



U.S. DOT National Roadway Safety Strategy

National League of Cities

March 14, 2022

The Foundation at U.S. DOT: Safety

Mission: To ensure our Nation has the safest, most equitable, reliable, and modern transportation system in the world to increase economic strength, improve climate outcomes, and build global competitiveness for the American people.





Our Vision

Zero is the only acceptable number of deaths on our highways, roads, and streets.

The United States Department of Transportation is committed to taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation's roadways.

At USDOT, we support all efforts to achieve **zero.**



National Roadway Safety Strategy

U.S. DOT's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets.

- ❖ **Sets a Department-wide vision and goal**
- ❖ **Adopts the Safe System Approach**
- ❖ **Identifies new priority actions and notable changes to existing practices**
- ❖ **Leverages new funding and policies in the Bipartisan Infrastructure Law to bring this strategy to life**
- ❖ **Advances equity and climate goals**
- ❖ **Calls others to action**

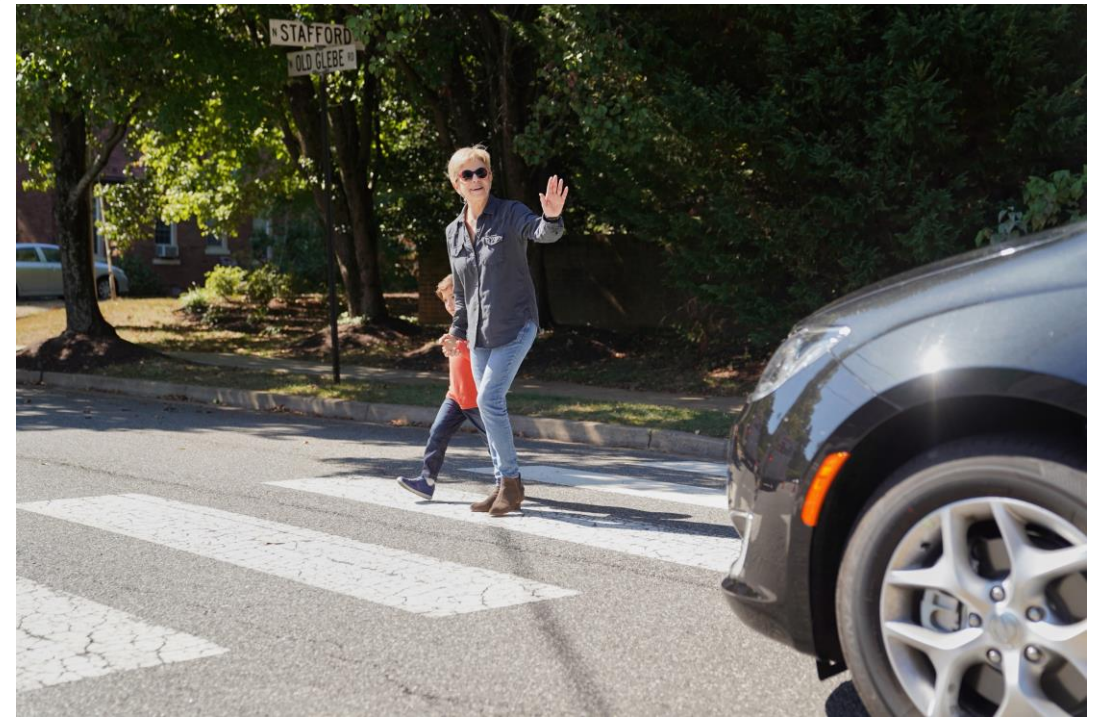


Image Credit: NHTSA



The USDOT adopts the **Safe System Approach**

Principles

- ❖ Deaths and serious injuries are unacceptable
- ❖ Humans make mistakes
- ❖ Humans are vulnerable
- ❖ Responsibility is shared
- ❖ Safety is proactive
- ❖ Redundancy is critical





National Roadway Safety Strategy

Key Actions to Highlight:

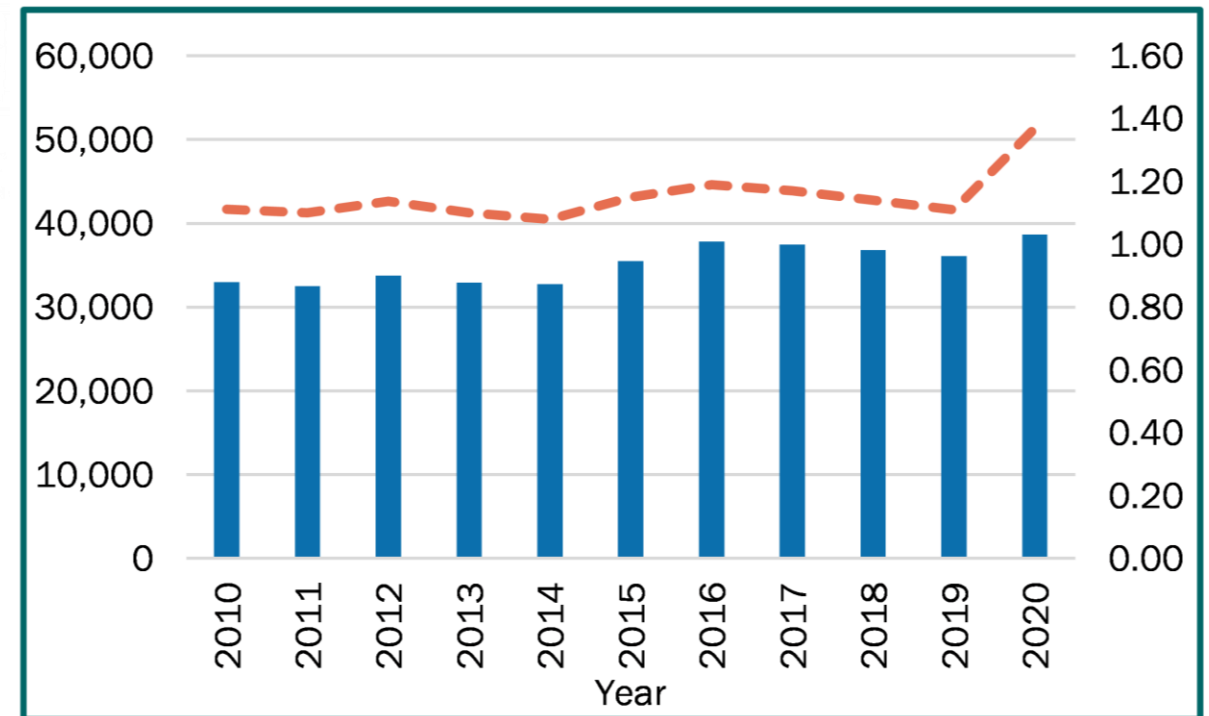
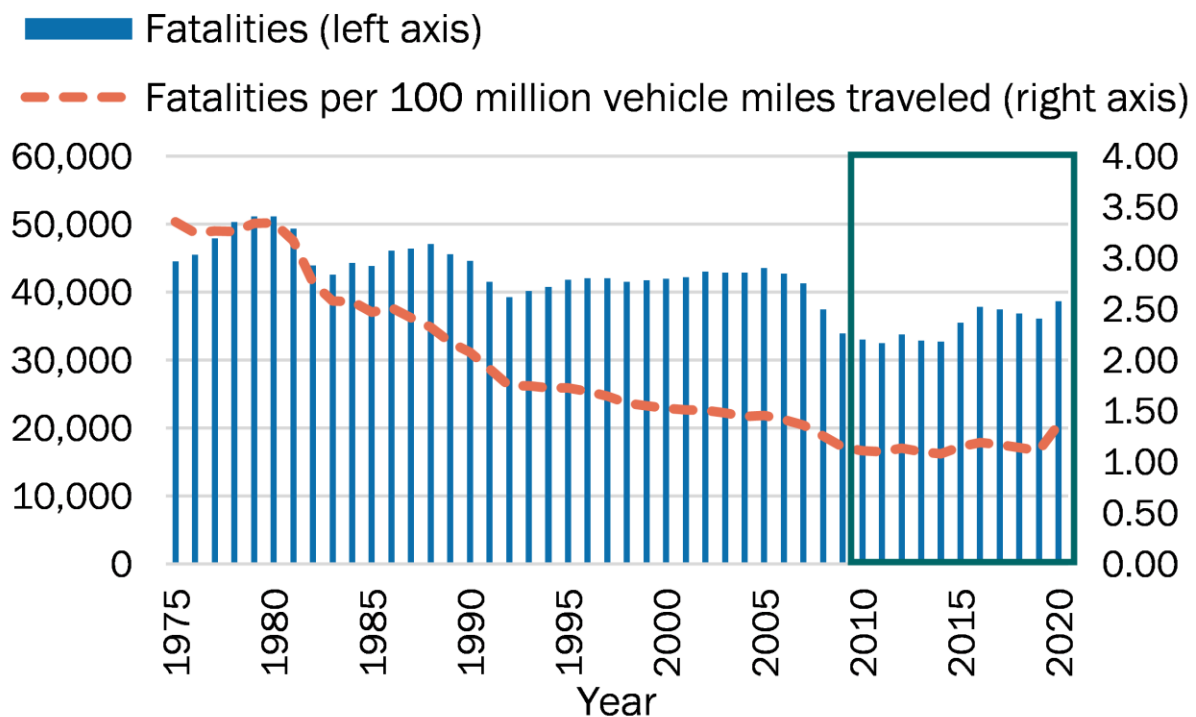
- ❖ Update and unify safety messaging based on a Safe System Approach
- ❖ Support the development and accessibility of training designed to enhance equity in traffic law enforcement
- ❖ Update the consumer information-focused New Car Assessment Program
- ❖ Initiate a new rulemaking to require Automatic Emergency Braking and Pedestrian Automatic Emergency Braking technologies on new passenger vehicles
- ❖ Consider regulatory action on advanced impaired driving prevention technology in passenger motor vehicles
- ❖ New funding for *Safe Streets and Roads for All* discretionary grant program
- ❖ Complete the current rulemaking process for Manual Uniform Traffic Control Devices, and further update the Manual to promote the safety, inclusion, and mobility of all users
- ❖ Clarify the applicability and correct use of key criteria used in setting speed limits such as the 85th percentile
- ❖ Improve State performance on achieving safety performance targets using a focused approach to safety and other technical assistance
- ❖ Improve driver record exchanges between States, including the identification of commercial drivers with drug and alcohol violations



