



# BNSF Partnerships to Advance Rail Safety and Community Quality of Life

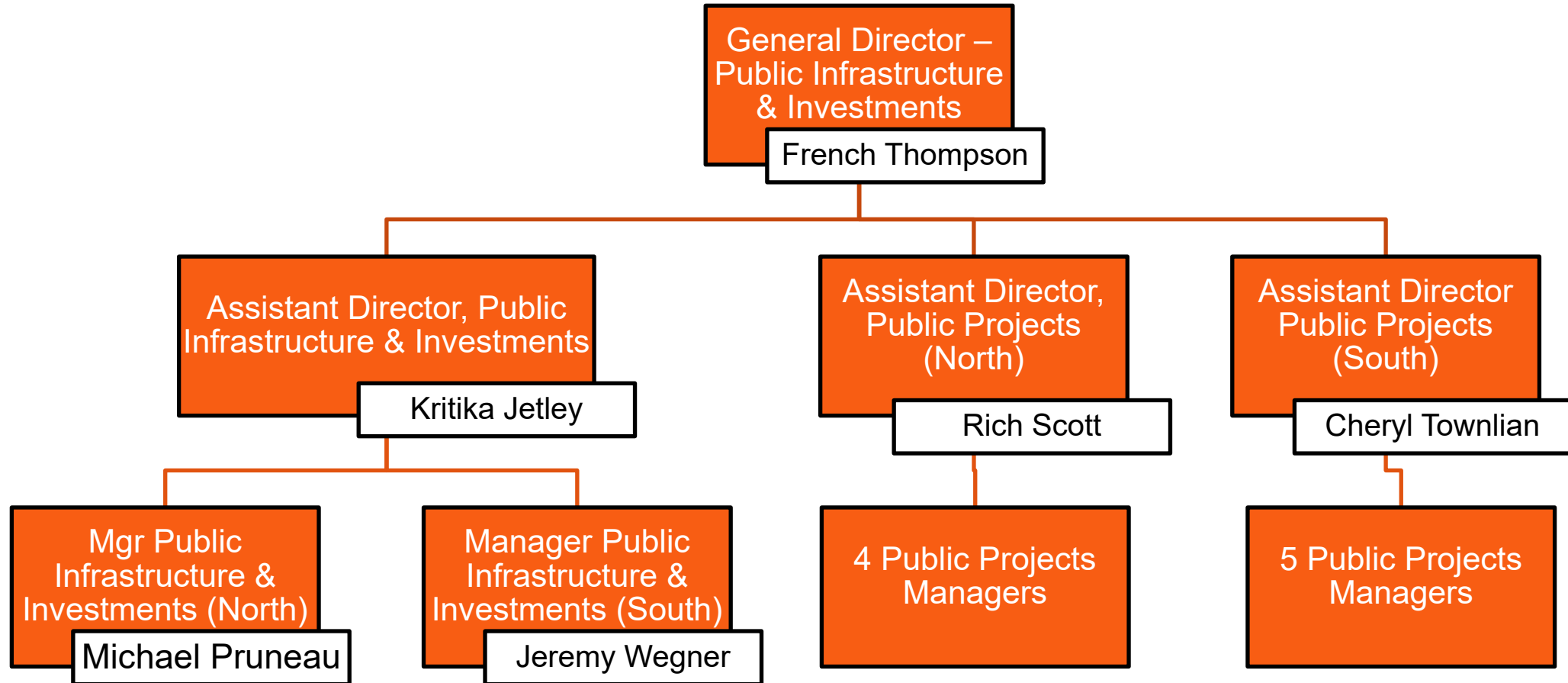
## BNSF— Public Infrastructure & Investments

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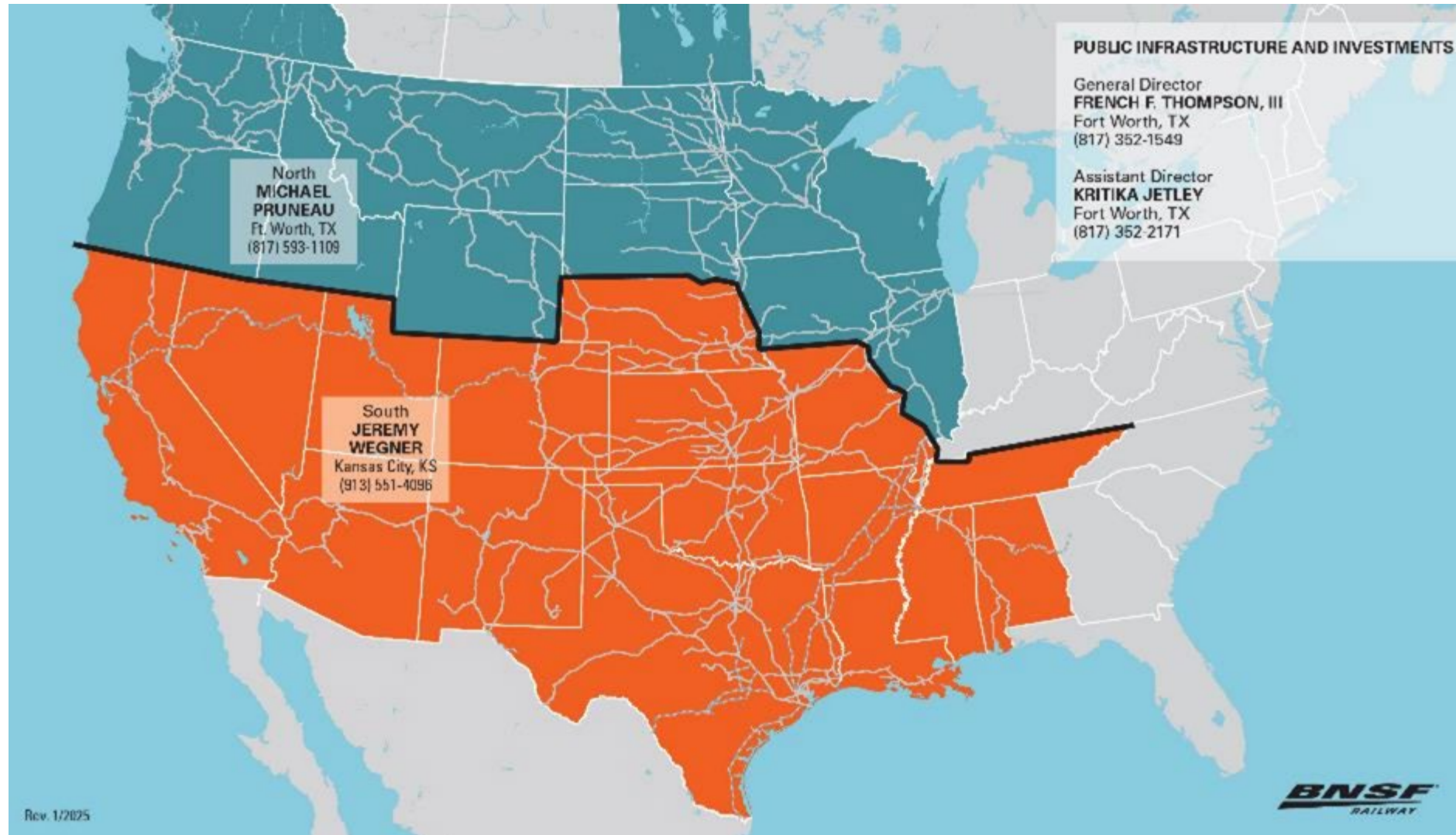
3/12/2025

