.moulton@maine.gov

MARYLAND

Robert J. Herstein
Railroad Crossing Manager
Maryland State Highway Administration
7491 Connelley Drive
Hanover, Maryland 21076
(O) 410-787-5867
(F) 410-582-9469
(E) rherstein@sha.state.md.us

MASSACHUSETTS

Frank Frey
Highway-Rail Crossing Coordinator

Massachusetts DPU - Transportation Division
One South Station - 2nd Floor
Boston, Massachusetts 02110
(O) 617-305-3763
(F) 617-478-2598
(C) 617-470-4466
(E) frank.frey@state.ma.us

MICHIGAN

Fernando Zaldivar
Freight Services & Safety Division
Michigan Dept. of Transportation
P.O. Box 30050
Lansing, Michigan 48909
(O) 517-373-0874
(C) 517-242-0736
(F) 517-373-0856
(E) zaldivarf@michigan.gov

Ms. Tina Hissong
Freight Services & Rail Safety Manager
Michigan Dept. of Transportation
425 West Ottawa Street
P.O. Box 30050
Lansing, Michigan 48909
(O) 517-335-2592
(F) 517-373-0856
(E) hissongt@michigan.gov

Nikkie Johnson
(O) 517-373-9027
(E) JohnsonNi@michigan.gov

MINNESOTA

Tom Gellerman
Manager, Rail Grade Crossing Data/OFCVO, MS-470
Minnesota Department of Transportation
395 John Ireland Blvd.
St. Paul, Minnesota 55155-1899
(O) 651-366-3667
(F) 651-366-3720
(E) Tom.Gellerman@dot.state.mn.us

MISSISSIPPI

Steve Edwards
Rails Division, 53-01
Mississippi Dept. of Transportation
P.O. Box 1850

Jackson, Mississippi 39215-1850
(O) 601-359-7986
(F) 601-359-9775
(C) 601-942-8808

Robby Burt
Freight, Rails, Ports & Waterways Division
Mississippi Dept. of Transportation
P.O. Box 1850

Jackson, Mississippi 39215-1850
(O) 601-359-7910
(F) 601-359-9775
(E) RBurt@mdot.state.ms.us

(E) SEdwards@mdot.state.ms.us

MISSOURI

Richard Allsbury
Senior Railroad Safety Inspector
Missouri Dept. of Transportation
P. O. Box 270
Jefferson City, Missouri 65102
(O) 573-751-7125
(F) 573-526-4709
(E) Richard.Allsbury@modot.mo.gov

Mark Zacher
Railroad Liaison Engineer
Missouri Dept. of Transportation
P. O. Box 1216
Jefferson City, Missouri 65102
(O) 573-526-3577
(F) 573-526-2170
(E) Mark.Zacher@modot.mo.gov

MONTANA

John Althof
Utilities Section Right-of-Way Bureau
Montana Department of Transportation
2701 Prospect Avenue, P.O. Box 201001
Helena, Montana 59620-1001
(O) 406-444-7247
(F) 406-444-6091
(E) jalthof@mt.gov

Bill Staffeldt
(O) 406-444-9031
(E) bstaffeldt@mt.gov

NEBRASKA

Beverly Vonasek
Rail & Public Transportation
Nebraska Department of Roads
P.O. Box 94759
Lincoln, Nebraska 68509-4759
(O) 402-479-4515
(F) 402-479-3692
(E) bvonasek@dor.state.ne.us

NEVADA

Christopher Jalkson III
Safety Engineering Division, C016
Nevada Dept. of Transportation
1263 South Stewart Street
Carson City, Nevada 89712
(O) 775-888-7194

Lori Campbell
(O) 775-888-7333
(E) lcampbell@dot.state.nv.us

(F) 775-888-7403
(E) cjalkson@dot.state.nv.us

NEW HAMPSHIRE

Glenn Davison
Transportation/GIS Management Super.
New Hampshire Dept. of Transportation
7 Hazen Drive, P.O. Box 483
Concord, New Hampshire 03302-0483
(O) 603-271-7145
(F) 603-271-8093
(C) 603-568-8559
(E) gdavison@dot.state.nh.us

Jim Irwin
GIS System Development Specialist
(O) 603-271-3344
(E) jirwin@dot.state.nh.us

James Downs
(O) 603-271-3344
(F) 603-271-8093
(E) jdowns@dot.state.nh.us

NEW JERSEY

Todd Hirt
Railroad Safety Unit
New Jersey Dept. of Transportation
1035 Parkway Avenue
P.O. Box 600
Trenton, New Jersey 08625-0600
(O) 609-530-4944
(F) 609-530-5549
(E) Todd.Hirt@dot.state.nj.us

Mark Webber
Principal Railroad Inspector
(O) 609-530-5701
(F) 609-530-5549
(E) mark.webber@dot.state.nj.us

