

BEMIDJI CITY COUNCIL

Work Session Agenda

Monday, February 8, 2016

**City Hall
Conference Room
5:30 P.M.**



1. CALL TO ORDER / ROLL CALL
2. GREATER BEMIDJI UPDATE
3. RED LAKE PROMISE ZONES
4. QUIET ZONE
5. ADJOURNMENT

NOTE: All cellular telephones, pagers and BlackBerry devices to be switched to a non-audible function during Council and Committee meetings.



2015 Highlights

1. Remodel of the Mayflower Building
2. LaunchPad (Entrepreneur Support) Development
 - a. Mentors
 - b. Meet-Up
 - c. SBDC Free Counseling
 - d. Training Sessions
 - e. Space
 - f. Financial Resources
3. Minnesota Innovation Institute- Served over 625 people in manufacturing skills--
88% placement rate
4. Greater Bemidji-involved developments
 - a. Team Industries Expansions
 - b. Rihm Kenworth
 - c. Grand Forks/EGF Company Expansion
 - d. "Project Electric"
 - e. University Heights
 - f. EXB Expansion
 - g. MN Limited Expansion

2016 Initiatives

1. Cluster Development
 - a. Data Center
 - b. Woody Biomass/Pellet Manufacturing
 - c. Aviation-Related Development
2. Rail Corridor Redevelopment
3. MI2 and LaunchPad Expansion

PROMISE ZONES INITIATIVE

OVERVIEW

In his 2013 State of the Union address, President Obama announced his plan to work with local communities and businesses to create jobs, increase economic security, expand educational opportunities, increase access to quality, affordable housing and improve public safety by creating 20 “Promise Zones” across the country. On January 9, 2014, the first urban, rural, and tribal Promise Zones were announced in a ceremony at the White House. They are located in: San Antonio, Los Angeles, Philadelphia, Southeastern Kentucky, and the Choctaw Nation of Oklahoma. On April 28, 2015, the Obama Administration announced eight additional promise zones. The second round promise zones are: Camden, NJ; Hartford, CT; Indianapolis, IN; Minneapolis, MN; Sacramento, CA; St. Louis, MO; South Carolina Low Country; and Pine Ridge Indian Reservation of the Oglala Sioux Tribe, SD.

For communities selected, the federal government will partner to help the Promise Zones access the resources and expertise they need. To date, there are 13 federal agencies working in close collaboration to provide resources and expertise to urban, rural, and tribal Promise Zones to expand economic mobility and opportunity in their communities.

BENEFITS

Promise Zone Designees receive:

- Opportunity to engage Five AmeriCorps VISTA members in the Promise Zone.
- A federal liaison assigned to assist with navigating federal programs.
- Preferences for certain competitive federal programs and technical assistance from participating agencies.
- Promise Zone tax incentives if enacted by Congress.

Promise Zone designations will have a term of ten years and may be extended as necessary to capture the full term of availability of the Promise Zone tax incentives if enacted by Congress.

During this term, the specific benefits made available to Promise Zones will vary from year to year, and sometimes more often than annually, due to changes in the agency policies and changes in appropriations and authorizations for relevant programs. All assistance provided to Promise Zones is subject to applicable regulations, statutes, and changes in federal agency policies, appropriations, and authorizations for relevant programs. For a list of the participating federal agencies, along with the programs affiliated with the Promise Zone initiative, visit [HUD's website](#).

RESOURCES FOR APPLICANTS

Read more about the urban, rural and tribal application guides, *the Frequently Asked Questions*, and the schedule for informational webcasts and webinars on [HUD's website](#).

Application related questions should be directed by email to: Promisezones@hud.gov.

To receive information about upcoming webcasts, webinars, and funding and technical assistance opportunities, please join the [Promise Zone mailing list](#).



THIRD ROUND PROMISE ZONES DESIGNATION



PROMISE ZONE COMPETITION

The Obama Administration invites a new round of eligible applicants to apply for a Promise Zone designation. Urban, rural, and tribal communities nationwide are invited to put forward plans to address multiple community revitalization challenges in a collaborative way.

Any community meeting the eligibility criteria can apply for a designation. HUD and USDA will designate 7 Promise Zones across urban, rural and tribal communities in the Spring of 2016.

APPLICATION DEADLINES:

A non-binding Application Request Form is due by **February 19, 2016 EST**. All Application submissions must be received by **5:00pm EST on Tuesday, February 23, 2016 via MAX Survey**.