## PII Team Org Chart

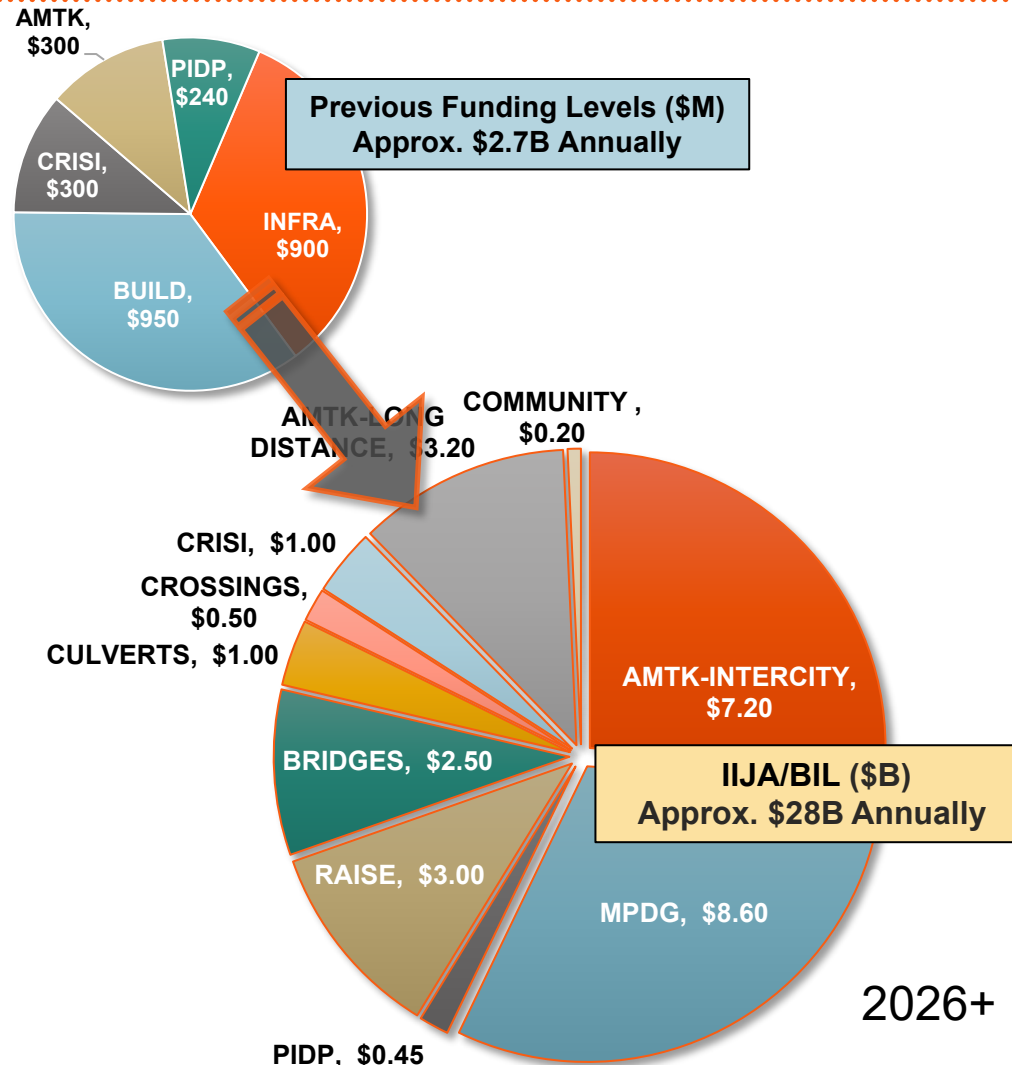
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# PII Team Organization and Territories



# Project Opportunity Identification & Grant Administration Process



# Focus Areas

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## Strategic Grade Seps / Exposure Reduction

- Corridor Grade Separations
- High Exposure Crossings
- Snow Shed Expansion / Rehabilitation
- Platform Expansion / Addition
- Station Modifications

## Service Interruption Reduction

- Low Clearance Bridges
- Crossing Closures
- Fencing
- Single Track / Bottleneck Locations
- Crossing Elimination near yards / terminals

## Terminal and Corridor Supply Chain Efficiency

- Siding Lengths
- Crossing Eliminations in Sidings
- Low Clearance Bridges/Bridge Strikes
- Passenger Corridors – Commuter, AMTK

## Long Distance Corridors / Amtrak

- Slow Order Mitigation
- Siding Extensions
- Slide Fences
- Pedestrian / Trespasser Mitigation
- Slope Stabilization
- Corridor Resiliency PTC Hardening



# The Importance of Partnerships



## Discover, Develop, and Deliver Grant Projects with BNSF



Contact a BNSF Public Infrastructure & Investments team member to discuss your project and how BNSF can partner and assist with the grant application process.

[Click here](#) to learn more about our team and the opportunities and funding available.



To contact a BNSF Public Infrastructure & Investments team member, email [grantsupport@bnsf.com](mailto:grantsupport@bnsf.com).

## PROJECT READINESS

Together, we can identify available infrastructure funding opportunities and help successfully navigate the application and implementation process to deliver safer, more efficient, resilient, and sustainable transportation on our combined networks.