NEW MEXICO

Henry Gonzales
Rail Section Manager
New Mexico Dept. of Transportation
P.O. Box 1149, San Mateo Plaza, 1st Floor
Santa Fe, New Mexico 87503
(O) 505-827-3219
(F) 505-827-0431
(E) henry.gonzales@state.nm.us

NEW YORK

Richard Burke
Intermodal Project Bureau
New York State Dept. of Transportation
50 Wolf Road, POD-53

Ed Rosen, Chief
(O) 518-457-4650
(F) 518-457-6513
(E) erosen@dot.state.ny.us

Albany, New York 12232
(O) 518-457-8073
(F) 518-457-4637
(C) 518-330-5373
(H) 518-479-6000
(E) rburke@dot.state.ny.us

NORTH CAROLINA

Ric Cruz
Crossing Inventory Manager
North Carolina Dept. of Transportation
P.O. Box 25201
Raleigh, North Carolina 27611-5201
(O) 919-715-6129
(F) 919-715-8804
(E) rcruz@ncdot.gov

Drew Thomas
(O) 919-733-5564
(E) dthomas@ncdot.gov

NORTH DAKOTA

Jim Styron
Hwy/Rail Crossing Manager
North Dakota Dept. of Transportation
608 E. Boulevard Avenue, Room 323
Bismarck, North Dakota 58505-0700
(O) 701-328-4409
(F) 701-328-0310
(E) jstyron@nd.gov

Robert Johnson
Rail Planner
(O) 701-328-2675
(F) 701-328-0310
(E) rjohnsto@nd.gov

OHIO

Leah Dalton
Highway-Rail Crossing Inventory
Ohio Public Utilities Commission
180 East Broad Street
Columbus, Ohio 43215
(O) 614-466-0407
(F) 614-995-5535
(E) leah.dalton@puc.state.oh.us

OKLAHOMA

Joe R. Kyle, Jr.
Manager, Rail Programs Division

John Dougherty
Railroad Liaison Manager

Oklahoma Dept. of Transportation
200 N. E. 21st Street, Room 3D-6
Oklahoma City, OK 73105-3204
(O) 405-521-4203
(F) 405-522-0890
(E) jkyle@odot.org

Oklahoma Dept Transportation
200 NE 21st Street, Room 3D-6
Oklahoma City, OK 73105-3204
(O) 405-521-2771
(E) jdougherty@odot.org

OREGON

David Lanning, Sr. Specialist

Lloyd (Al) Sovey, Crossing Signal Specialist

Crossing Safety Section

ODOT, Rail Division

Oregon Dept. of Transportation
555 13th Street NE, Suite 3
Salem, Oregon 97310-1333
(O) 503-986-4267
(F) 503-986-3183
(E) david.lanning@odot.state.or.us

(O) 503-986-4272
(C) 503-551-0614
(E) Alan.Sovey@odot.state.or.us

PENNSYLVANIA

Frank Ramond
Grade Crossing Engineer
Pennsylvania Dept. of Transportation
400 North Street, 7th Floor
Harrisburg, Pennsylvania 17120-0094
(O) 717-772-3079
(F) 717-705-2380
(E) framond@state.pa.us

Jack Hubbard
Grade Crossing Engineer
Pennsylvania Dept. of Transportation
PO Box 3362
Harrisburg, Pennsylvania 17105-3362
(O) 717-787-6935
(F) 717-705-2380
(C) 610-297-6807
(D) 610-871-4558
(E) jahubbard@state.pa.us

PUERTO-RICO

Eddie Rivera
Federal Highway Administration
Federal Building, U.S. Courthouse, Room 329
Carlos Chardon Street
San Juan, Puerto Rico 00918
(O) 787-766-5600
(F) 787-766-5924
(E) eddie.rivera@fhwa.dot.gov

Martha Kapitarov
(O) 787-766-5600 ext 226
(E) martha.kapitanov@fhwa.dot.gov

RHODE ISLAND

Susan Shanley-Szala
Intermodal Planning Division
Rhode Island Dept. of Transportation
2 Capital Hill, Room 231D
Providence, Rhode Island 02903
(O) 401-222-4203 ext. 4057
(F) 401-222-2207
(E) ssszala@dot.state.ri.us

Tom Bushell
Highway Traffic Section
(O) 401-222-3006 ext. 4209

SOUTH CAROLINA

Darrell B. Munn
Safety Projects Engineer
South Carolina Dept. of Transportation
P.O. Box 191
Columbia, South Carolina 29202
(O) 803-737-1624
(F) 803-737-0271
(E) munndb@scdot.org

Sally Koon
(O) 803-737-1620
(F) 803-737-0271
(E) koonsc@dot.state.sc.us

Sherri Miller
Railroad Projects Manager

SOUTH DAKOTA

David Voeltz
Project Engineer
South Dakota Dept. of Transportation
700 East Broadway Avenue
Pierre, South Dakota 57501-2586
(O) 605-773-3590
(F) 605-773-4870
(E) dave.voeltz@state.sd.us

