House Committee on Transportation and Infrastructure

Subcommittee on Railroads, Pipelines, and Hazardous Materials

Hearing On:
Tracking Toward Zero: Improving Grade Crossing Safety and Addressing Community Concerns

February 5, 2020

Unites States House of Representatives
Rayburn Building

Written Testimony of

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Good morning Chairman Lipinski, Ranking Member Crawford, Chairman DeFazio, Representative Davis, and all the honorable members of this subcommittee. I am here on behalf of the Illinois Commerce Commission and the State of Illinois to share our history, recent experience, and the challenges facing us with our safety efforts at public highway-rail crossings. We are very grateful for this opportunity.

Illinois Transportation Network - Public Highway-Rail Crossings

Illinois has 7,595 public highway-rail grade crossings and 2,667 highway-rail bridges. There are also 323 pedestrian grade crossings and 104 pedestrian bridges. Nationally, Illinois is second only to Texas in the total number of highway-rail crossings. With over 60 railroad companies operating on approximately 7,400 miles of railroad track, our rail system is the country's second largest, including the nation's largest rail freight hub in Chicago with approximately 1,200 trains per day.

History – Illinois Commerce Commission

Next year the Illinois Commerce Commission celebrates its 100th anniversary in its current format from 1921, and for Illinois it also marks the 150th anniversary of addressing rail safety concerns that started with our predecessors - the Railroad and Warehouse Commission of 1871. The Illinois Commerce Commission was one of, if not the first entity, to fund the installation of warning devices at crossings on a corridor basis; and in 1955, the State of Illinois passed legislation creating the Grade Crossing Protection Fund to assist public agencies in paying for safety improvements at highway-rail crossings on local roads and streets. Funding levels have increased since 1955, and today $42 million is provided annually towards crossing safety improvements at public highway-

rail crossings. The array of projects completed include warning device upgrades, bridges, traffic signal interconnects, highway approaches, crossing closures, surface renewals, and the development of newer technologies at public highway-rail crossings.

The State of Illinois has authorized $991M towards these types of safety projects through the Grade Crossing Protection Fund. With this state funding, and the federal funding provided through the Section 130 fund (approximately $11M per year), the State of Illinois and its community and railroad partners have seen significant long term returns in the way of accident reduction - though recent returns have diminished as we have seen accident rates plateau and even creep back higher in the last ten years. But I am happy to report that many further safety improvements are planned. The State of Illinois Capital Plan passed in 2019 will provide an additional $78M towards highway-rail crossing safety over the next 5-years. **This funding provides an opportunity to continue with the types of projects mentioned previously but could also help address safety concerns that have demanded our attention but have lacked solutions for a variety of reasons. Specifically, these concerns involve 1) conventional track circuits with loss of shunt; 2) blocked crossings; 3) trespassing; 4) best available technology; and 5) project development and coordination.** As I describe each of these in more detail, there is no doubt that funding is needed - but it alone will not suffice. Legislative changes at the state and federal levels are required, as well as a push towards the best available or next generation of crossing warning systems.

1. **Loss of Shunt** is a primary concern for the State of Illinois. The Illinois Commerce Commission first became aware of this issue 15 years ago where the crossing signal and warning device systems failed to properly detect some approaching passenger trains. This has led to Activation Failures where the warning devices or gates failed to provide adequate warning to motorists, or in the worst case, the gates never come down as a train goes through a grade crossing. With advances in diagnostic tools, it was determined in recent years that this problem, which is infrequent and difficult to isolate, is not unique only to Illinois but is widespread. In response, extensive testing and investigation is ongoing with adjustments being made to warning devices, train signal systems, train speeds, and other modifications. The changes have helped alleviate the issues, but the problem persists. The Illinois Commerce Commission is working with various railroads, the Illinois Department of Transportation, Amtrak, and FRA to fund a demonstration project in 2020 and 2021 to test a product new to the United States. **We believe there is a need to push towards and fund the next generation of Positive Train Control that activates warning devices at highway-rail crossings and provides more functionality in train signaling and that does not predominately rely on conventional track circuits first used in the late 1800's.** This will provide the additional safe method of train detection needed for those Loss of Shunt conditions that occur with light/fast commuter operations and freight train movements that are caused by rail contamination. **We also believe that changes should be made in 49 CFR 234.9 requiring the reporting of Activation Failures within 24-hours, which is consistent with reporting accidents involving grade crossing signal failure (49 CFR 234.7).**

2. **Blocked Crossings** present another significant public safety concern in Illinois. They create serious access problems for emergency responders, affect school bus routings, and disrupt the general flow of vehicular traffic throughout a community. We have seen pedestrians crawl

through trains, parents pass children through trains, motorists drive around lowered gates to avoid long delays, and even lift roadway gates where a train was stopped clear of the road but still activating the warning devices. We have also heard from our citizens and Emergency Services agencies on their concerns for overall public safety, access, and response. This has been heightened with the December 15th rollout of FRA's Blocked Crossing Reporting Portal. As of January 30th, there were **over 500 submissions from Illinois alone (60% of all reports)**.