ELIGIBILITY REQUIREMENTS

Eligibility	Urban	Rural/Tribal
Contiguous boundary ¹	Proposed Promise Zone must have one contiguous boundary and cannot include separate geographic areas.	Rural and tribal Promise Zones must encompass one or more census tract(s) across a contiguous geography; tribal applicants may have non-contiguous areas.
The rate of overall poverty or Extremely Low Income Rate whichever is greater. ²	Must be at or above 32.5 percent.	Must be at or above 20 percent and must contain at least one census tract with a poverty rate at or above 30 percent.
Lead Applicant	UGLG; ³ An office/department of a local government submitting on behalf of the local government under a local delegation of authority; The following entities must apply in partnership with local government: Nonprofit organizations; ⁴ Public Housing Agencies; Community Colleges; Local Education Agencies; Metropolitan Planning Organizations. ⁵	UGLG and Federally recognized tribes; The following entities must apply in partnership with local or tribal government: Nonprofit organizations, Public Housing Agencies; Tribal Designated Housing Entities (TDHEs); Local Education Agencies; Community Colleges.
Population	Minimum 10,000 and Maximum 200,000 residents.	Minimum 10,000 and Maximum 200,000. May not include incorporated municipalities or unincorporated areas with individual populations greater than 50,000.
Letter of Support	Local leadership, including the mayors or chief executives of UGLGs.	Local leadership of UGLGs or tribal areas.
Applications per jurisdiction	One per UGLG.	One per UGLG or tribal area.

¹ Applicants are required to use the Promise Zone mapping tool to show both the boundary and the poverty levels. The mapping tool emails this information as a PDF to the applicant. This PDF, in its entirety, must be included in the application. See page 33 for more information on the mapping tool.

² See definition of Extremely Low Income Rate on page 11 of urban application guide.

³ See Definition for UGLG on page 11 of urban application guide.

⁴ Including Workforce Investment Boards(WIBS) and Community Action Agencies(CAA). Examples are illustrative and not exhaustive. See Definition of nonprofit on page 29.

⁵ See Definitions for Urban Lead Applicant and urban subcategories on pages 11-14 of urban application guide.

PARTICIPATION WITH ACTIVITIES RELATED TO THE RED LAKE BAND OF CHIPPEWA INDIANS PROMISE ZONE APPLICATION

We envision significant opportunity and synergy through collaborative economic development and workforce education with all participating partners of the “Red Lake Nation” Promise Zone; and

We understand that job creation, at its best, is a collaborative activity between the public and private sector; and

We value and desire to strengthen internal government functions, programs and initiatives to increase job creation activities suited to a broad spectrum of aptitude and ability in the northwest region of Minnesota; and

We seek to ensure that efforts are coordinated to develop a prepared workforce acting in a proactive manner with job creation activities to match current ability and aptitude as well as educate and train for future demands of employment; and

We Believe that through significant effort and focus on creating jobs that fit the aptitudes and abilities of all people and collaborating in a concerted manner with other agencies to support, educate and train individuals for successful employment experiences, we, as a community of peoples residing in Northern Minnesota and on the Red Lake Reservation can improve the economic environment which in turn generates hope and positive behaviors reducing crime and poverty; and

The Promise Zone initiative aspires to the same vision and Red Lake Band of Chippewa Indians, as the Lead Agency, is seeking Promise Zone designation as authorized by the United States Department of Agriculture (USDA) and United States Housing and Urban Development; and

The benefits of Promise Zone 10-year designation include but are not limited to:

- Establishing stronger partnerships between and with the 12 federal agencies currently participating in the Promise Zone Initiative;
- Preference in utilizing competitive federal resources and programs, such as grants and technical assistance;
- Assignment of a federal liaison to help navigate and utilize the vast array of federal programs and resources available to each participating partner in the Promise Zone;
- Assignment of Five (5) AmeriCorp Vista workers to enhance capacity for economic development within the Promise Zone.

COUNCIL AGENDA ITEM



Meeting Date: February 8, 2016 Work Session

Action Requested: Railroad Crossing Quiet Zones

Prepared By: Craig Gray, City Engineer *CG*

Reviewed By: Nate Mathews, City Manager

Background:

Over the last few months some residents have contacted a few Council members and inquired about the feasibility of establishing a railroad quiet zone within the city. The city manager discussed with Council if they would prefer a more formal review and staff recommendation on this issue, and it was the consensus of the Council to do so.