TENNESSEE

Bill Anderson
Safety Planning - Railroad Inventory
Tennessee Dept. of Transportation
James K. Polk Building, Suite 1000
Nashville, Tennessee 37243-0334
(O) 615-741-8389
(F) 615-532-0353
(E) Bill.Anderson@state.tn.us

Drew Datruka
Safety Planning & Data
Tennessee Dept. of Transportation
James K. Polk Building, Suite 1000
Nashville, Tennessee 37243-0334
(O) 615-741-
(F) 615-532-0353
(E) Drew.Datruka@state.tn.us

TEXAS

James L. Randall, P.E.
Transportation Planning & Programming
Texas Department of Transportation
P.O. Box 149217
Austin, Texas 78714-9217
(O) 512-486-5000
(F) 512-486-5007

Shannon Crum, PhD
Director of Data Management
Texas Department of Transportation
P.O. Box 149217
Austin, Texas 78714-9217
(O) 512-486-5052
(F) 512-486-5099

(E) jrandall@dot.state.tx.us

Michael Chamberlain
(O) 512-486-5086
(F) 512-486-5099
(E) mchamb1@dot.state.tx.us

(E) slcrum@dot.state.tx.us

Darin Kosmak
Railroad Section Director
Texas Department of Transportation
125 E. 11th Street, Attn: TRF-RR
Austin, TX 78701-2483
(O) 512-416-2200
(F) 512-416-3206
(E) DKosmak@dot.state.tx.us

UTAH

Eric Cheng
State Railroad Inventory Contact
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, Utah 84119
(O) 801-965-4284
(F) 801-965-4736
(C) 801-633-6402
(E) echeng@utah.gov

VERMONT

Jennifer Royer
Highway-Rail Crossing Project Manager
Vermont Agency of Transportation
National Life Building
Montpelier, Vermont 05633-5001
(O) 802-828-1118
(F) 802-828-2640
(E) jennifer.royer@state.vt.us

VIRGINIA

Michael Wray
Highway-Rail Crossing Safety Program Manager
Highway Rail Safety Section
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219-2000
(O) 804-786-2822
(F) 804-225-2448

Ralph Barrett
Section 130 Project Management
Rail Project Agreement Section, S&C Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219-2000
(O) 804-786-1055
(F) 804-371-0336

(E) Michael.Wray@vdot.virginia.gov

(E) ralph.barrett@vdot.virginia.gov

WASHINGTON

Lori Halstead
Transportation Specialist - Rail
Washington Utilities & Transportation Comm.
Rail Section
P.O. Box 47250
Olympia, Washington 98504-7250
(O) 360-664-1262
(F) 360-586-1172
(E) lhalstea@wutc.wa.gov

Ahmer Nizam
Rail Safety Engineer
(O) 360-664-1345
(E) anizam@wutc.wa.gov

Mike Rowswell
(O) 360-664-1265
(E) mrowswel@wutc.wa.gov

WEST VIRGINIA

Gary W. Scott
Chief, Railroads and Utilities Unit
West Virginia Dept. of Transportation
1900 Kanawha Blvd East, Bldg 5, Rm A-650
Charleston, West Virginia 25305-0430
(O) 304-558-9763
(F) 304-558-4344
(E) Gary.W.Scott2@wv.gov

Ray Lewis
(O) 304-558-8912
(E) Ray.C.Lewis@wv.gov

WISCONSIN

Mark Morrison
Bureau of State Highway Programs
Wisconsin Department of Transportation
4802 Sheboygan Ave., Room 933

Madison, Wisconsin 53707-7914
(O) 608-266-2941
(F) 608-267-3567
(E) mark.morrison@dot.state.wi.us

Maria Viteri Hart
GIS Analyst, Intercity Planning
Wisconsin Department of Transportation

4802 Sheboygan Ave., Room 201B

Madison, Wisconsin 53707-7982
(O) 608-266-8968
(F) 608-267-1856
(E) maria.hart@dot.state.wi.us

Ron Adams
(O) 608-267-9284
(E) ron.adams@dot.state.wi.us

WYOMING

Bill Thompson

Dan Kline

Rail Coordinator
Wyoming Transportation Department
P.O. Box 1708
Cheyenne, Wyoming 82003-1708
(O) 307-777-4859
(F) 307-777-4759
(C) 307-631-2841
(E) bill.thompson@dot.state.wy.us

(O) 307-777-4189
(E) dan.kline@dot.state.wy.us

ATTACHMENT I

LIST
"Railroad Inventory Contacts"
U.S. Highway-Rail Crossing Inventory Program
April 12, 2009

Posted on the FRA Inventory Program Webpage at:
http://www.fra.dot.gov/us/content/801

RAILROAD INVENTORY CONTACTS

ALASKA RAILROAD (ARR)

Brandon Fravier
Engineering Tech, Alaska Railroad
PO Box 107500
Anchorage, AK 99510
(O) 907-265-2353
(C) 907-441-0271
(F) 907-265-2619
(E) frazierb@akrr.com