Our Roadway Safety Problem

We have a National Roadway Safety Problem

Roadway fatalities and the fatality rate declined consistently for 30 years...



...but progress has stalled over the last decade...



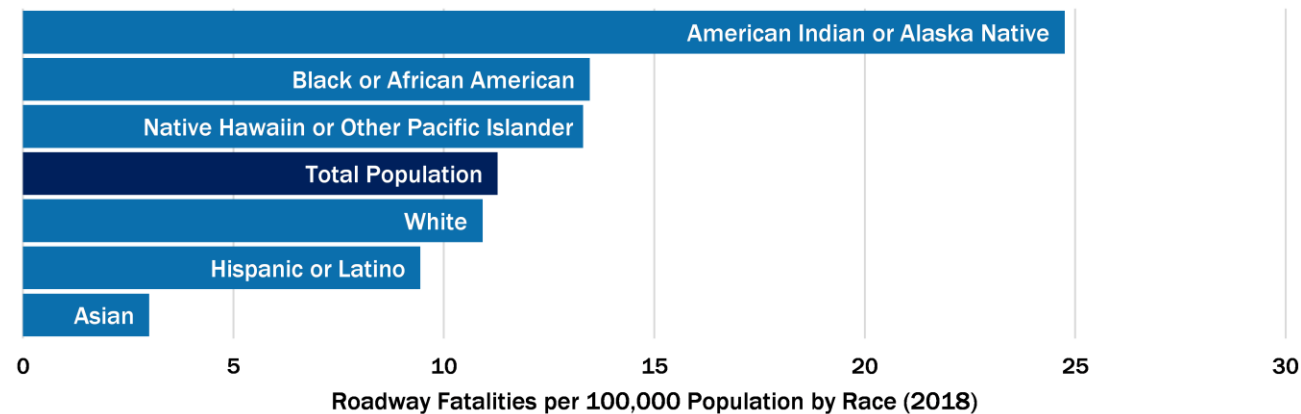
We have a National Roadway Safety Problem

The crisis on our roadways **continues to worsen** based on an early estimate of roadway fatalities in 2021:

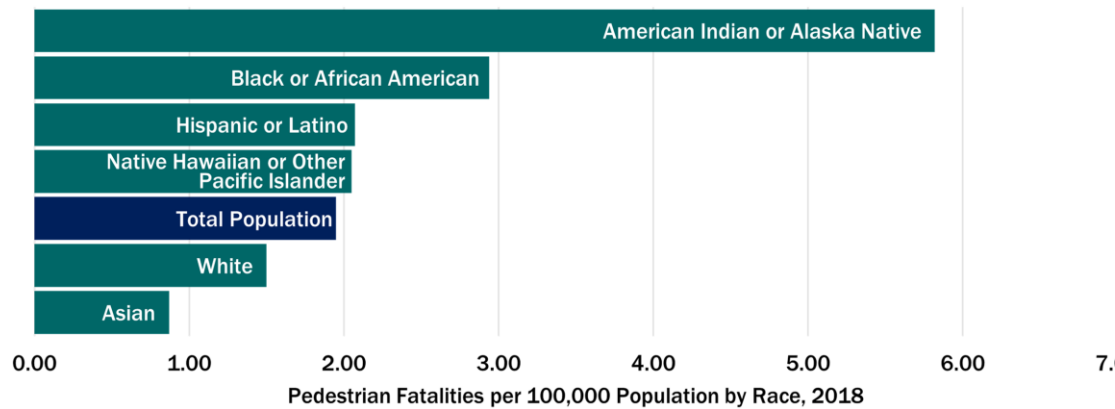
| Early Estimates of Motor Vehicle Traffic Fatalities for the First Half of 2021 | | |
|--------------------------------------------------------------------------------|-----------------------------------------|----------------------------------------------|
| January – June <u>2020 Estimates</u> | January – June <u>2021 Estimates</u> | Percent Increase from 2020 to 2021 |
| 17,020 | 20,160 | 18.4% |

The estimated fatalities for the first half of 2021 is the largest number of projected fatalities in that time period since 2006.