About Quiet Zones

Federal regulation requires that train horns begin sounding 15-20 seconds before entering public highway-rail grade crossings, no more than ¼ mile in advance. A quiet zone is a section of rail line at least one-half mile in length that contains one or more consecutive crossings at which locomotive horns are not routinely sounded when trains are approaching the crossings. Quiet zones do not eliminate the use of locomotive bells at crossings. In 2005 the Train Horn Rule became effective which established a process for communities to obtain relief from the routine sounding of train horns by providing criteria for the establishment of quiet zones. The establishment of quiet zones is governed by the Federal Railroad Authority (FRA) and can only be requested by public authorities.

City Discussion

The following documents are attached as background for our discussion:

1. Bullet points from my telephone discussion on 1/7/16 with Dave McKenzie.
2. Map showing six crossings in the city.
3. Chart 3 showing flowchart for process involved in creating a Quiet Zone.
4. Photo of established Quiet Zone in the City of Coon Rapids.
5. Federal Railroad Administration Guide to the Quiet Zone Establishment Process.

As you can see the process is not simple or cheap. I spoke with two cities who have established quiet zones and two engineering consultants that have assisted cities on their establishment in an attempt to understand the process and to get an idea of some anticipated costs. Both of the cities I spoke with (Coon Rapids and Andover) had train numbers above Bemidji - in the 15-20 range. Nate also undertook this process in Staples where the number of trains per day was in the 50-60 range. The latest numbers we have from BNSF show 6 trains per day going through Bemidji.

Financial Considerations and Steps

The first step is to hire an engineering consultant to conduct the technical work that needs to be done. Prior to establishing a quiet zone each crossing must be upgraded to meet the FRA standards for quiet zones. The consultant will prepare a Diagnostic Study and Quiet Zone Assessment. This study will include the computation of the Quiet Zone Risk Index (QZRI) and a diagnostic team will review all crossings in the quiet zone to determine what improvements would be needed at each crossing. This study and QZRI is then submitted to the FRA. The estimated cost of the study is of course dependent upon the number of crossings to be analyzed and meetings involved. The consultants I spoke with estimated the study cost for us to be in the range of \$20,000. The study takes about 8-12 weeks.

Once the study is approved each crossing must have all of the required improvements constructed. Improvements would consist of crossing arms, medians, road widening, signage, channelization, etc. The biggest cost is to install active warning devices where none are present. Active warning devices consist of flashing lights and gates. We have one crossing (WWTF/Lake Irving Boat Launch) that does not have an active warning device. The cost to install an active warning device is about \$200,000. The costs at the other crossings could be as low as \$30,000 each if no road or gate work is needed (just signage and center medians) but if road widening is needed to accommodate medians the costs would go up significantly. The initial study will determine what improvements are needed and the associated costs for each crossing.

Summation

We know for sure that we would be looking at a minimum of \$300,000 in improvement costs (and this number could easily be in the \$500,000 range) to implement one or two quiet zones. I am not aware of any grant funding or federal transportation dollars that have been used by other cities on these types of projects.

If the city council wishes to proceed with looking into this further they should direct staff to obtain proposals to conduct the Diagnostic Study and Quiet Zone Assessment. A discussion of funding options for the report cost may also be appropriate at this point.

1/7/16

Railroad Quiet Zone Information – Dave McKenzie, SEH, 651-490-2042

Dave has completed many of these: Coon Rapids, Andover, etc.