Tom Brooks
Chief Engineer, Alaska Railroad
327 West Ship Creek Ave
Anchorage, AK 99501
(O) 907-265-2456
Judy Shapiro
(E) shapiroj@akrr.com

AMTRAK (ATK)

Robert Mays
Manager, Development and Program Planning
Communication and Signals Dept.
AMTRAK
30th Street Station, 3rd Floor, Box 41
Philadelphia, Pennsylvania 19104
(215) 349-3640

Michael Pollick
Director, Safety & Environmental Control
Northeast Corridor
National Railroad Passenger Corp.
30th Street Station, 5th Floor SW
Philadelphia, PA 19104
(O) 215-349-1308
(F) 215-349-1889

Keith Holt
Deputy Chief Engineer C & S
AMTRAK
30th Street Station
Philadelphia, PA 19104
(O) 215-349-1028
(E) holtk@amtrak.com

George Fritter
Engineering Dept.
AMTRAK - New London/Groton
(O) 203-773-6200

Bill Anderson
New England Area
(O) 203-773-6040
(F) 203-773-6206

ANN ARBOR RAILROAD (AA)

John M. Chlipala
Chief Engineer
Ann Arbor Railroad
P. O. Box 380
Howell, MI 48844
Phone (517) 548-3930, Fax (517) 548-3937
Mobile (419) 350-6523
Email: jmchlipala@annarbor-railroad.com

ARKANSAS MIDLAND RAILROAD (AKMD)
Gary Brown
ASSt. General Manager
314 Reynolds Road, Bldg #41
Malvern, AR 72104
(O) 501-844-4444 ext 300
(F) 501-844-4710
(E) gbrown@arkmidrr.com

BANGOR & AROOSTOOK SYSTEM (BAR)
Thomas D. Bell
Assistant to Chief Engineer
Bangor & Aroostook Railroad
Northern Maine Junction Park
RR2, Box 45
Bangor, ME 04401
(O) 207-848-4217
(C) 207-462-7984
(F) 207-848-4268
(E) barsbell@aol.com

Melogy Sheahan
(O) 207-848-4217
(E) masheahan@mmarail.com

BNSF
Stacy Sauer
Manager of Maps & Records
Burlington Northern Santa Fe Railroad
4515 Kansas Avenue
Kansas City, Kansas 66106
(O) (913) 551-4523 Stacy
(F) (913) 551-4285

Phil Grauel
(O) 913-551-4570
(E) grauel.philip.bnsf.com

BUFFALO & PITTSBURGH RAILROAD (BPRR)
GENESEE & WYOMING RAILROAD (GNWR)
ROCHESTER SOUTHERN RAILROAD (RSR)
SOUTH BUFFALO RAILWAY (SB)
Robert E. Hensel
Signal Supervisor
Buffalo & Pittsburgh Railroad
1 Hilton Street
Bradford, PA 16701
(O) 814-368-8370
(F) 814-368-8401
(C) 585-329-1154
(E) rhansel@gwrr.com

CALIFORNIA NORTHERN RAILROAD (CFNR)
Doug Purdy
(O) 707-557-2868

(A) 802-527-3577 - dispatcher

CANADIAN NATIONAL (CN)

- John Henriksen - handles only the State of Illinois
- John Dinning - handles all States South of Illinois
- Terry Lee - handles all States North & West of Illinois
- Marc DuPuis - handles all States East of Illinois

John W. Dinning
Manager Engineering Services
CN/IC Railroad
800 Woodlands Parkway, Suite 105
Rigeland, MS 39157-5200
Off: (601) 914-2652
Fax: (601) 914-2649
(E) john.dinning@cn.ca

John M. Henriksen
Manager Public Works
Canadian National Railroad
17641 South Ashland Avenue
Homewood. IL 60430
(O) 708-332-3557
(F) 708-332-3514
(E) john.henriksen@cn.ca

Marc DuPuis
Manager Public Works
Canadian National Railroad
700 Pershing Road
Pontiac, MI 48340
(O) 248-452-4990
(E) marc.dupuis@cn.ca

Terry D. Lee
Manager Public Works
Canadian National Railroad
1625 Depot Street
Stevens Point, WI 54481
(O) 715-345-2503
(E) terry.lee21@cn.ca

Thomas R. Rose
Signal Engineer - Metra Project
Canadian National Railroad
Wisconsin Central Division
834-A Liberty Drive
Libertyville, Illinois 60048
(O) 847-573-8612
(F) 847-573-8613
(C) 847-815-3190
(E) tom.rose@cn.ca

Canadian National Subsidiaries

BLE	Bessemer and Lake Erie
CC	Chicago Central and Pacific Railroad
CEDR	Cedar River Railroad
CIW	Chicago Illinois Western
CN	Canadian National Railway
CNN	Canadian National Railway Co. - Niagara
DMIR	Duluth, Missabe & Iron Range Railway
DTI	Detroit, Toledo & Ironton Railroad
DTS	Detroit and Toledo Shore Line Railroad