Start the grant application process by asking the right questions:

Is the project eligible for project funding?

Is there local support for the project?

Does it intersect or connect with other projects?

Does the project align with priorities and criteria?

What are the deadlines and commitments?

Will the project have a strong return on investment?

## PARTNER WITH BNSF

We live in communities with competing modes of transportation, but now more than ever, we have an opportunity to collaboratively create safer communities, more efficient transportation networks, and improve quality of life.

BNSF works with local public agency partners to optimize federal funding opportunities to advance public projects that will help our growing communities and networks.

Here's how we can partner with you:



### PRE-POSITION

- Identify priorities and needs
- Determine project readiness, eligibility, and merit
- Evaluate grant funding opportunities
- Develop financial planning models
- Estimate funding gaps
- Explore funding ecosystem for state, regional, and local funding options to match federal funds



**Contact the BNSF  
Public Infrastructure  
& Investments Team  
to get started.**

GRANT APPLICATION

**Let's work  
together to get  
your project on  
the right track.**

PRE-POSITION

PROJECT IMPLEMENTATION



### GRANT APPLICATION

- Develop multi-year application strategy
- Leverage engineering knowledge in project development to create a compelling grant application
- Define project scope, phasing, benefits, budget, and schedule
- Execute a Benefit-Cost Analysis (BCA)
- Request letters of support
- Develop project narrative
- Submit grant application, review, and award



### PROJECT IMPLEMENTATION

- Establish grants management and compliance
- Institute grant agreement
- Develop multi-year financial planning
- Enact project delivery including construction administration, inspections, and testing



#### STRATEGIC PLANNING

We can help decode the grant process and align the right funding opportunities with the right project.



#### LETTERS OF SUPPORT

Projects that involve a BNSF Right-of-Way require a Letter of Support for the grant application. Our online Letter of Support form provides BNSF with key information about the project and can help highlight its importance.



#### GRANT APPLICATION AUTHORIZING

Our expertise in navigating the grant process has resulted in dozens of successful applications and wins.



#### COMMUNITY OUTREACH

We have been supporting communities for over 170 years. We can partner with your communities stakeholders to develop the right infrastructure to transform your communities for the better.



#### BENEFIT-COST ANALYSIS

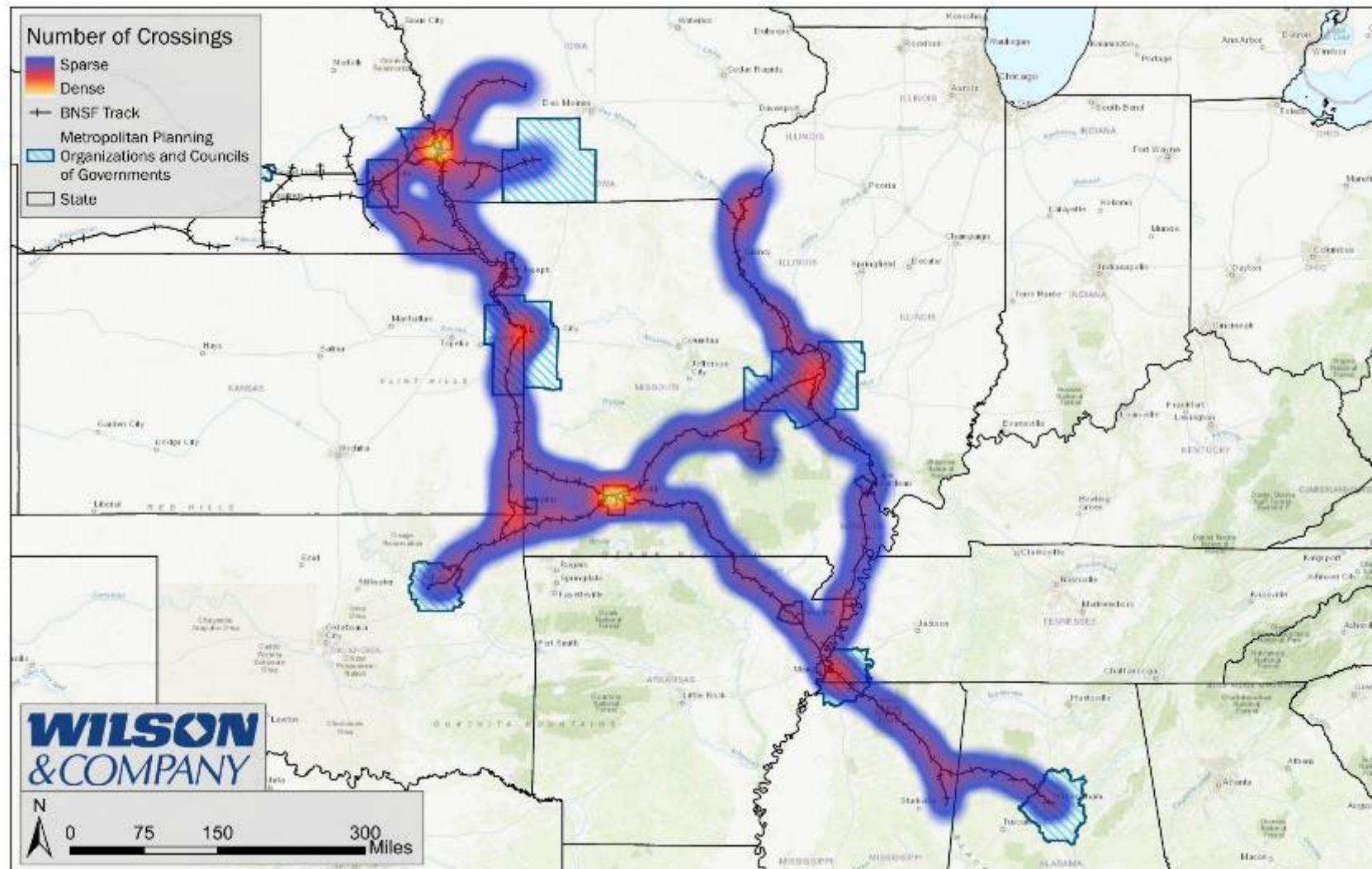
We can help you identify, quantify, and compare expected benefits and costs of a potential project.