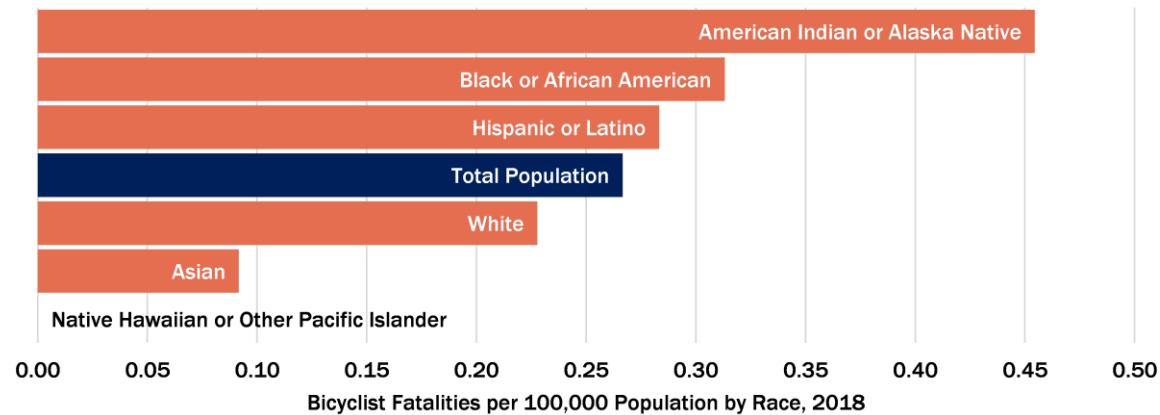
Fatalities have **disparate impacts...**



Fatalities Among Pedestrians



Fatalities Among Bicyclists

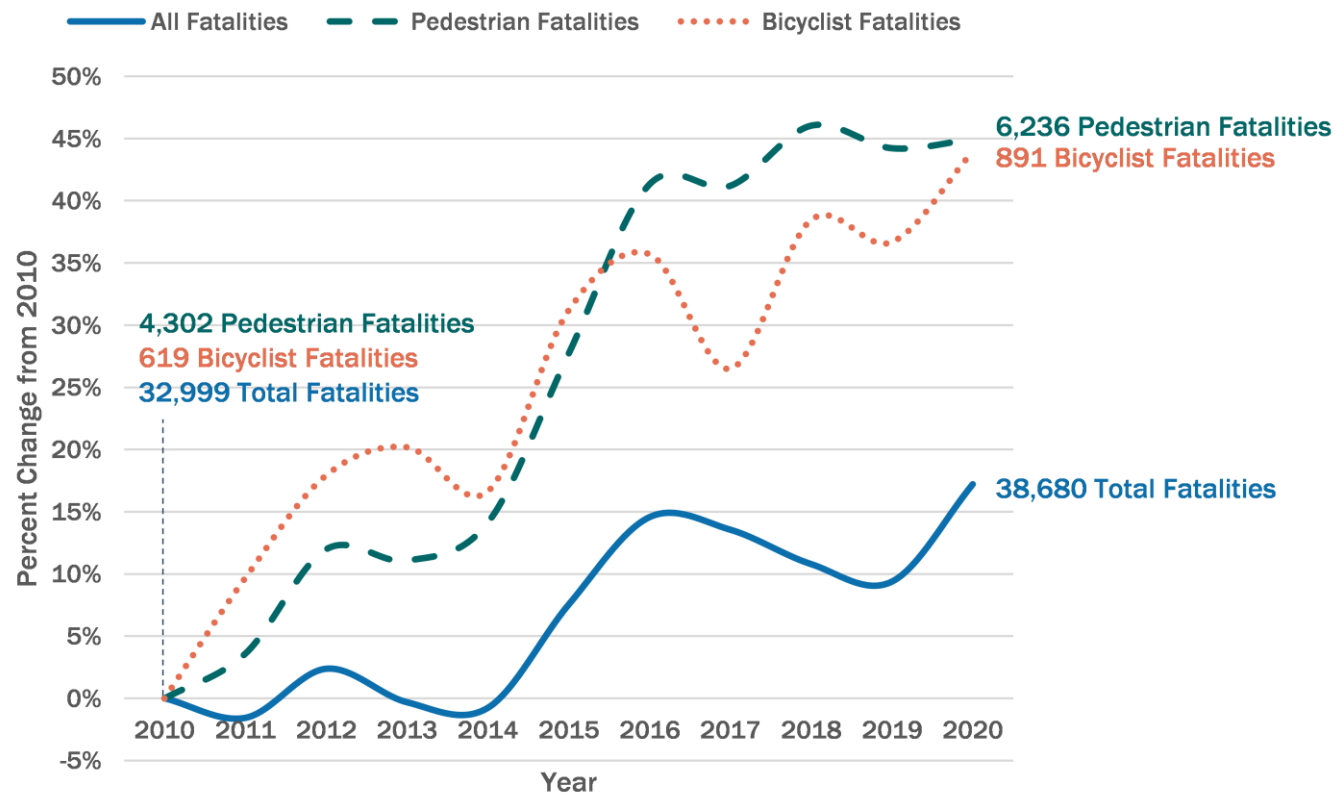


Source: FARS 2018 Final File; Population – Census Bureau

We have a National Roadway Safety Problem

Fatalities among **all users** have been increasing.

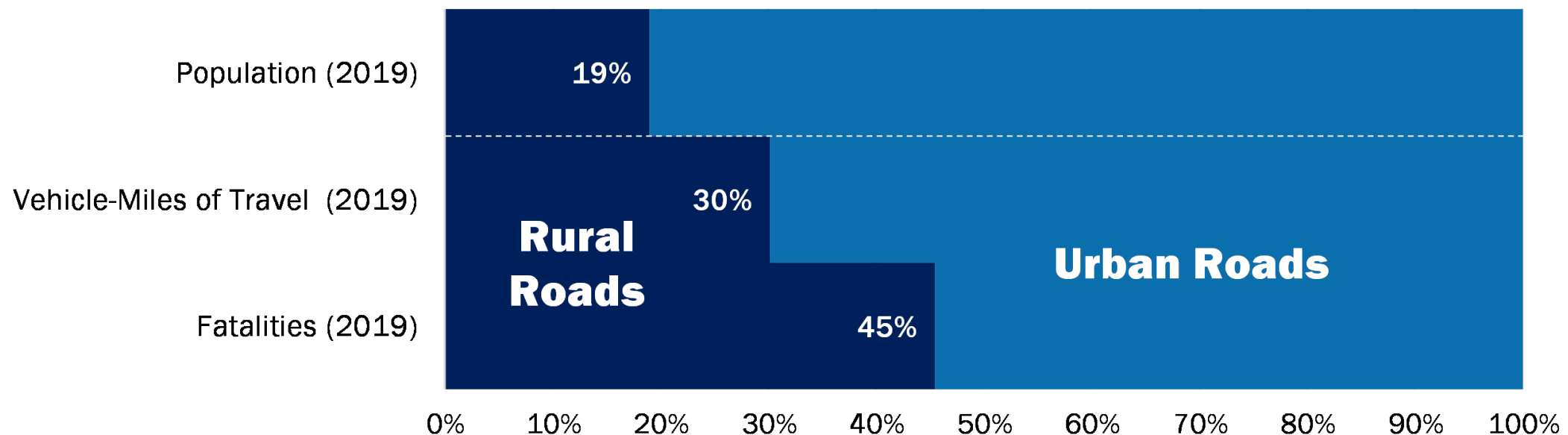
Fatalities among **pedestrians** and **bicyclists** have been **increasing even faster**.



Source: Fatality Analysis Reporting System

We have a National Roadway Safety Problem

Fatalities and **fatal crashes occur disproportionately** -
by both population and vehicle travel – **on rural roads**.