DWP	Duluth, Winnipeg & Pacific Railway
FVW	Fox Valley & Western, Ltd.
GAW	Grand Trunk Western
IC	Illinois Central Railroad
ICG	Illinois Central Gulf Railroad
MMR	Minnesota & Manitoba Railroad
PI	Paducah & Illinois
SSAM	Saulte Ste. Marie Bridge Co.
SSM	Sault Saint Marie Bridge Company
WC	Wisconsin Central, Ltd.
WCL	Wisconsin Central, Ltd.
WCCL	Wisconsin Chicago Link, Ltd.
WLO	Waterloo Railroad Company

CANADIAN PACIFIC RAILWAY (CP)
DELAWARE & HUDSON RAILROAD (DH)
SOO LINE RAILROAD (SOO)

Jim Krieger
Engineer Public Works
Canadian Pacific Railway
501 Marquette Avene South, Suite 1510
Minneapolis, MN 55402
(O) 612-904-5994
(F) 612-904-6010
(C) 612-581-0119
(E) Jim_Krieger@cpr.ca

CENTRAL OREGON & PACIFIC RAILROAD (CORP)

Mark Wohlers
(O) 541-957-2511
(E) Mark.Wohlers@RailAmerica.com

CONRAIL SHARED ASSETS (CRSH)

William Garrison
Contract Administrator, C & S
Conrail Corporation
10000 Howard Blvd.
Mt. Laurel, NJ 08054-2355
(O) 856-231-2037
(F) 856-231-2028
(E) william.garrison@conrail.com

Judy Wolfe
(O) 856-231-2074
(F) 856-231-2347
(E) judith.wolfe@conrail.com

CSX

Hal Gibson
Principal Engineer, Public Projects
CSX Transportation
500 Water Street - J301
Jacksonville, FL 32202
(O) (904) 359-1048
(F) (904) 366-4042
(E) Hal_Gibson@csx.com

Joe Majewski
Right-of-Entry Section
CSX Transportation
500 Water Street - J301, 13th Floor
Jacksonville, FL 32202
(O) 904-366-3051
(F) 904-366-4042
(E) joseph_majewski@csx.com

Charles E. Gullakson
Assistant Chief Engineer, Public Projects
CSX Transportation
500 Water Street, J-301
Jacksonville, FL 32202
(O) 904-359-1114
(F) 904-366-4042
(C) Chuck_Gullakson@csx.com

DAKOTA, MINNESOTA & EASTERN RAILROAD (DME)

Ms. Beth Lynn
Office Engineer
Dakota, Minnesota & Eastern Railroad
140 N. Phillips Ave., - 57104
P.O. Box 1260
Sioux Falls, SD 57101
(O) 605-782-1550
(F) 605-782-1561
(E) blynn@cedaramerican.com

DELAWARE & HUDSON RAILWAY, INC. (DH)

Kevin R. Carr
Engineer Public Works - NEUS
Canadian Pacific Railway
200 Clifton Corporate Park
Clifton Park, NY 12065
(O) 518-383-7247
(F) 518-383-7250
(E) Kevin_Carr@cpr.ca

George Berard
(O) 518-383-7240
(E) george_berard@cpr.ca

FLORIDA EAST COAST RAILROAD (FEC)

Joseph (Leslie) Schonder
Manager - Engineering Services
Florida East Coast Railroad
7411 Fullerton Street, Suite 300
Jacksonville, FL 32256
(O) 904-538-6056
(F) 904-256-0426
(E) schonder@feci.com

GENESEE VALLEY TRANSPORTATION (GVT Rail System)

Not a railroad. GVT is the parent company to the following NY railroads:

DEPEW, LANCASTER AND WESTERN RAILROAD (DLWR)
FALLS ROAD RAILROAD (FRR)
LOWVILLE AND BEAVER RIVER RAILROAD (LBR)
MOHAWK, ADIRONDACK AND NORTHERN RAILROAD (MHWA)
DELAWARE LACKAWANNA RAILROAD (DL) IN PA

Doug Eisele
Director of Operations
GVT Rail System
1 Mill Street, Suite 101
Batavia, NY 14020-3141

(O) 585-343-5398
(F) 585-343-4369
(E) eisele@gvtrail.com

GETTYSBURG & NORTHERN RAILROAD (GET)

Shane Cullen
Superintendent of Transportation
(O) 309-697-1400
(E) scullen@pioneer_railcorp.com

Jayson Lehman
(C) 717-729-5306

GRAND TRUNK WESTERN RAILROAD (GTW)

Robert Tietje
Grade Crossing Safety Manager
Grand Trunk Western Railroad
700 Pershing Street
Pontiac, MI 48340
(O) 248-452-4994

GREAT WESTERN RAILWAY (GWR)

Jack N. Brown
VP Safety and Compliance
Rail Link, Inc. (operates 25 railroads)
4337 Pablo Oaks Court, Suite 104
Jacksonville, FL 32224
(O)
(E) jbrown@gwrr.com