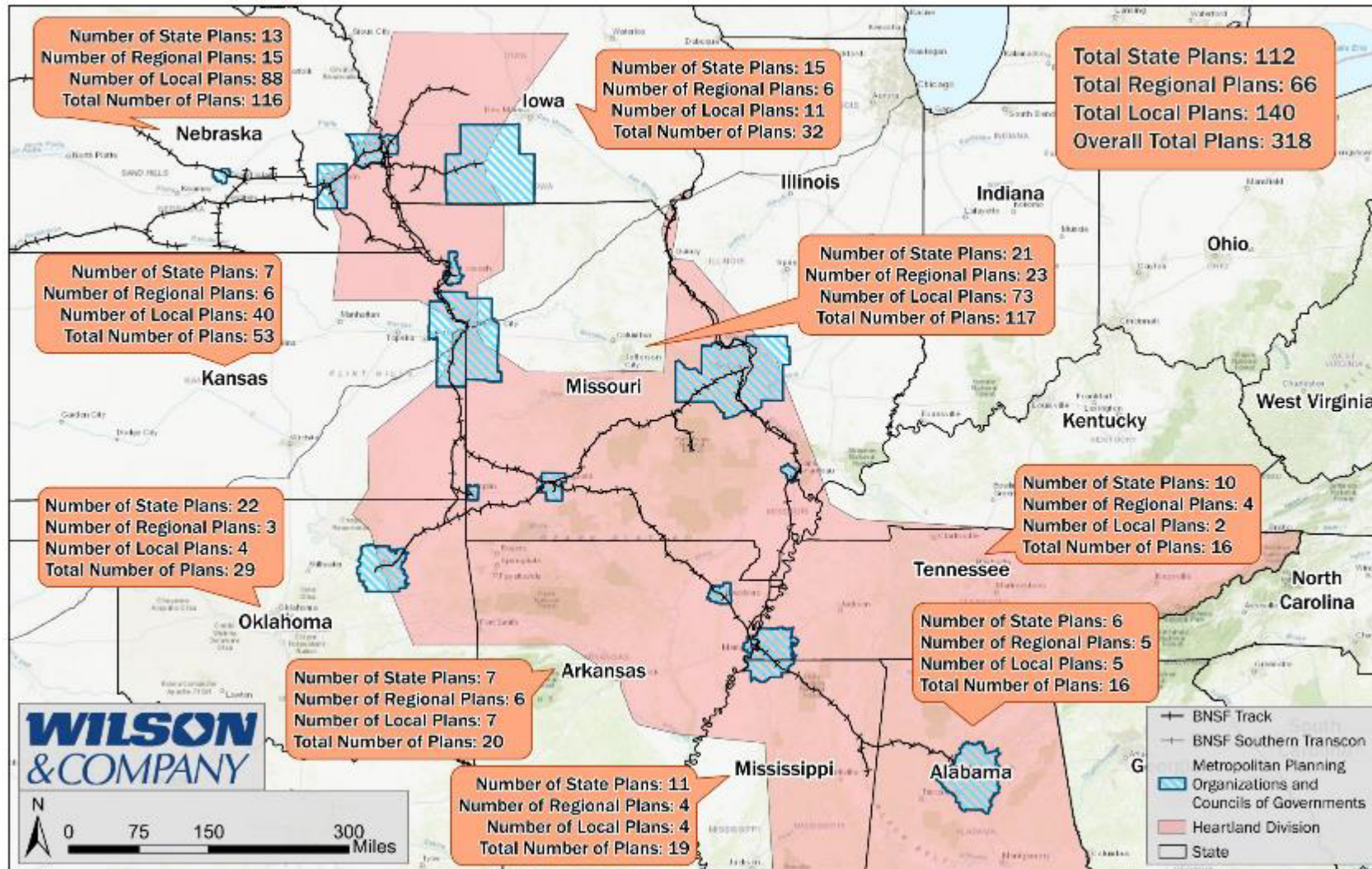
#### GRANT ADMINISTRATION

Drawing on experience, we can build internal capacity with your staff to meet the specific requirements of receiving federal funds.

