

## Michigan Department of Transportation Local Grade Crossing Program (LGCP) Project Funding Standards

| PROJECT TYPE   | LGCP FUNDING PAYS  | ADDITIONAL INFORMATION   |
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| <b>Safety Enhancement (Priority):</b><br>Work ordered as a result of MDOT Diagnostic Study Team Reviews (DSTRs) convened for annual Section 130 prioritization process   | 100% of project costs to add active warning devices and/or alternative safety enhancements, such as constant-warning-time circuitry, 12" lenses, or median barriers. If roadway approach enhancement work is ordered, costs for such work are capped at \$50,000.  | <b>Note:</b> LGCP funding for alternative safety enhancements is approved on a case-by-case basis. Crossing elimination projects identified as part of the prioritization process are eligible for a lump sum state award of \$275,000.<br><b>Exclusions:</b> Work ordered to correct existing deficiencies.   |
| <b>Safety Enhancement (Roadway):</b><br>Work ordered as a result of MDOT Diagnostic Study Team Reviews (DSTRs) convened in response to roadway construction projects affecting existing public grade crossings | <b>Local Projects, local funding:</b><br>50% of project costs for upgraded active warning devices and/or alternative safety enhancements, balance paid through local funding agreement.<br><b>Local Projects, Federal-Aid (LAP) funding:</b><br>100% of material costs for upgraded active warning devices and/or alternative safety enhancements, balance paid through LAP funding agreement. | <b>Note:</b> Funding is available for safety enhancements necessitated by road projects that plan to use 100% local funds at existing public grade crossings. LGCP funds should not be used as "match" for any other state or federal funds.<br><b>Exclusions:</b> Work ordered to correct existing deficiencies; any warning devices at relocated crossings; any work associated with Quiet Zones |
| <b>Crossing Elimination (Railroad):</b><br>Stand-alone Relocation or Realignment of Active Track   | Up to 100% of actual project costs to relocate or realign active rail line with preservation of service to on-line rail customers, based on the LGCP's evaluation of crossing characteristics.   | <b>Note:</b> LGCP state funding is typically capped between \$50,000 and \$200,000 for each net public crossing eliminated, adjusted for any new crossings created. Any costs over the cap will be the responsibility of the railroad or road agency, as negotiated.   |
| <b>Crossing Elimination (Roadway):</b><br>Voluntary Road Closure at Active Track   | Fixed cash award based on the LGCP's evaluation of crossing characteristics.   | <b>Note:</b> Awards typically range from \$50,000 to \$200,000 for each public crossing eliminated.<br><b>Exclusions:</b> Crossing closures mandated by state law and closures ordered by the Department.  |
| <b>Crossing Elimination (Bridge):</b><br>Grade Separations   | Fixed cash award based on the LGCP's evaluation of crossing characteristics.   | <b>Note:</b> \$100,000 award is available for public crossings eliminated by new grade separation projects.<br><b>Exclusions:</b> Any new grade separation project that receives funding from a dedicated grade separation program.  |
| <b>Crossing Elimination (Other):</b><br>Retirement of spur track crossings not otherwise subject to abandonment law or STB jurisdiction  | Up to 100% of actual project costs to remove track and restore roadway surface, plus 100% of material cost if retired active warning devices can be relocated and the destination crossing is upgraded.  | <b>Note:</b> LGCP funding is capped at \$50,000 for roadway surface restoration and track removal, with first priority to roadway surface restoration. Any costs over capped LGCP participation will be the responsibility of the railroad. Device relocation performed under separate agreement, if eligible.   |
| <b>Crossing Surfaces:</b><br>Work selected from applications received during annual Surface Program prioritization process   | 60% of project costs associated with either repair or reconstruction of local highway-railroad grade crossing surfaces. (Railroads are responsible for the other 40% of costs for projects in this Program)  | <b>Note:</b> Crossing surface work eligibility is determined in accordance with criteria outlined by establishing legislation.   |