INDIANA & OHIO RAILWAY (INOH)
CENTRAL RAILWAY OF INDIANA (CIND)

Bill Hudran
General Manager
(O) 513-860-1000 ext 125
(C) 513-505-3157
(E) Bill.Hudran@RailAmerica.com

IOWA, CHICAGO & EASTERN RAILROAD (IMRL)
Ms. Beth Lynn, Office Engineer
DM&E and IC&E Railroads
140 N. Phillips Ave., - 57104
P.O. Box 1260
Sioux Falls, SD 57101
(O) 605-782-1550
(F) 605-782-1561
(E) blynn@cedaramerican.com

IOWA INTERSTATE (IAIS)
Ms. Sue Woodward
Executive Assistant
Iowa Interstate Railroad LTD
5900 6th Street, SW
Cedar Rapids, IA 52404
(O) 319-298-5437
(F) 319-298-5457
(E) sjwoodward@iaisrr.com

Alt: Carolyn Young
(O) 319-298-5438

Chad Lambi
(O) 319-298-6417
(E) cclambi@iaisrr.com

KANSAS CITY SOUTHERN RAILROAD (KCS)
Allen Pepper
Director Public Safety
Kansas City Southern Railroad
2414 Douglas MacArthur Drive
Starksville, MS 39759
(O) 662-617-0727
(C) 662-617-0727
(F) 662-323-9732
(E) allen.pepper@kcsr.com

LONG ISLAND RAILROAD
Steven W. Diana
Manager - FRA/LIRR Testing
Long Island Railroad
(O) 718-558-3581
(E) swdiana@lirr.org

MARYLAND MIDLAND RAILWAY (MMID)
Gary Smith
Maryland Midland Railway
P.O. Box 1000
40 N. Main Street
Union Bridge, MD 21791
(O) 410-775-7718
(F) 410-775-2520

William Grove
(O) 410-775-7718 ext 25
(E) wgrove@mmidrwy.com

MASSACHUSETTS BAY COMMUTER RAILROAD CO. (MBTA)
Frank Frey
Transit Engineer
Massachusetts Dept. of Telecommunications and Energy
One South Station, 2nd Floor
Boston, MA 02110
(O) 617-305-3763
(C) 617-470-4466
(E) frank.frey@state.ma.us

MAUMEE & WESTERN RAILROAD (MAW)
Julie Hohman
Administrative Assistant
Maumee & Western Railroad Corp.
(O) 765-825-0349
(F) 765-825-0453
(E) jkhohman@ydial.net

MONTREAL, MAINE & ATLANTIC RAILWAY (MMA)
Robert Lane
Chief Engineer - Signals & Communications
Montreal, Maine & Atlantic Railway
15 Iron Road
Hermon, Maine 04401
(O)
(E) rjlane@mmarail.com

MORRISTOWN & ERIE RAILWAY ( )
August Greiner
Chief of Police
PO Box 2206
Morristown, NJ 07962-2206
(O) 973-267-4300
(F) 973-267-3138
(E) agreiner@merail.com

NEW JERSEY TRANSIT (NJTR)
Dave Morgan
Program Manager, Operations
Southern New Jersey Light Rail System (SNJX)
New Jersey Transit
(O) 856-824-2518
(C) 973-879-7202
(F) 856-461-2267

(E) DLMorgan@njtransit.com

NEW ORLEANS LOWER COAST RAILROAD (NOLR)

Ernie Rice
General Manager
New Orleans Lower Coast Railroad
PO Box 7133
Belle Chasse, Louisiana 70037-7133
(504) 391-3167

Tracy Ulm
(O) 504-391-3167
(E) tracy@rgrc.com

NORFOLK SOUTHERN RAILROAD (NS)

David Garner
Assistant Engineer, Database Management
Norfolk Southern Railroad
99 Spring Street, SW, Box 142
Atlanta, Georgia 30303
(O) 404-529-1229
(F) 404-529-1369
(E) drgarner@nscorp.com

Brent Mason
(O) 404-529-1245
(C) 404-401-3879
(E) brent.mason@nscorp.com

OHIO CENTRAL RAILROAD SYSTEM

ALIQUIPPA & OHIO RIVER RAILROAD
COLUMBUS & OHIO RIVER RAILROAD
MAHONING VALLEY RAILWAY
OHIO CENTRAL RAILROAD
OHIO SOUTHERN RAILROAD
PITTSBURGH & OHIO CENTRAL RAILROAD
YOUNGSTOWN BELT RAILROAD
YOUNGSTOWN & AUSTINTOWN RAILROAD
WARREN & TRUMBULL RAILROAD

Chris R. Layman
property Specialist
Ohio Central Railroad System
47849 Papermill Road
Coshocton, OH 43812
(O) 740-622-8092
(F) 740-623-4533
(E) crlayman@ohiocentreal.com