## Heartland – Rail/Road Crossing Densities



# Plan Review Identification -

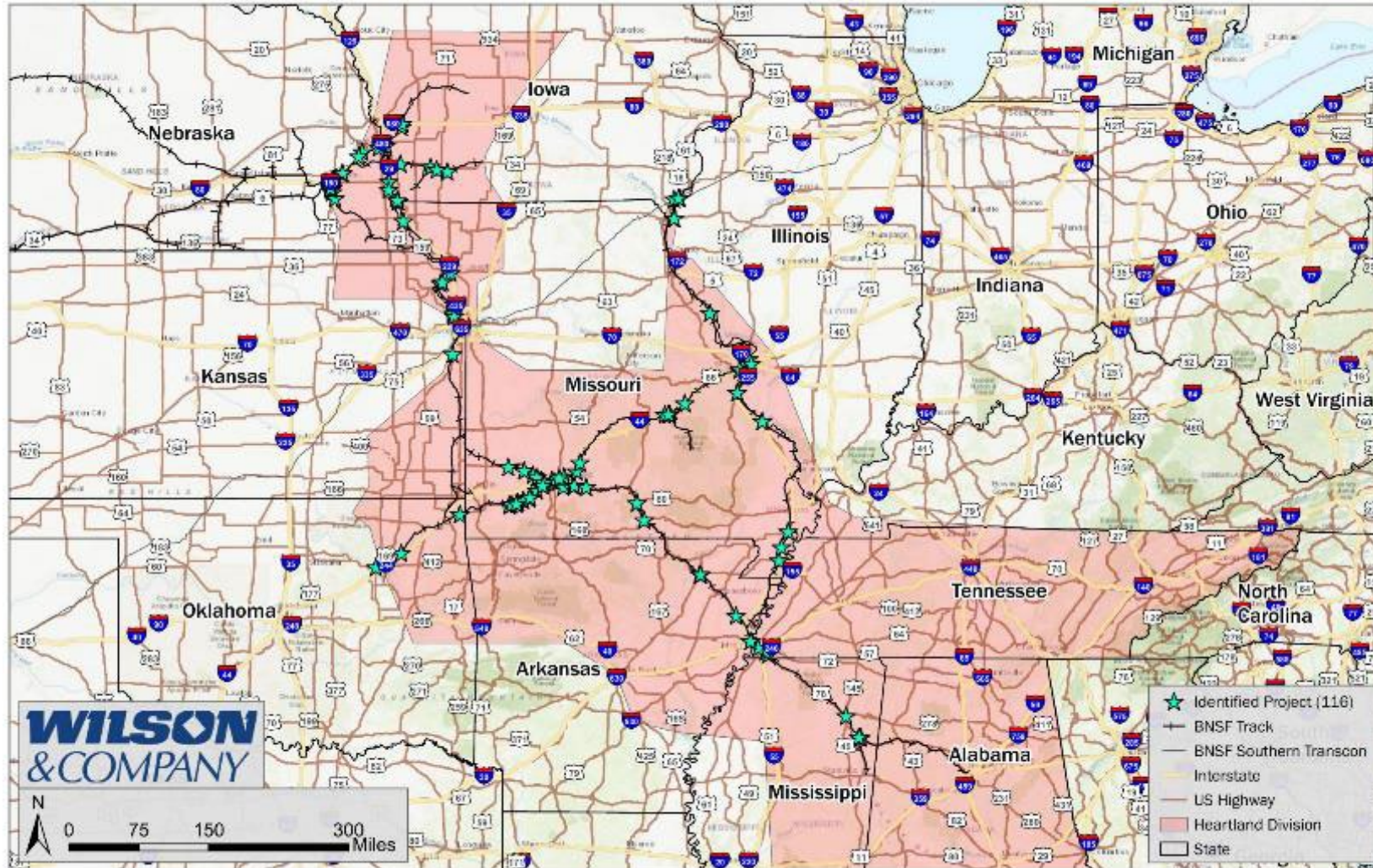


Over 1,000 plans reviewed  
and 250 projects identified  
Only 55 Grade Crossing  
projects

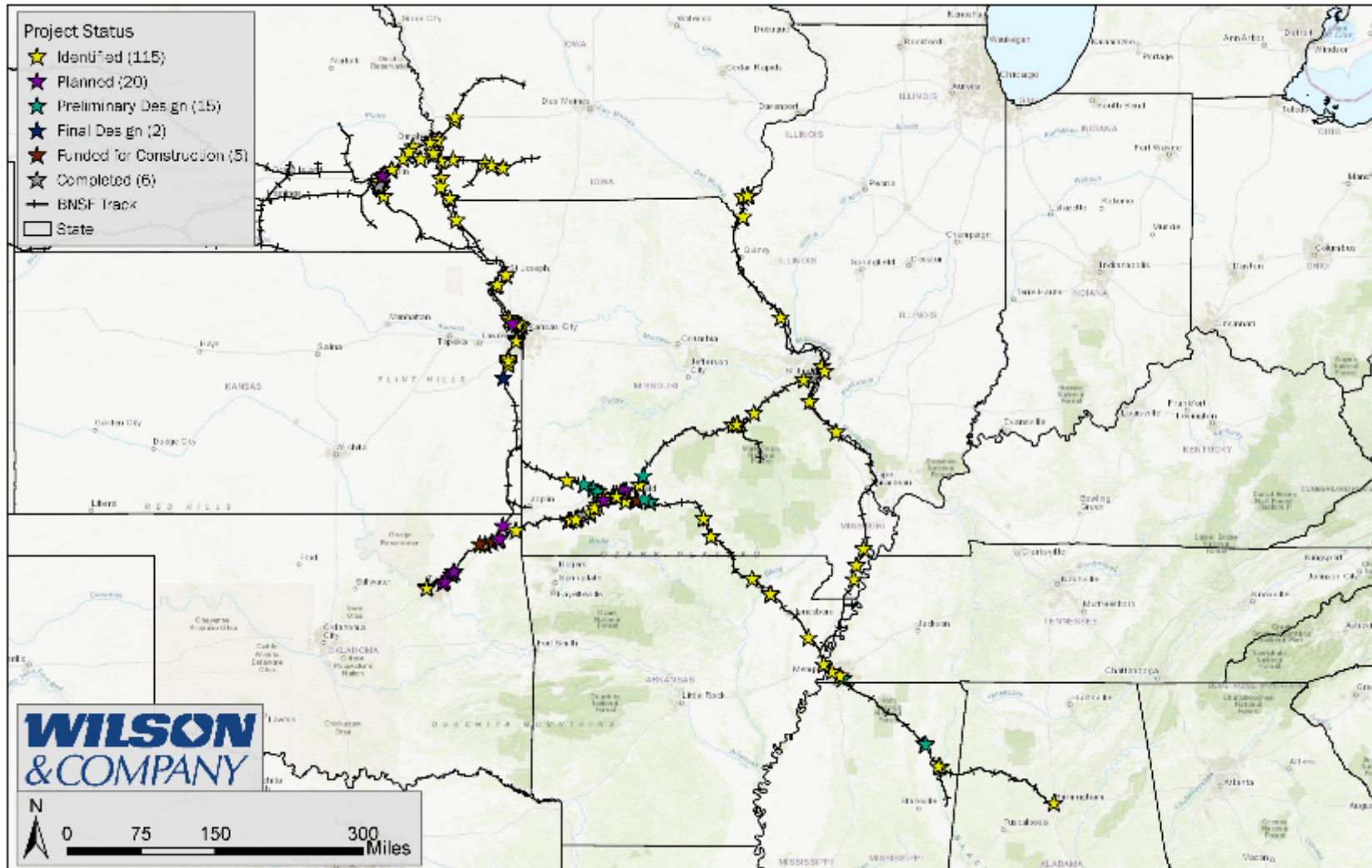
Following project  
identification, we refined our  
project list using the following  
criteria:

- 1) Intermodal Corridor
- 2) Disadvantaged Areas
- 3) Project in an Approved  
Plan
- 4) More than a “one-off”

# Identified Projects



# Projects Identified by Phase – Heartland



# Safe Streets for All Considerations

Let's Work Together

## SAFE STREETS FOR ALL (SS4A) & RR SAFETY CONSIDERATIONS

### SS4A DESCRIPTION (PURPOSE):

The SS4A is a federal discretionary program funded with \$5 billion, 2022-2026, aiming to improve roadway safety by reducing or eliminating roadway fatalities and serious injuries through developing safety action plans and implementing a Safe System Approach.