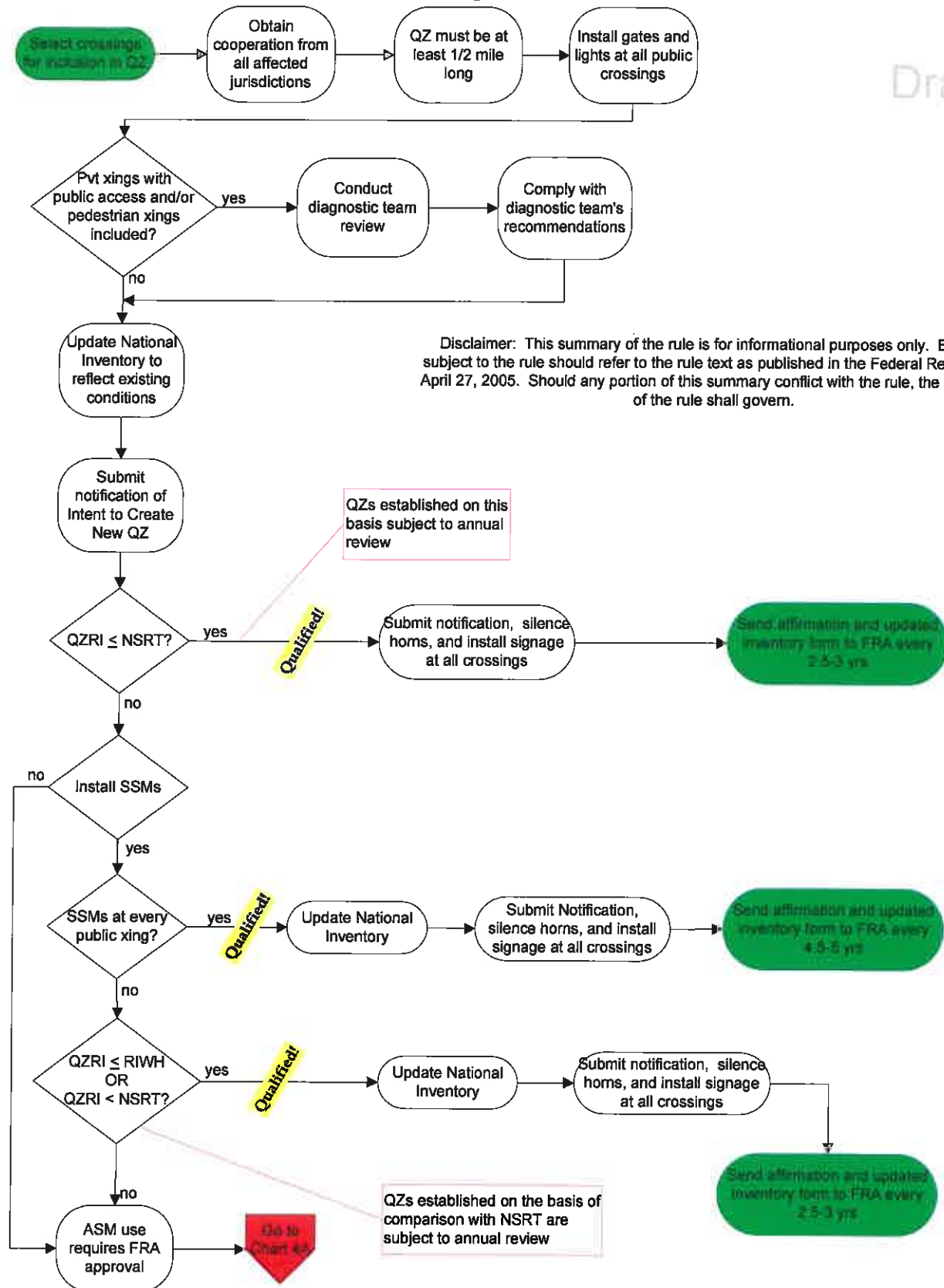
- Controlled by FRA – Federal Railroad Authority
- All crossings must have gates in order for a quiet zone to be established.
- We have one crossing without gates: WWTF/Lake Irving Boat Access.
- Cost for one crossing for gates is \$225,000.
- All costs are local – no railroad participation
- All public crossings within ¼ mile must be included – regardless of road authority
- One agency can take the lead
- Crossings with gates must have medians and other safety improvements installed. If the road or existing RR gates are not wide enough to install the medians then everything must be widened, which = big dollars.
- First step is Diagnostic Study and Quiet Zone Assessment. Need to meet with all stakeholders and look at each crossing to determine what improvements are needed. 1-3 ideas per crossing with cost/benefit are submitted to FRA.
- Consultant cost to do the study is \$15,000-\$20,000.
- Study will tell the Council what needs to be done at each crossing and provide an estimate of construction costs.
- 8-12 weeks to complete the study.