OMNITRAX RAILROADS

ALABAMA & TENNESSEE RIVER RAILWAY
ALLIANCE TERMINAL RAILWAY
CARLTON TRAIL RAILWAY
CHICAGO RAIL LINK
FULTON COUNTY RAILWAY

GEORGIA & FLORIDA RAILWAY
GEORGIA WOODLANDS RAILROAD
GREAT WESTERN RAILWAY OF COLORADO
GREAT WESTERN RAILWAY OF IOWA
HUDSON BAY RAILWAY
ILLINOIS RAILWAY
KETTLE FALLS INTERNATIONAL RAILWAY
MANUFACTURES' JUNCTION RAILWAY
NEBRASKA, KANSAS & COLORADO RAILWAY
NEWBURGH & SOUTH SHORE RAILROAD
NORTHERN OHIO & WESTERN RAILWAY
OKANAGAN VALLEY RAILWAY
PANHANDLE NORTHERN RAILROAD

OREGON PACIFIC RAILROAD COMPANY (OPR)
Dick Samuels
General Manager
(O) 503-659-5452

PIONEER VALLEY RAILROAD (PVRR)
Larry Bates
Manager of Operations
Pioneer Valley Railroad (PVRR)
PO Box 995
Westfield, Massachusetts 01086
(O) 413-568-3331
(E) bates@pvrr.com

PADUCAH & LOUISVILLE RAILWAY (PAL)
Ellen Mertz
Manager, Administration
Paducah & Louisville Railway
1500 Kentucky Avenue
Paducah, Kentucky 42003
(502) 444-4342

READING BLUE MOUNTAIN AND NORTHERN RAILROAD (RBMN)
Wesley Westenhoefer
Vice President, Maintenance of Way
Reading, Blue Mountain and Northern Railroad
1 Railroad Blvd.
Port Clinton, Pennsylvania 19549
(O)610-562-0227
(F) 610-562-3707
(E) westenhoefer@readingnorthern.com

Daren Geschwindt
(O) 610-562-0227
(C) 484-332-0280
(E) dpgeschwindt@readingnorthern.com

Jeffery Seidel (O) 717-385-3235
General Superintendent Operations
Reading Blue Mountain and Northern Railroad
Post Office Box 218
Port Clinton, Pennsylvania 19549

RJ CORMAN RAILROAD (RJCC)

James D. Boles (O) 502-507-9135
Manager of Signals (F) 502-348-4891
RJ Corman Railroad (E) jimandbonnieboles@hotmail.com
101 McKenna Way
Bardstown, KY 40004

SAN LUIS CENTRAL RAILROAD (SLC)
MONTREAL, MAINE & ATLANTIC RAILWAY (MMA)

Thomas Tancula
VP - Mechanical Services
Rail World, Inc.
P.O. Box 108
Monte Vista, CO 81144
(O) 719-852-2681 or 773-714-8669 ext 224
(F) 719-852-5198
(E) tntancula@railworld-inc.com

SEMINOLE GULF RAILWAY (SGLR)
BAY COLONY RAILROAD (BCLR)

Harry Neeves
Vice President, Engineering & Real Estate
Seminole Gulf Railway
(O) 239-275-6060
(F) 239-275-0581
(C) 239-340-2211
(E) harry@semgulf.com

SHENANDOAH VALLEY RAILROAD (SVRR)
DURBIN & GREENBRIER VALLEY RAILROAD (GSVR)
WEST VIRGINIA CENTRAL RAILROAD (WVCR?)

Matt Reese (O) 304-636-9477 ext 107
Superintendent, Railroad Operations (F) 304-636-9479
SHENANDOAH Valley Railroad (C) 304-612-7990
Durbin & GREENBRIER Valley Railroad (E) mattreese@dgvrr.com
West Virginia Central Railroad (WVCR?)

SOO LINE (SOO)
Jim Krieger
Public Works Dept.
Canadian Pacific Railway
501 Marquette Ave
Minneapolis, MN 55402
(O) 612-904-5994
(E) Jim_Krieger@cpr.ca

SPRINGFIELD TERMINAL (ST)
BOSTON & MAINE RAILWAY (BM)
MAINE CENTRAL RAILROAD (MC)

Roger Bergeron
Asst. VP Engineering
Springfield Terminal Railway
Iron Horse Park - High Street
North Billerica, MA 01862
Off: (978) 663-6918
Fax: (978) 663-1213

Anthony Gouveia
Guilford Railroads
(O) 978-663-6973/6908
George Thayer
(O) 978-663-6973
(E) gthayer@panamrailways.com

TIBER ROCK RAILROAD ((TIBR)
Duane (Kenneth) Hester or Patricia Lacaze
(O) 409-384-4600

TRONA RAILWAY COMPANY (TRC)
Michael Paradise
Trainmaster
Trona Railway Company
13068 Main Street
Trona, California 93562
(O) 619-372-2312 Fax (619) 372-2484