All proposed projects should be shown in a community plan to help attract federal funding

Sealed corridors - no at-grade crossings - are the safest and can help community economic development

Railroad crossing visibility is important to maintain

At-grade highway/rail crossing collisions and pedestrians trespassing on tracks accounts for over 95% of railroad fatalities

Low bridge clearance is a safety concern, with a minimum of 16'-6" for under railroads and 24'-6" for over railroads

Pedestrians and bicyclists need safe ways to cross railroads too

Quiet zones are NOT considered safety improvements

A passenger train traveling at 78 MPH or a freight train at 50 MPH requires approximately a mile of distance to stop

Intersections near crossings should accommodate stopped trucks without obstructing the railroad

### THINGS YOU SHOULD CONSIDER IN YOUR SS4A SAFETY ACTION PLAN:

- ✓ Include at-grade rail crossings. Incidents can be queried at the following link:  
**Link:** [Crossing Inventory & Accidents Page \(dot.gov\)](#)
- ✓ Manual of Uniform Traffic Control Devices (MUTCD) Standards:  
**Link:** [MUTCD 11th Edition - 2023 \(dot.gov\)](#)
- ✓ BNSF Railroad Grade Separation Guidelines:  
**Link:** [BNSF Grade Sep Guidelines \(bnsf.com\)](#)

COORDINATE WITH BNSF PUBLIC INFRASTRUCTURE & INVESTMENTS TEAM  
FOR RAIL CROSSINGS IMPROVEMENT GRANTS -

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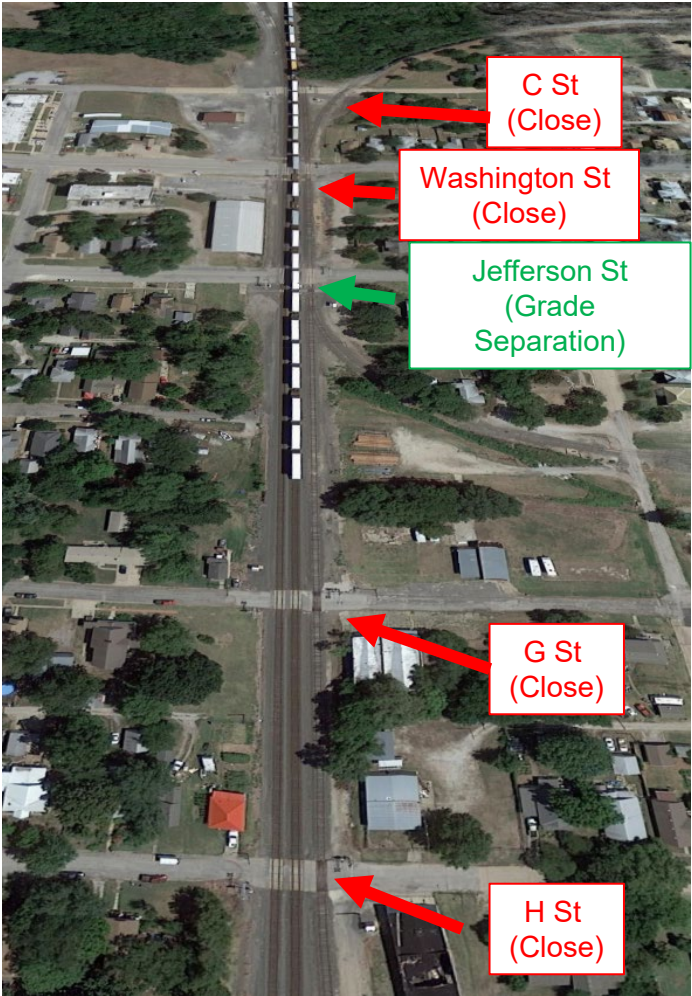
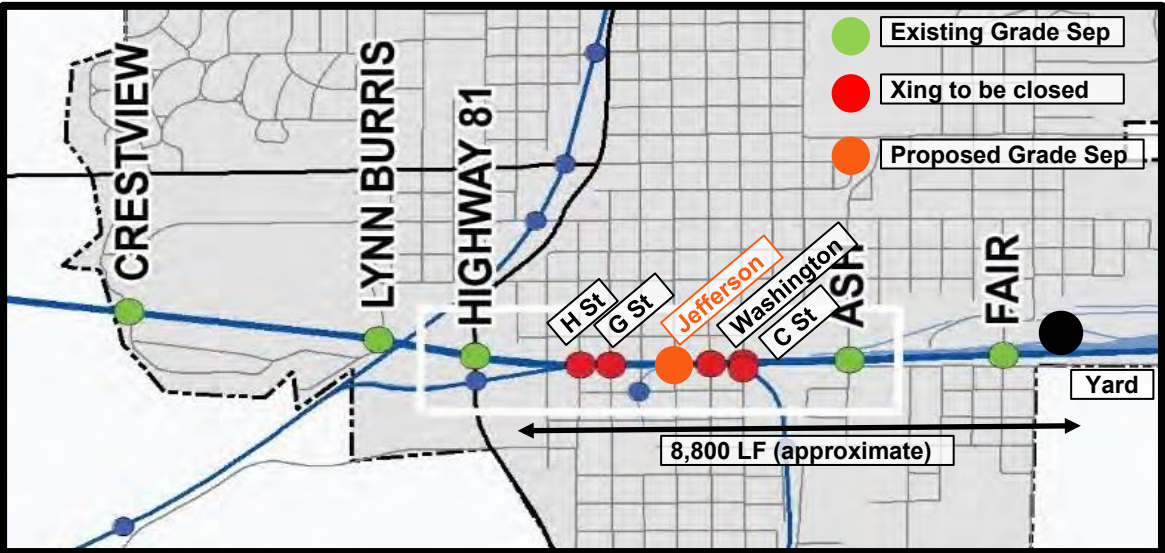
MICHAEL PRUNEAU  
NORTHERN MANAGER  
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# EXAMPLE: WELLINGTON SEALED CORRIDOR