The National Roadway Safety Strategy



National Roadway Safety Strategy

USDOT will leverage the funding and policies in the Bipartisan Infrastructure Law to bring this strategy to life:

- **Nearly \$14 billion in NEW funding** for road safety including:
 - **\$6 billion** authorized for a new **Safe Streets and Roads for All** program to fund local efforts to reduce crashes and fatalities
 - **~ \$4 billion** added to HSIP
 - **~ \$4 billion** for improved data collection, vehicle safety programs, and truck safety
- **An additional \$3.5 billion** for safer railroad crossings

In the Senate of the United States,

August 10, 2021.

Resolved, That the bill from the House of Representatives (H.R. 3684) entitled “An Act to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.”, do pass with the following

AMENDMENT:

Strike all after the enacting clause and insert the following:

1 **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

2 (a) *SHORT TITLE*.—This Act may be cited as the “In-

3 frastructure Investment and Jobs Act”.

4 (b) *TABLE OF CONTENTS*.—The table of contents for

5 this Act is as follows:

Sec. 1. Short title; table of contents.
Sec. 2. References.

DIVISION A—SURFACE TRANSPORTATION

Sec. 10001. Short title.
Sec. 10002. Definitions.
Sec. 10003. Effective date.



Safety, Equity, and Climate

*Roadway safety is
fundamental to our
success in addressing two
Biden-Harris
Administration priorities:
equity and climate.*



Image Credit: © vit / stock.adobe.com



National Roadway Safety Strategy

- To address roadway safety, we require a holistic, comprehensive approach
- Objectives correspond to the Safe System Approach elements

Safer People
Safer Roads
Safer Vehicles
Safer Speeds
Post-Crash Care

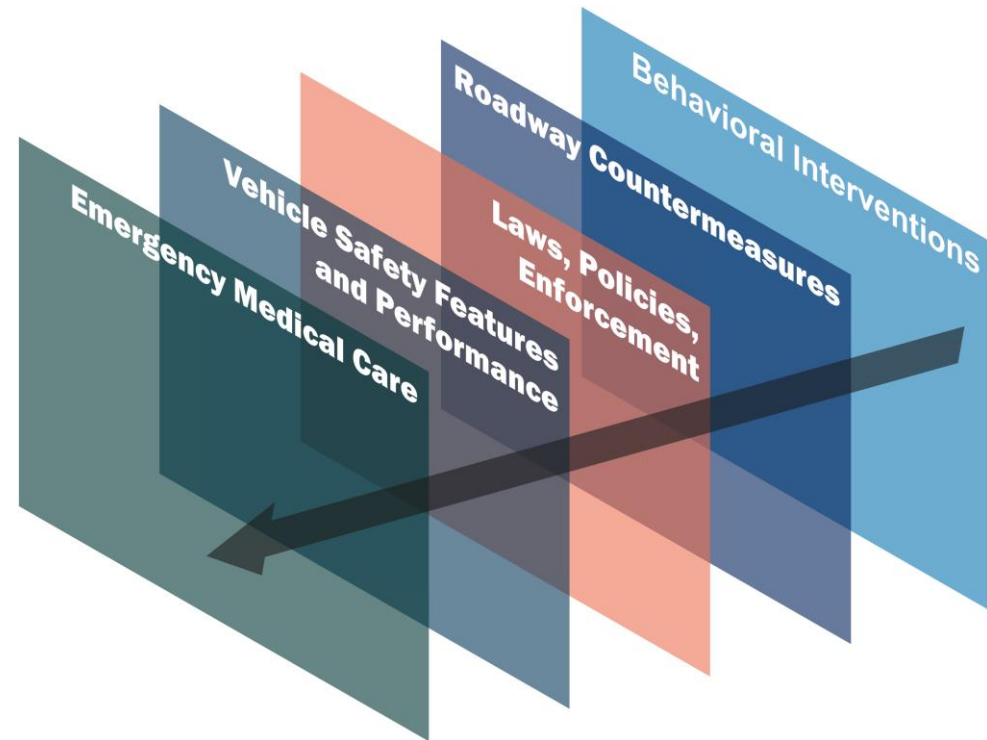




Image Credit: © ambrozio / stock.adobe.com

Encourage safe, responsible behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.



Image Credit: FHWA

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.



Image Credit: © Nomad_Soul / stock.adobe.com

Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both vehicle occupants and non-vehicle occupants.



Image Credit: © Tada Images / stock.adobe.com

Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, targeted education and outreach campaigns, and enforcement.



Post-Crash Care



Image Credit: NHTSA

Enhance the survivability of crashes through expedient access to emergency medical care. Create a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.



Call to Action



Call to Action

The USDOT is committed to reducing serious and fatal injuries on the Nation's roadways, but **no one will reach this goal acting alone.**

It will require collaboration across **all levels of government, sectors, and the American people** to shift our culture towards one that treats **roadway deaths as unacceptable and preventable.**



Image Credit: © Saklova / stock.adobe.com



Call to Action

It will take all of us together to solve this crisis.

Whether it is someone driving, in the passenger seat, walking, biking, or rolling, **our roads are used every day by everyone.**

Now is the time for action, and the USDOT calls **all partners and stakeholders** from all levels of government, industry, non-profit, advocacy, researchers, and the public to take action to solve this crisis.

What will you do? We will be partnering with stakeholders to identify actions to get us closer to zero roadway fatalities.





National Roadway Safety Strategy



Learn more about the National Roadway Safety Strategy
www.transportation.gov/NRSS



US Department of Transportation

Safety Funding Program Highlights



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NHTSA

NHTSA



Funding Program Highlights



| Program Name (DOT) | Funding Amount | Next Milestones |
|------------------------------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Safe Streets and Roads for All | \$5 billion | <ul style="list-style-type: none">• Applications are expected to open in May 2022. |
| Highway Safety Improvement Program | \$15.56 billion | <ul style="list-style-type: none">• First round of funds (Fiscal Year 2022) was released to state transportation departments December 2021.• Next round of funding (Fiscal Year 2023) to be released to state transportation departments October 2022. |
| Railway-Highway Crossings Program | \$1.23 billion | <ul style="list-style-type: none">• First round of funds (Fiscal Year 2022) was released December 2021. Next round of funding (Fiscal Year 2023) to be released October 2022. |



Funding Program Highlights



| Program Name (DOT) | Funding Amount | Next Milestones |
|---------------------------------------|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Highway Safety Programs | \$1.99 billion | <ul style="list-style-type: none">• Full year supplemental funding under Bipartisan Infrastructure Law and continuing resolution funds as FAST Act extension were released December 2021.• Remaining Fiscal Year 2021 funds will be released upon Fiscal Year 2022 appropriation. |
| Highway Safety Research & Development | \$970 million | <ul style="list-style-type: none">• Cooperative Grant for research on technologies for alcohol detection to prevent impaired driving via the Driver Alcohol Detection System for Safety in Fiscal Year 2022.• Continuing funding for cooperative agreement with National Safety Council's Road to Zero programs to support innovative and cross-cutting safety projects using the safe system approach in Fiscal Year 2022. |



Funding Program Highlights



| Program Name (DOT) | Funding Amount | Next Milestones |
|----------------------------------------|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Crash Data | \$750 million | <ul style="list-style-type: none">• Began collection of new personal conveyance data elements January 2022• Formed interagency team to address pedestrian injury and fatality database project January 2022. |
| Vehicle Safety and Behavioral Research | \$548 million | <ul style="list-style-type: none">• Establish cooperative agreements with stakeholder agencies beginning in June 2022. |



Funding Program Highlights

Safety Regulations

Rulemaking

- Underride Protection for Semi-Trailers
- Adaptive Driving Beam Headlamps
- Automatic Emergency Braking
- Crash Avoidance Technologies
- Advanced Impaired Driving Technology
- Hot Cars Detection Systems
- Seatbelts on Limousines