CITY OF BEMIDJI - BNSF RAILROAD CROSSINGS



Chart 3 - Creating a New Quiet Zone or New Partial Quiet Zone using SSMs

Draft







GUIDE TO THE QUIET ZONE ESTABLISHMENT PROCESS

AN INFORMATION GUIDE

Federal Railroad Administration

1200 New Jersey Avenue S.E.

Washington, DC 20590

Telephone: 202-493-6299

www.fra.dot.gov

Federal Railroad Administration

Highway-Rail Crossing and Trespasser Programs Division

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Purpose of the Guide

This brochure was developed to serve as a guide for local decision makers seeking a greater understanding of train horn sounding requirements and how to establish quiet zones. Its purpose is to provide a general overview and thus does not contain every detail about the quiet zone establishment process. For more detailed and authoritative information, the reader is encouraged to review the official regulations governing the use of locomotive horns at public highway-rail grade crossings and the establishment of quiet zones that are contained in 49 CFR Part 222. A copy of the rule can be downloaded or printed at <http://www.fra.dot.gov/eLib/Details/L02809>.

About Quiet Zones



FRA is committed to reducing the number of collisions at highway-rail grade crossings, while establishing a consistent standard for communities who opt to preserve or enhance quality of life for their residents by establishing quiet zones within which routine use of train horns at crossings is prohibited.

Federal regulation requires that locomotive horns begin sounding 15–20 seconds before entering public highway-rail grade crossings, no more than one-quarter mile in advance. Only a public authority, the governmental entity responsible for traffic control or law enforcement at the crossings, is permitted to create quiet zones.

A quiet zone is a section of a rail line at least one-half mile in length that contains one or more consecutive public highway-rail grade crossings at which locomotive horns are not routinely sounded when trains are approaching the crossings. The prohibited use of train horns at quiet zones only applies to trains when approaching and entering crossings and does not include train horn use within passenger stations or rail yards. Train horns may be sounded in emergency situations or to comply with other railroad or FRA rules even within a quiet zone. Quiet zone regulations also do not eliminate the use of locomotive bells at crossings. Therefore, a more appropriate description of a designated quiet zone would be a “reduced train horn area.”

Communities wishing to establish quiet zones must work through the appropriate public authority that is responsible for traffic control or law enforcement at the crossings.

Historical Context

Historically, railroads have sounded locomotive horns or whistles in advance of grade crossings and under other circumstances as a universal safety precaution. Some States allowed local communities to create whistle bans where the train horn was not routinely sounded. In other States, communities created whistle bans through informal agreements with railroads.

In the late 1980's, FRA observed a significant increase in nighttime train-vehicle collisions at certain gated highway-rail grade crossings on the Florida East Coast Railway (FEC) at which nighttime whistle bans had been established in accordance with State statute. In 1991, FRA issued Emergency Order #15 requiring trains on the FEC to sound their horns again. The number and rate of collisions at affected crossings returned to pre-whistle ban levels.



In 1994, Congress enacted a law that required FRA to issue a Federal regulation requiring the sounding of locomotive horns at public highway-rail grade crossings. It also gave FRA the ability to provide for exceptions to that requirement by allowing communities under some circumstances to establish "quiet zones."

The Train Horn Rule became effective on June 24, 2005. The rule set nationwide standards for the sounding of train horns at public highway-rail grade crossings. This rule changed the criteria for sounding the horn from distance-based to time-based. It also set limits on the volume of a train horn. The rule also established a process for communities to obtain relief from the routine sounding of train horns by providing criteria for the establishment of quiet zones. Locomotive horns may still be used in the case of an emergency and to comply with Federal regulations or certain railroad rules.

Because the absence of routine horn sounding increases the risk of a crossing collision, a public authority that desires to establish a quiet zone usually will be required to mitigate this additional risk. At a minimum, each public highway–rail crossing within a quiet zone must be equipped with active warning devices: flashing lights, gates, constant warning time devices (except in rare circumstances) and power out indicators.

In order to create a quiet zone, one of the following conditions must be met

1. ***The Quiet Zone Risk Index (QZRI) is less than or equal to the Nationwide Significant Risk Threshold (NSRT)*** with or without additional safety measures such as Supplementary Safety Measures (SSMs) or Alternative Safety Measures (ASMs) described below. The QZRI is the average risk for all public highway–rail crossings in the quiet zone, including the additional risk for absence of train horns and any reduction in risk due to the risk mitigation measures. The NSRT is the level of risk calculated annually by averaging the risk at all of the Nation’s public highway–rail grade crossings equipped with flashing lights and gates where train horns are routinely sounded.
2. ***The Quiet Zone Risk Index (QZRI) is less than or equal to the Risk Index With Horns (RIWH)*** with additional safety measures such as SSMs or ASMs. The RIWH is the average risk for all public highway–rail crossings in the proposed quiet zone when locomotive horns are routinely sounded.
3. ***Install SSMs at every public highway–rail crossing.*** This is the best method to reduce to reduce risks in a proposed quiet zone and to enhance safety.