**Scope:** Close 6 at-grade crossings and construct 1 overpass at Jefferson St.



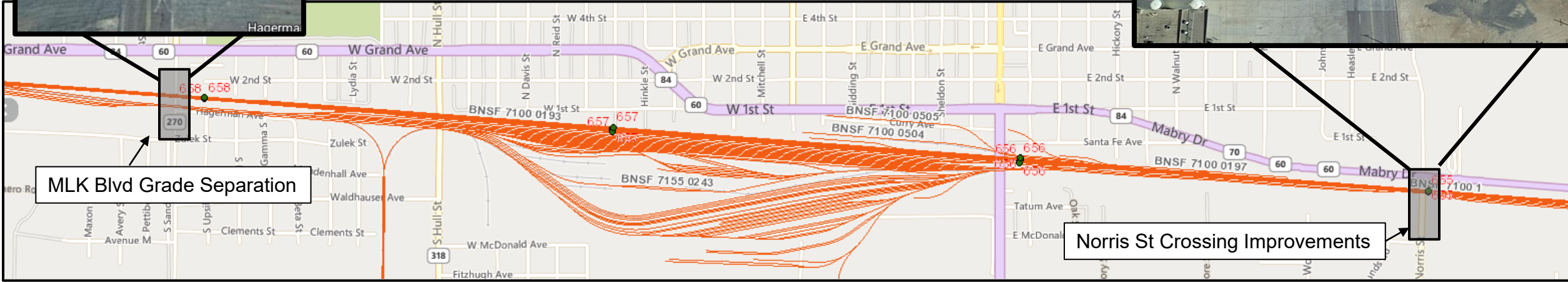
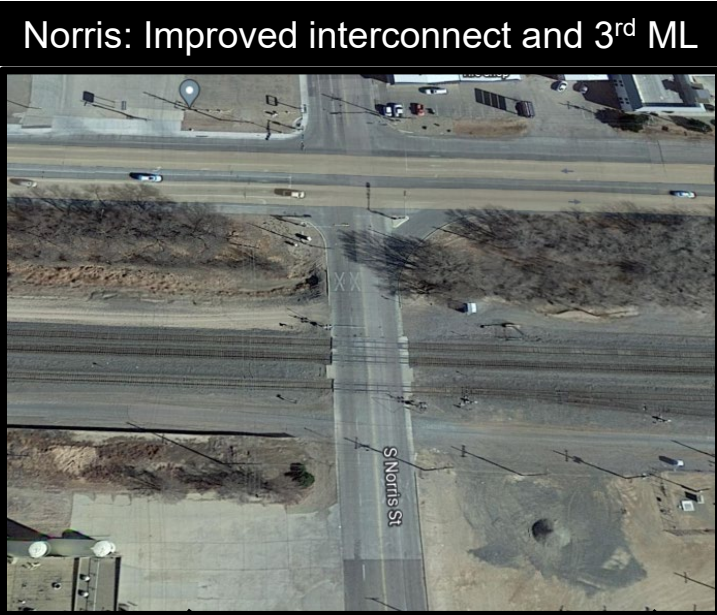
- Creating a sealed corridor through Wellington will have multiple benefits:
- Residents: Emissions reduction from idling vehicles, Quality of life, less/no train horns, unimpeded route across tracks at all times, exposure reduction
  - BNSF: Elimination of Signal SI's, eliminated maintenance costs, enhanced switching opportunities, expedited crew swaps (especially EB), exposure reduction



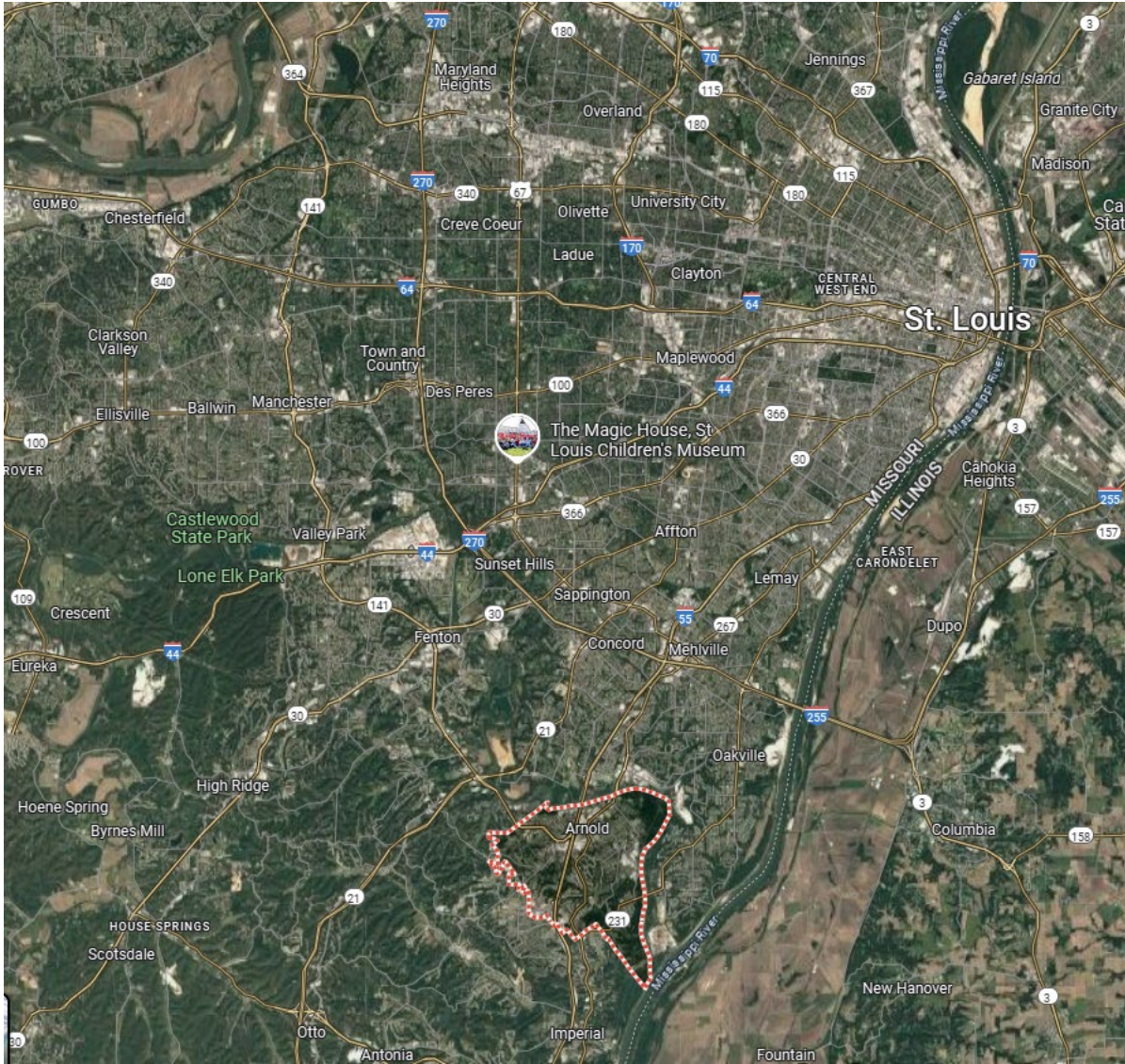
# EXAMPLE: CLOVIS CORRIDOR IMPROVEMENT PROJECT

- BNSF leveraged future funding from a planned triple track project through Clovis, NM
- The BNSF funds were used as local matching dollars to pursue improvements to Norris St. as well as a grade separation at MLK