Other Safety Initiative

- New Car Assessment Program (NCAP) Request For Comment



Funding Program Highlights



| Program Name (DOT) | Funding Amount | Next Milestones |
|--------------------------------------------------------------------------------|----------------|------------------------------------------------------------------------------------------------------------------------------|
| Motor Carrier Safety Assistance Program | \$2.43 billion | <ul style="list-style-type: none">Estimated first round of funds released date in March 2022. |
| Commercial Driver's License Implementation Program | \$297 million | <ul style="list-style-type: none">Review & evaluate grant proposals and award funding in July 2022 |
| Commercial Motor Vehicle Enforcement Training & Support Grant Program | \$25 million | <ul style="list-style-type: none">Notice of Funding Opportunity for the program was released in February 2022. |
| See www. Build.gov for additional programs | | |
| TOTAL Safety: \$37.7 billion | | |



Safe Streets and Roads for All

Key program that supports the National Roadway Safety Strategy



Funding supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” Initiatives



Safe Streets and Roads for All (SS4A) Overview



- Section 24112 Safe Streets and Roads for All Grant Program in the Bipartisan Infrastructure Law (BIL or the Infrastructure Investment and Jobs Act)
- **\$5 Billion in advance appropriations** for Fiscal Years 2022 through Fiscal Years 2026 in the BIL, with an additional \$1 Billion subject to appropriations (\$6 B total authorized amount)

SS4A Overview: Eligible Activities

- Eligible Activities for Grant Funding:
 - Develop a Comprehensive Safety Action Plan (Action Plan)
 - Conduct planning, design, and development activities
 - Carry out projects and strategies identified in an Action Plan
- All activities are connected to an Action Plan
- Fund activities most likely to significantly reduce or eliminate fatalities and serious injuries involving various road users



Source: PBIC



SS4A Overview: Who Can Apply?

Eligible applicants:

- Metropolitan Planning Organization
- Political subdivision of a State
- Federally recognized Tribal government
- Partnerships comprised of the entities above

Other statutory funding allocation conditions:

- Not more than 15% of funds can be awarded to projects in a single State in a given fiscal year
- At least 40% go towards the development and refinement of an Action Plan
- Federal share shall not exceed 80%



Source: PBIC

SS4A Overview: Illustrative Examples

Illustrative Examples of Projects and Strategies:

- Improvements along an expanded multimodal network of reconfigured roads with separated bicycle lanes and improved safety features for pedestrian crossings.
- Low-cost safety treatments such as rumble strips, wider edge lines, flashing beacons, and better signage along high-crash rural corridors.
- Speed management projects such as traffic calming road design changes and setting appropriate speed limits for all road users.
- Safer pedestrian crossings, sidewalks, additional lighting, and other safety enhancements for people walking, rolling, or using mobility assistive devices.
- Address alcohol-impaired driving along key corridors through education, outreach, and publicized sobriety checkpoints on weekends and holidays.
- Street design changes informed by culturally competent education and community outreach.
- Creating safe routes to school and public transit services through multiple activities that lead to people safely walking, biking, and rolling in underserved communities.



Source: Adobe Stock

SS4A Overview: Award Considerations



- Reduce or eliminate transportation-related fatalities and serious injuries
- Seeks to adopt innovative technologies or strategies to promote safety
- Employs low-cost, high-impact strategies over a wider geographical area

SS4A Overview: Award Considerations



- Demonstrates engagement with a variety of public and private stakeholders
- Equitable investment in the safety needs of underserved communities
- Includes evidence-based projects or strategies
- Other Secretarial priority considerations

SS4A Overview: Funding and Next Steps

Expected release of the notice of funding opportunity in **May of 2022** for Round One of funding

Interested in getting program updates on SS4A?

Send an email to ss4a@dot.gov to be added to our listserv.

Learn more with the new Guidebook to the Bipartisan Infrastructure Law at [Build.gov](https://www.build.gov)



Source: PBIC

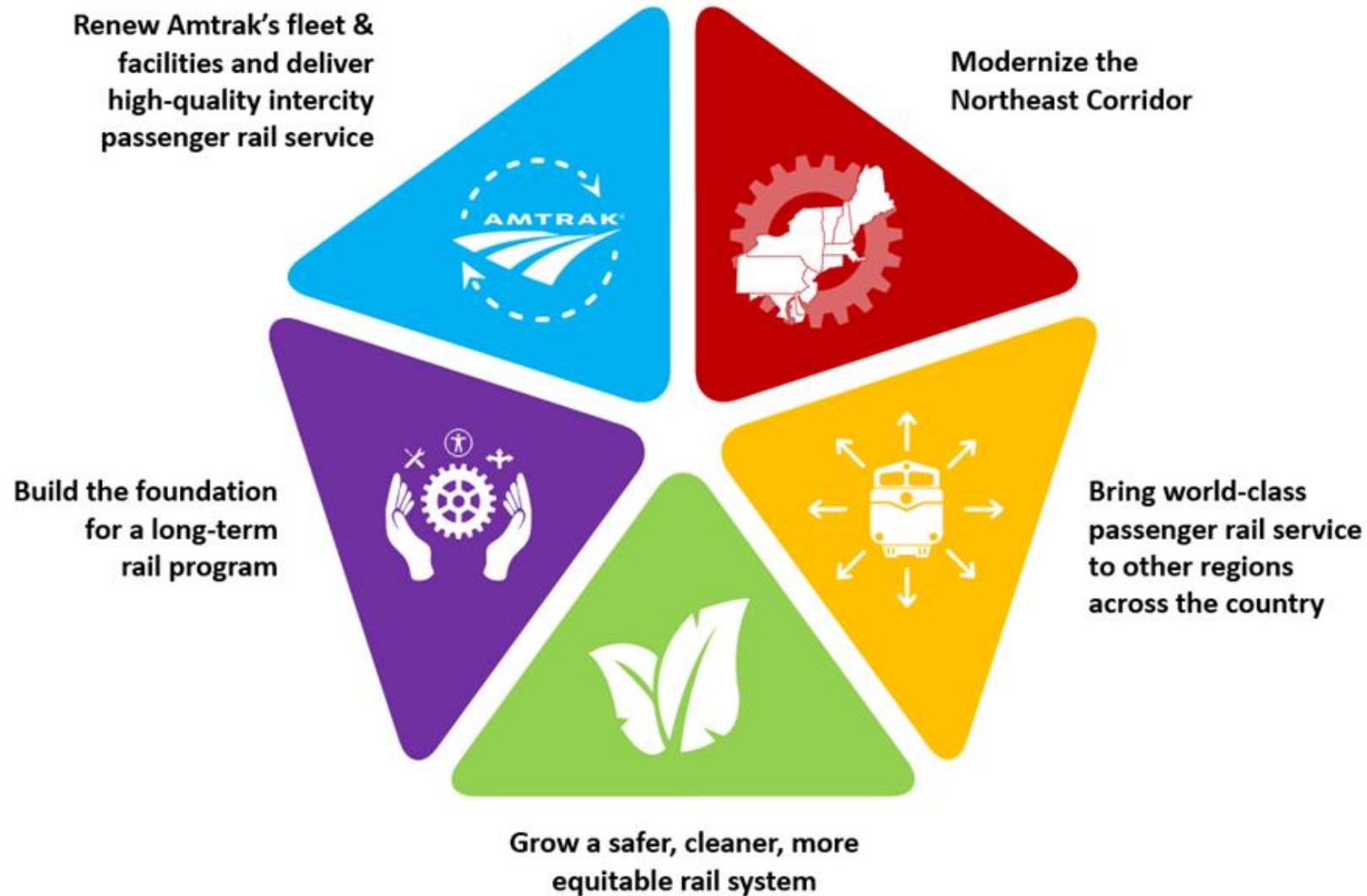
RAIL

MOVING AMERICA FORWARD



Bipartisan Infrastructure Law – Briefing to National League of Cities

Bipartisan Infrastructure Law (BIL) | Rail Development Goals



FRA Grant Program Opportunities Under BIL

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

Railroad Crossing Elimination – Program Overview

PROGRAM PURPOSE

- To fund highway-rail or pathway-rail grade crossing improvement projects that focus on **improving the safety and mobility of people and goods.**