SSMs are pre-approved risk reduction engineering treatments installed at certain public highway–rail crossings within the quiet zone and can help maximize safety benefits and minimize risk. SSMs include: medians or channelization devices, one-way streets with gates, four quadrant gate systems, and temporary or permanent crossing closures. Examples of SSMs are shown on the next page.

ASMs are safety systems, other than SSMs, that are used to reduce risk in a quiet zone. ASMs typically are improvements that do not fully meet the requirements to be SSMs and their risk reduction effectiveness must be submitted in writing and approved by FRA.

FRA strongly recommends that all crossings in the quiet zone be reviewed by a diagnostic team. A diagnostic team typically consists of representatives from the public authority, railroad, and State agency responsible for crossing safety and FRA grade crossing managers.

Public Safety Considerations continued

Examples of SSMs



Wayside Horns The train horn rule also provides another method for reducing the impact of routine locomotive horn sounding when trains approach public highway-rail grade crossings. A wayside horn may be installed at highway-rail grade crossings that have flashing lights, gates, constant warning time devices (except in rare circumstances), and power out indicators. The wayside horn is positioned at the crossing and will sound when the warning devices are activated. The sound is directed down the roadway, which greatly reduces the noise footprint of the audible warning. Use of wayside horns is not the same as establishing a quiet zone although they may be used within quiet zones.

Cost Considerations

The enabling Federal statute did not provide funding for the establishment of quiet zones. Public authorities seeking to establish quiet zones should be prepared to finance the installation of SSMs and ASMs used. Costs can vary from \$30,000 per crossing to more than \$1 million depending on the number of crossings and the types of safety improvements required.

Legal Considerations

The courts will ultimately determine who will be held liable if a collision occurs at a grade crossing located within a quiet zone, based upon the facts of each case, as a collision may have been caused by factors other than the absence of an audible warning. FRA's rule is intended to remove failure to sound the horn as a cause of action in lawsuits involving collisions that have occurred at grade crossings within duly established quiet zones.

The Quiet Zone Establishment Process

Under the Train Horn Rule, only public authorities are permitted to establish quiet zones. Citizens who wish to have a quiet zone in their neighborhood should contact their local government to pursue the establishment of a quiet zone. The following is a typical example of the steps taken to establish a quiet zone:

1. **Determine** which crossings will be included in the quiet zone. All public highway-rail crossings in the quiet zone must have, at a minimum, an automatic warning system consisting of flashing lights and gates. The warning systems must be equipped with constant warning time devices (except in rare circumstances) and power out indicators. The length of the quiet zone must be at least one-half mile in length.
2. **Identify** any private highway-rail grade crossings within the proposed quiet zone. If they allow access to the public or provide access to active industrial or commercial sites, a diagnostic review must be conducted and the crossing(s) treated in accordance with the recommendations of the diagnostic team.
3. **Identify** any pedestrian crossings within the proposed quiet zone and conduct a diagnostic review of those crossings too. They also must be treated in accordance with the diagnostic team's recommendations. *NOTE:* While it is not required by the regulations, FRA recommends that every crossing within a proposed quiet zone be reviewed for safety concerns.
4. **Update** the U.S. DOT Crossing Inventory Form to reflect current physical and operating conditions at each public, private, and pedestrian crossing located within a proposed quiet zone.
5. **Provide** a Notice of Intent (NOI) to all of the railroads that operate over crossings in the proposed quiet zone, the State agency responsible for highway safety and the State agency responsible for crossing safety. The NOI must list all of the crossings in the proposed quiet zone and give a brief explanation of the tentative plans for implementing improvements within the quiet zone. Additional required elements of the NOI can be found in 49 CFR 222.43(b). The railroads and State agencies have 60 days in which to provide comments to the public authority on the proposed plan.
6. **Alternative Safety Measures** – If ASMs are going to be used to reduce risk, an application to FRA must be made. The application must include all of the elements provided in 49 CFR 222.39(b)(1) and copies of the application must be sent to the entities listed in 49 CFR 222.39(b)(3). They will have 60 days to provide comments to FRA on the application. FRA will provide a written decision on the application typically within three to four months after it is received.