TULANE VALLEY RAILROAD (TVRR)
Michael J. Van Wagen
Vice President
Tulane Valley Railroad
PO Box 26421
Salt Lake City, Utah 84126
(O) 801-977-6346

1505 S. Redwood Road
Salt Lake City, Utah 84104
(F) 801-973-7393

UNION PACIFIC (UP)

Patrick Halsted
Director, Industry & Public Projects
Union Pacific Railroad
1416 Dodge Street - Stop 0910
Omaha, Nebraska 68179
(O) 402-271-4357
(F) 402-233-3175
(E)pahalste@up.com

Stephen Grosse-Rhode
Senior Manager, Industry & Public Projects
Union Pacific Railroad
1416 Dodge Street, Room 1010
Omaha, Nebraska 68179-1000
(O) 402-544-5741
(F) 402-233-3176
(E) sagrosse@up.com

WATCO RAILROADS (K&O)

KANSAS & OKLAHOMA RAILROAD (KO), Ron Pruess (O) 316-261-6145
SOUTH EAST KANSAS RAILROAD (SEKR)
SOUTH KANSAS & OKLAHOMA RAILROAD (SKOL)
EASTERN IDAHO RAILROAD (EIRR)
PALOUSE RIVER & COULEE CITY RAILROAD (PCC)
BLUE MOUNTAIN RAILROAD (BLMR)
TIMBER ROCK RAILROAD (TIBR)
STILLWATER CENTRAL RAILROAD (SLWC)
COMBINED MIDWEST SYSTEM (KO-SKOL-SLWC)

Gary Vaughan
Director & VP of Safety
(O) 620-231-2230

Pat Cedeno
Chief Operating Officer
(O) 620-231-2230
(E) pcedeno@watcocompanies.com

Lucky Mitchell
Administrative General Manager
Kansas & Oklahoma Railroad
1825 W. Harry
Wichita, KS 67213
(O) 316-263-3113
(F) 316-263-5563
(E) lmitchell@watcocompanies.com

WINCHESTER and WESTERN RAILROAD (WW)

Michael Thompson
Signal Maintainer
Winchester and Western Railroad
P.O. Box 264
Winchester, VA 22604
(O) 540 662-0769
(H) 540 667-8872
(C) 540 539-6708

Mike Glascock
(O) 540-662-0769

WISCONSIN CENTRAL RR (WC)

Terry Lee
Engineer Planning
Wisconsin Central Railroad
1625 Depot Street
Stevens Point, WI 54481
Off: (715) 345-2503

SHORTLINE POINT OF CONTACT (for the Shortline Railroads listed below)

Attn: Railroad Controls Limited
500 South Freeway
Fort Worth, TX 76104
(O) 817-820-6309
(F) 817-820-6340

For these Shortlines:

Alabama & Gulf Coast RR
Brownsville & Rio Grand
Celanese
Central RR. Co. of Indiana
Central RR. Co. of Indianapolis
Chesapeake Western Railway
City of Pell
City of Plano Illinois
East Camden Highland
Eastern Alabama
Excel Corp
Fulton County Railway
Georgia and Florida Railway
Georgia Southwestern
Great Western of Colorado
Great Western of Iowa
Gulf Colorado & San Saba
Idaho & Northern Pacific
Illinois Railnet
Indiana & Ohio RR
Indiana Southern
IRN/Rockford Sub Division
Johnson County Airport Comm.
Kettle Falls International Railway
Kiamichi RR
Mississippi Central
Missouri & Northern Arkansas
Nebraska, Kansas, & Colorado
New Orleans & Lower Coast
Panhandle Northern RR

Port of Corpus Christi
Prologis Development
Public Service of Oklahoma
Salt River Project Railroad
San Pedro & Southwestern Railroad
SF&L
Silverman & Company, Inc.
South Plains Lamesa
Southwestern Railroad
Texas Gonzales RR
Texas New Mexico
Texas Rock Crushers
Toledo, Peoria & Western
West Texas & Lubbock
West Texas Utilities
Western Farmers Electric
Wichita, Tillman & Jackson
Xcel Energy Inc.

SOUTHWEST PENNSYLVANIA RAILROAD (SWP)
ALLEGHENY VALLEY RAILROAD (AVR)
CAMP CHASE INDUSTRIAL RAILROAD (CCRA)

Mr. Richard E. Rupp
Vice President Operations
Southwest Pennsylvania Railroad
25 South Broadway
Scottsdale. PA 15683
(O) 724-887-9100
(F) 724-887-9600
(E) richard@carloadexpress.com

Jim Street
(C) 412-480-0800
(E) jimstreet@carloadexpress.com

VENTURA COUNTY RAILROAD CO.

Rail America Inc.
Doug Verity
333 Ponoma Street
Port Hueneme, CA 93041
(O) 805-488-6586
(F) 805-488-6517
(E) douglas.verity@railamerica.com

Pete Jespersen
(O) 619-239-7947
(E) pete.jespersen@railamerica.com