Upcoming Funding Opportunities

BIL Authorization & Appropriations in millions (M)

| | FY22 |
|----------------|-------|
| Appropriations | \$600 |
| Authorized | \$500 |

Status of Funding Opportunities

| Year | Currently Available Funding (M) | Status |
|------|---------------------------------|--------------------------------|
| FY22 | \$600 | NOFO Expected Late Spring 2022 |

Railroad Crossing Elimination – Eligible Applicants

ELIGIBLE APPLICANTS

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

Railroad Crossing Elimination – Eligible Projects

ELIGIBLE PROJECT CRITERIA

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

Railroad Crossing Elimination – Program Conditions

Grant Conditions

- Minimum 20 percent non-Federal matching share
- No grant awarded shall be smaller than \$1,000,000, except for planning grants.

Rural and Tribal Set Aside

- Not less than 20 percent of funds are reserved for projects located in rural areas or on Tribal lands.
 - Not less than 5 percent of these funds are reserved for projects in counties with 20 or fewer residents per square mile.

Railroad Crossing Elimination – Program Conditions

Planning

- Not less than 3 percent of funding is for planning projects
 - Not less than 25 percent of these funds is for planning projects in rural areas or on Tribal lands.

Crossing Safety Information and Education Program

- 0.25 percent of funding shall be for highway-rail grade crossing safety information and education programs to help prevent and reduce pedestrian, motor vehicle, and other accidents, incidents, injuries, and fatalities; and to improve awareness along railroad rights-of-way and at highway-rail grade crossings.

State Limitation

- Not more than 20 percent of funds in any fiscal year may be selected for projects in any single State.

CRISI – Program Overview

GRANT PURPOSE

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

CRISI – Recent & Upcoming Funding Opportunities

Authorization & Appropriations (M)

| | FY18 | FY19 | FY20 | FY21 |
|---------------|---------|-------|-------|-------|
| Authorization | \$230 | \$255 | \$330 | \$330 |
| Appropriation | \$592.5 | \$255 | \$325 | \$375 |

Status of Funding Opportunities

| Year | Available Funding (M) | Status | |
|------------|-----------------------|-------------------------------------|----------------------------------------------------|
| FY18 (PTC) | \$250 | <input checked="" type="checkbox"/> | Awards announced August and December 2018 |
| FY18 | \$318 | <input checked="" type="checkbox"/> | Awards announced June 2019 |
| FY19 | \$244 | <input checked="" type="checkbox"/> | Awards announced March 12, 2020 |
| FY20 | \$311 | <input checked="" type="checkbox"/> | Awards announced September 23, 2020 |
| FY21 | \$362 | <input type="checkbox"/> | Awards expected Spring 2022 |
| FY22 | \$1,000 | <input type="checkbox"/> | Notice of Funding Opportunity expected Summer 2022 |

CRISI – Program Overview

ELIGIBLE APPLICANTS

- A State (including the District of Columbia) or group of States.
- An Interstate Compact.
- Public agencies or publicly chartered authorities established by 1 or more States.
- Political subdivision of a State.
- Amtrak or other intercity passenger rail carrier.
- Class II or III railroads and associations that represent a Class II or III railroad.
- Any rail carrier or equipment manufacturer in partnership with at least one state entity, public agency, and/or local government.
- Federally recognized Indian Tribe.
- The Transportation Research Board (TRB) together with any entity with which it contracts in the development of rail-related research, including cooperative research programs.
- A university transportation center engaged in rail-related research.
- A non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors.

CRISI – Program Overview

ELIGIBLE PROJECT CRITERIA

- **Wide Range of Rail Capital Projects**
 - Congestion mitigation
 - Ridership growth facilitation
 - Enhancements to multimodal connections
 - Improvements to short-line or regional railroad infrastructure
- **Railroad Safety Technology**
- **Track, Station, and Equipment Improvements for Intercity Passenger Rail**
- **Grade Crossing Improvements**
- **Rail Line Relocation and Improvement**
- **Regional and Corridor Service Planning and corresponding Environmental Analyses**
- **Safety Programs and Institutes**
- **Research**
- **Workforce Development and Training**
- **New in BIL:**
 - Measures that prevent trespassing
 - Preparation of emergency plans for hazardous materials are transported by rail
 - Rehab or procurement of locomotives, provided that such activities result in a significant reduction of emissions.

At least 25% of funds is reserved for rural projects

Federal-State Partnership (non-NEC) – Program Overview

GRANT PURPOSE

- To fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service if an eligible applicant is involved.

CRISI – Recent & Upcoming Funding Opportunities

Authorization & Appropriations (B)

| | FY22 | FY23 | FY24 | FY25 | FY26 |
|---------------|--------|-------|-------|-------|-------|
| Appropriation | \$2.4 | \$2.4 | \$2.4 | \$2.4 | \$2.4 |
| Authorization | \$.75* | \$.75 | \$.75 | \$.75 | \$.75 |

Status of Funding Opportunities

| Year | Available Funding (B) | Status |
|------|-----------------------|------------------------------------------------------|
| FY21 | \$ | <input type="checkbox"/> Awards expected Summer 2022 |
| FY22 | \$2.4 | Notice of Funding Opportunity expected Fall 2022 |

* \$7,500 million authorized over 5 years with at least 45% for NEC projects and 45% for non-NEC projects. For illustrative purposes, a 50% split is shown.

Federal-State Partnership (non-NEC) – Program Overview

ELIGIBLE APPLICANTS

- A State (including the District of Columbia) or group of States.
- An Interstate Compact.
- Public agencies or publicly chartered authorities established by 1 or more States.
- Political subdivision of a State.
- Amtrak, acting on its own behalf or under a cooperative agreement with 1 or more States.
- Class II or III railroads and associations that represent a Class II or III railroad.
- Federally recognized Indian Tribe.
- Any combination of the entities above.

Federal-State Partnership (non-NEC) – Program Overview

ELIGIBLE PROJECT CRITERIA

- A project to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair.
- A project to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary.
- A project to expand or establish new intercity passenger rail service.
- A group of related projects as described above.
- The planning, environmental review, and final design of an eligible project or group of projects described above.