The Quiet Zone Establishment Process continued

7. **Determine** how the quiet zone will be established using one of the following criteria: (Note that Options 2 through 4 will require the use of the FRA Quiet Zone Calculator available at <http://safetydata.fra.dot.gov/quiet/>.)

1. Every public highway-rail crossing in the proposed quiet zone is equipped with one or more SSMs.
2. The Quiet Zone Risk Index (QZRI) of the proposed quiet zone is less than or equal to the Nationwide Significant Risk Threshold (NSRT) without installing SSMs or ASMs.
3. The QZRI of the proposed quiet zone is less than or equal to the Nationwide Significant Risk Threshold (NSRT) after the installation of SSMs or ASMs.
4. The QZRI of the proposed quiet zone is less than or equal to the Risk Index with Horns (RIWH) after the installation of SSMs or ASMs.



8. **Complete** the installation of SSMs and ASMs and any other required improvements determined by the diagnostic team at all public, private, and pedestrian crossings within the proposed quiet zone.
9. **Ensure** that the required signage at each public, private, and pedestrian crossing is installed in accordance with 49 CFR Sections 222.25, 222.27, and 222.35, and the standards outlined in the Manual on Uniform Traffic Control Devices. These signs may need to be covered until the quiet zone is in effect.
10. **Establish** the quiet zone by providing a Notice of Quiet Zone Establishment to all of the parties that are listed in 49 CFR Section 222.43(a)(3). Be sure to include all of the required contents in the notice as listed in 49 CFR Section 222.43(d). The quiet zone can take effect no earlier than 21 days after the date on which the Notice of Quiet Zone Establishment is mailed.

*****Appendix C to the Train Horn Rule provides detailed, step by step guidance on how to create a quiet zone.*****

Required Documentation

Public authorities interested in establishing a quiet zone are required to submit certain documentation during the establishment process. FRA has provided checklists for the various documents that can be found at <http://www.fra.dot.gov/Elib/Details/L03055>.

FRA’s Regional Grade Crossing Managers are available to provide technical assistance. A State’s department of transportation or rail regulatory agency also may be able to provide assistance to communities pursuing quiet zones.

Public authorities are encouraged to consult with the agencies in their State that have responsibility for crossing safety. Some States may have additional administrative or legal requirements that must be met in order to modify a public highway-rail grade crossing.

Role of Railroads

Communities seeking to establish a quiet zone are required to send a Notice of Intent and a Notice of Quiet Zone Establishment to railroads operating over the public highway-rail grade crossings within the proposed quiet zone. Railroad officials can provide valuable input during the quiet zone establishment process and should be included on all diagnostic teams. Listed below are links to the Class I Railroads and Amtrak.

BNSF Railway (BNSF)	Canadian Pacific (CP)
CSX Transportation (CSX)	Norfolk Southern (NS)
Canadian National (CN)	Union Pacific (UP)
Kansas City Southern (KCS)	Amtrak (ATK)

FINAL NOTE

The information contained in this brochure is provided as general guidance related to the Quiet Zone Establishment Process and should not be considered as a definitive resource. FRA strongly recommends that any public authority desiring to establish quiet zones take the opportunity to review all aspects of safety along its rail corridor. Particular attention should be given to measures that prevent trespassing on railroad tracks since investments made to establish a quiet zone may be negated if the horn has to be routinely sounded to warn trespassers.

POINTS OF CONTACT

General Questions:

Inga Toye, 202-493-6305
Debra Chappell, 202-493-6018
Ron Ries, 202-493-6285

Regional Contacts

Region 1 Connecticut, Maine, Massachusetts, New Hampshire, New Jersey,
New York, Rhode Island, and Vermont
1-800-724-5991

Region 2 Delaware, Maryland, Ohio, Pennsylvania, Virginia, West Virginia,
and Washington, D.C.
1-800-724-5992

Region 3 Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina,
South Carolina, and Tennessee
1-800-724-5993

Region 4 Illinois, Indiana, Michigan, Minnesota, and Wisconsin
1-800-724-5040

Region 5 Arkansas, Louisiana, New Mexico, Oklahoma, and Texas
1-800-724-5995

Region 6 Colorado, Iowa, Kansas, Missouri, and Nebraska
1-800-724-5996

Region 7 Arizona, California, Nevada, and Utah
1-800-724-5997

Region 8 Alaska, Idaho, Montana, North Dakota, South Dakota, Oregon,
Washington, and Wyoming
1-800-724-5998



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