Funding	\$	
CRISI	\$2.2M	77%
<b>TOTAL</b>	<b>\$2.84M</b>	<b>100%</b>



## Arnold, MO – Letter of Support

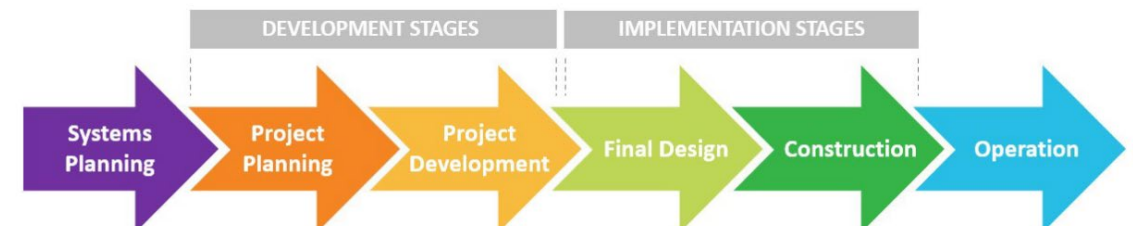


### ***City of Arnold RCE Grant Success:***

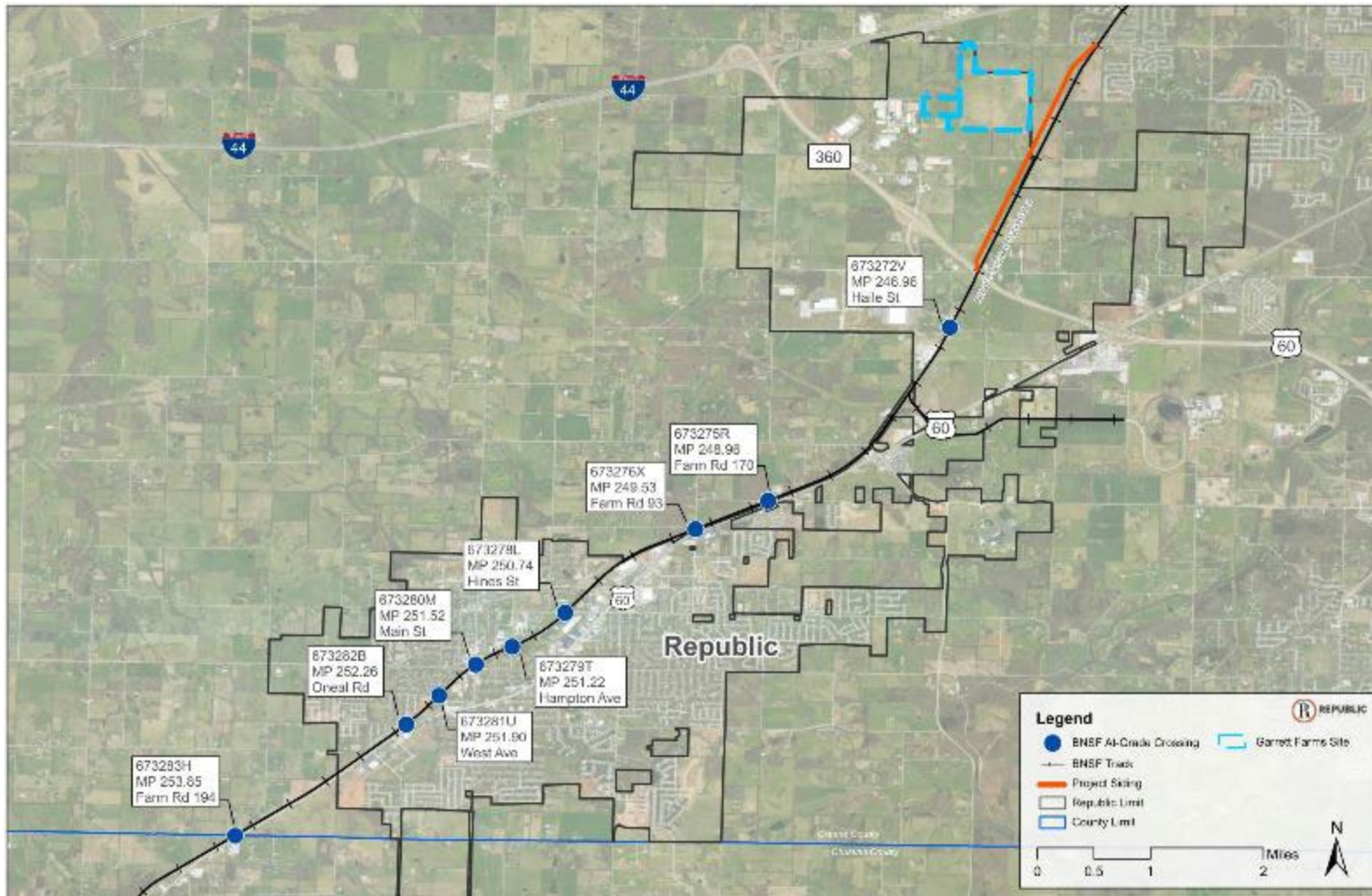
#### Rail Crossing Elimination: Planning (Track 1)

- Study potential closure of three at-grade crossings (last three at-grade crossings in Arnold)
- Collaborate with BNSF with study
- BNSF and Wilson provided Letter of Support and consultation before grant submittal

#### III. PROJECT LIFECYCLE OVERVIEW.



## Republic, MO – Collaboration Before Preparing a Grant



### ***City of Republic Study:***

Evaluate 6 Crossings

- Consolidation
- Closure
- Enhancement

Evaluate Sidings

- One existing siding
- One new siding

Evaluate Industrial Park Access

- Siding
- Layout Options

# BNSF/Wilson Team Contact Information

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