How to Apply and Available Grant Resources

Information on how to apply:

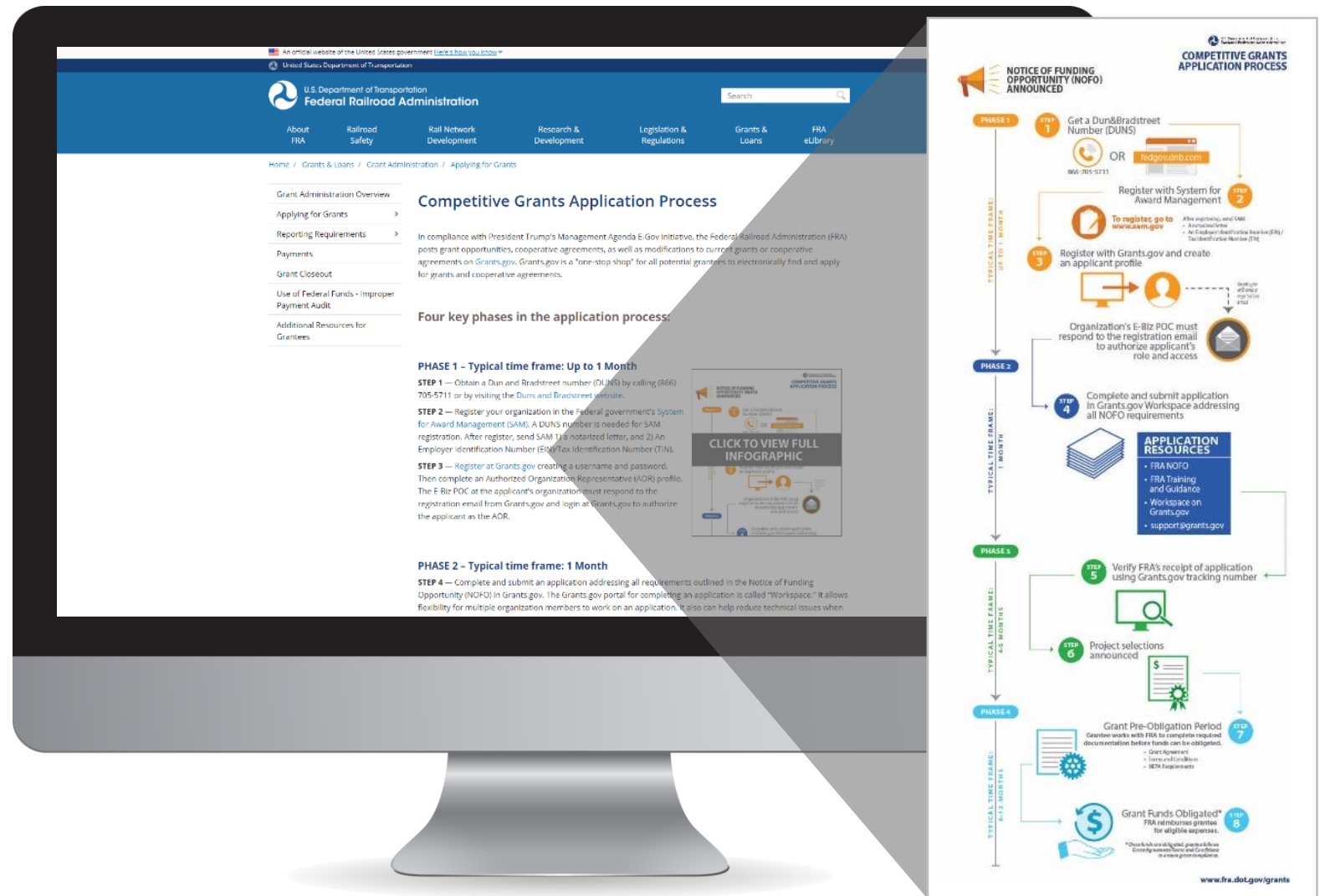
<https://railroads.dot.gov/grant-administration/applying-grants/competitive-grants-application-process>

Webinars and Technical Assistance:

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

White House Guidebook:

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

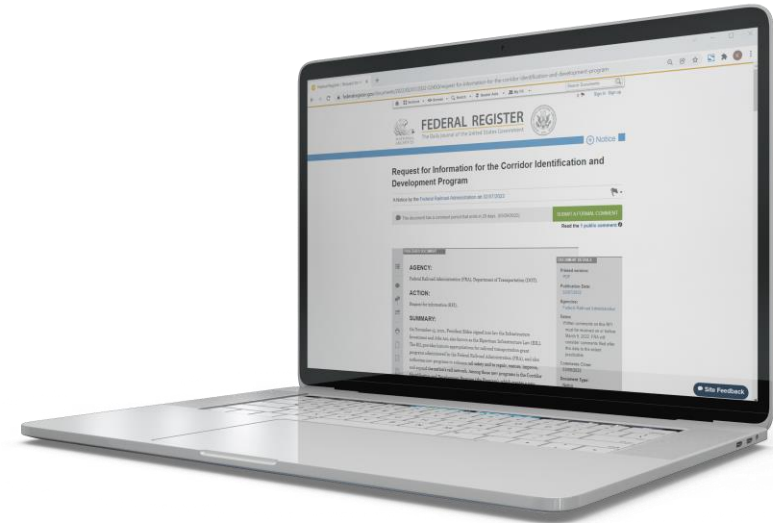


FRA Stakeholder Engagement Opportunities

CURRENT ENGAGEMENT

FRA has a Request for Information in the Federal Register related to the development of the Corridor Identification and Development Program and encourages all interested parties to submit comments by March 9th.

<https://www.federalregister.gov/documents/2022/02/07/2022-02450/request-for-information-for-the-corridor-identification-and-development-program>



UPCOMING ENGAGEMENT

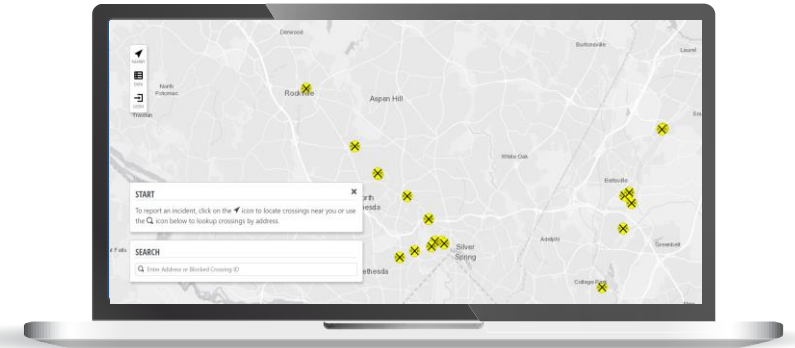
FRA will conduct three focused listening sessions related to the development of the Railroad Crossing Elimination Program. The information in these listening sessions will help FRA as it develops the program.

- Listening Sessions are tentatively scheduled for end of March

Grade Crossing Safety Information

BLOCKED CROSSING PORTAL

- Blocked crossings pose potential safety risks, specifically in locations where trains routinely hinder roadway and pedestrian movement for extended periods.
- To address this potential safety risk, FRA established the Blocked Crossing Portal in 2019.
- Portal requests specific information from users reporting blocked crossings—including **date, time, location** and **duration that crossing is blocked**.



<http://www.fra.dot.gov/blockedcrossings>

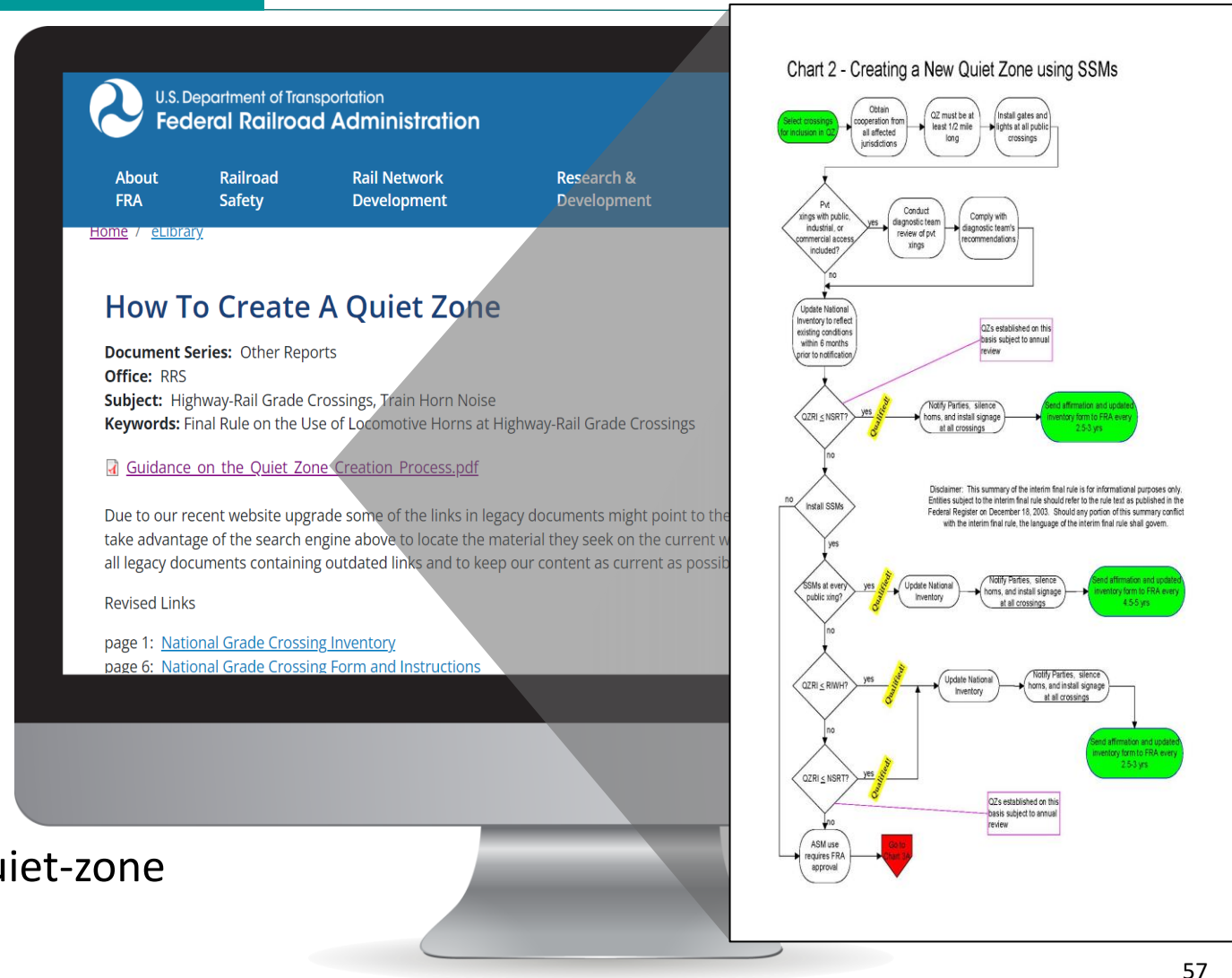
Quiet Zone Application Process

HOW TO OBTAIN A QUIET ZONE

- The establishment of Quiet Zones aren't eligible projects covered within any existing FRA grant program.
- The best path to obtaining a Quiet Zone is through improving the safety of the grade crossing.

More information about the establishment of Quiet Zones can be found here:

<https://railroads.dot.gov/elibrary/how-create-quiet-zone>



FRA Technical Assistance for Grantees

UPCOMING VIRTUAL TRAININGS

FRA conducts webinars throughout the year to educate grantees about the application and program delivery process. Upcoming webinars include:

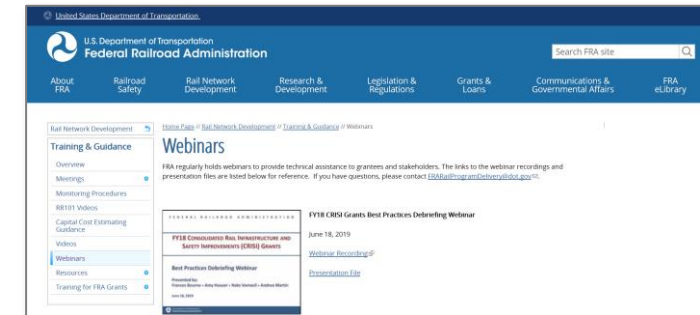
- Section 106 – March 8
- Benefit Cost Analysis – Spring 2022



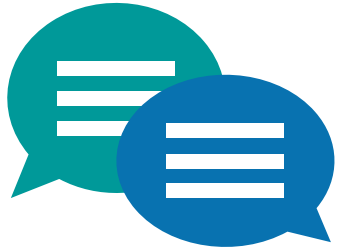
ON-DEMAND TRAINING

FRA's [Training and Guidance](#) webpage has a wealth of videos and webinars on topics such as:

- Cost estimating
- Environmental streamlining
- Grade crossing project planning tools
- Grant application process



Next Steps and Takeaways



Need to *Build Back Better*, the first time!

- Starts by listening and engaging with **YOU**, our stakeholders.



Process takes time.

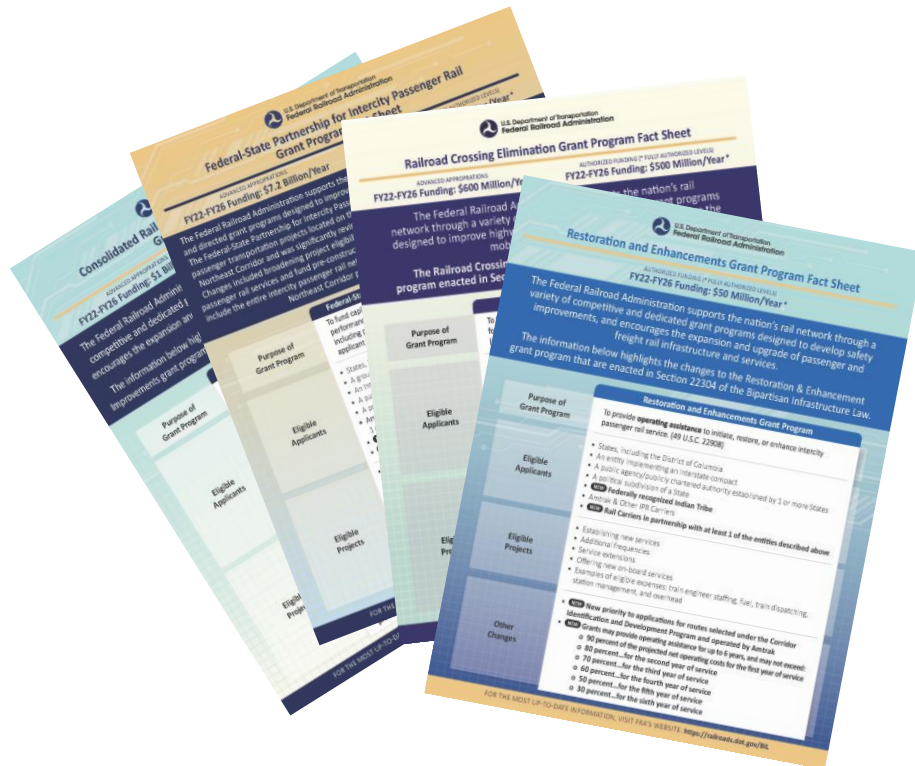
- FRA is looking at ways to streamline and improve.
- Looking to make sure grant programs are available throughout the year.



Responsibility to be good stewards of taxpayer funds.

FRA Bipartisan Infrastructure Law Website

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



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