The larger industrial areas of our state (Chicagoland, Illinois portion of the St. Louis Metro area, Decatur, for example) are the locations that have historically heavy volumes for both train and auto traffic. For these locations, bridges, connecting roads, or other infrastructure improvements have been built to help alleviate the highway/rail transportation conflict. In certain areas, communication and emergency plans have been prepared. These actions must continue, and we plan to do so. But we have also found changes in rail operations that have aggravated conditions or create impacts new to communities that may now see their highway-rail crossings blocked consistently for 10 minutes to multiple hours; and in the extreme but infrequent cases, days. Railroad personnel inexperience or unfamiliarity with an area, insufficient siding length, timing of train meets, lack of yard capacity, lining switches, mechanical breakdown, crew hours of service, and increased train length are the reasons typically found or stated for obstruction of crossings.

While there is no specific public data available on train length, the Illinois Commerce Commission reviewed 40 years of FRA data on freight train and vehicle collisions at mainline grade crossings. The FRA reports include the number of cars and locomotives in use at the time of the crash. The analysis shows increases in average train length since 1980, with an approximately 25% increase in the last ten years alone to an average length over a mile long. This is consistent with the May 2019 GAO study on train length with data provided by two Class I railroads. The GAO noted that train accidents have declined according to the Federal Railroad Administration's data, with train accidents per million-train-miles decreasing by about 14 percent between 2008 and 2017. **However, we have reviewed 2010 to 2019 FRA data, and have found the accident rate has increased 10.4% for grade crossing incidents and 51% for trespasser incidents.** Further, when the GAO study was published, we reviewed the FRA's Train Accident/Incident file to look at crashes involving locomotives used as Distributed Power Units (DPUs). These units, utilized at the mid and/or rear of a train are used for the additional power necessary to run trains up to 3 miles or more in length. From 2008 to 2018, approximately 12% of incidents involved DPU-equipped trains. In Illinois, we regularly see trains approaching 2 miles long, with less frequent trains closer to 3 miles in length. Other than our observations and inspections, the use of longer trains in Illinois has been well documented in cases before the Surface Transportation Board (STB) when approval is requested for a railroad sale, lease, or other transaction.

We have found that the reports required from railroads in STB dockets provide the most valuable information relative to operations, length of train, blocked crossings, and the status of warning devices. **This is the only area within federal or state law where reporting, assessment of impacts, and development of mitigation measures associated with blocked crossings are formally addressed.**

State Laws on blocked crossing, while still in place, have been preempted. In 2008, the Illinois Supreme Court ruled that an Illinois statute prohibiting the blocking of a highway-rail crossing and allowing a community to issue tickets to rail carriers was unconstitutional and preempted by the Federal Railroad Safety Act of 1994 and the Interstate Commerce Commission Termination Act of 1995. The Illinois statute structure provided and included requirements for interactions with emergency vehicles, and included increasing fines based upon time intervals for obstructions over ten minutes. At the lower end with an obstruction under 15 minutes, the fine is $200 to $500; at the higher end for over 35 minutes the fine is $1000 as well as $500 for each additional 5 minutes of obstruction. From 2009 to 2018, similar laws from other states were met with federal preemption findings, and a 2019 Oklahoma law is currently under a Federal Injunction.

With little federal oversight and no state authority, there are no tools to incentivize or deter railroads from blocking crossings. When blocked crossing issues do appear or are heightened, coordination with railroads, communities, the FRA, and other stakeholders has helped in certain instances, but the solutions are not always collaborative or equitable to all parties. Moreover, where a problem area was addressed, a new challenge may be created at crossings elsewhere on the line, or reappear with new personnel, customers, or other operational changes. **We believe that federal legislation is necessary to bridge the gap between preempted state laws and the STB's authority on blocked crossings, and to provide consistent direction instead of waiting for case-by-case issues to arise that create immediate negative impacts to public safety and convenience.** Ultimately, our desire is to work collaboratively with communities, railroads, and the FRA to provide infrastructure improvements that allow for safe and enhanced rail and highway operations.

3. **Trespassing and suicide** along rail lines in Illinois are also significant concerns. It is a problem that has been present for the past 30 plus years and accounts for approximately 30 fatalities and 25 injuries per year, leaving so many people impacted. Recent studies by the FRA identified that 75% of trespassing incidents happen within 500 to 1000 feet of a grade crossing. **To address this and other hot spots, we have been working with our state lawmakers to expand funding from our Grade Crossing Protection Fund to allow for assistance with trespassing mitigation, as well as the construction of more bridges to meet community demand for safer pedestrian and commuter accommodations.** The bill was just introduced last week as IL House Bill 4248.

4. **Use of Best Available Technology and Corridor Reviews**
While we pursue the next generation of Positive Train Control and integration with grade crossings, we have current equipment that is proven and provides the best available technology. For Illinois, the use of four quadrant gates with vehicle detection provides an example. There are 178 four quadrant gate locations in the State of Illinois that seal the entire crossing and use vehicle detection to avoid entrapment of a motorist on a crossing. The first installations were completed in 2001, and the latest location completed in 2018. Commission Staff believes that the installation of four quadrant gates should be the goal when installing, renewing, or making significant changes to crossings within mixed commuter and freight corridors in the Chicago region, or other complex areas in the country. **In Illinois where nearly 25% of crashes stem from motorists driving around gates, we believe four quadrant gates provide the best**

available technology. Staff believes that any additional cost concerns are outweighed by the greater safety benefit with four quadrant gates compared to just upgrading or renewing a crossing to two quadrant gates. Along with the use of best available technology, we also believe corridor reviews should be conducted in the overall analysis when determining improvements for grade crossings.

5. **Project Coordination & Challenges**

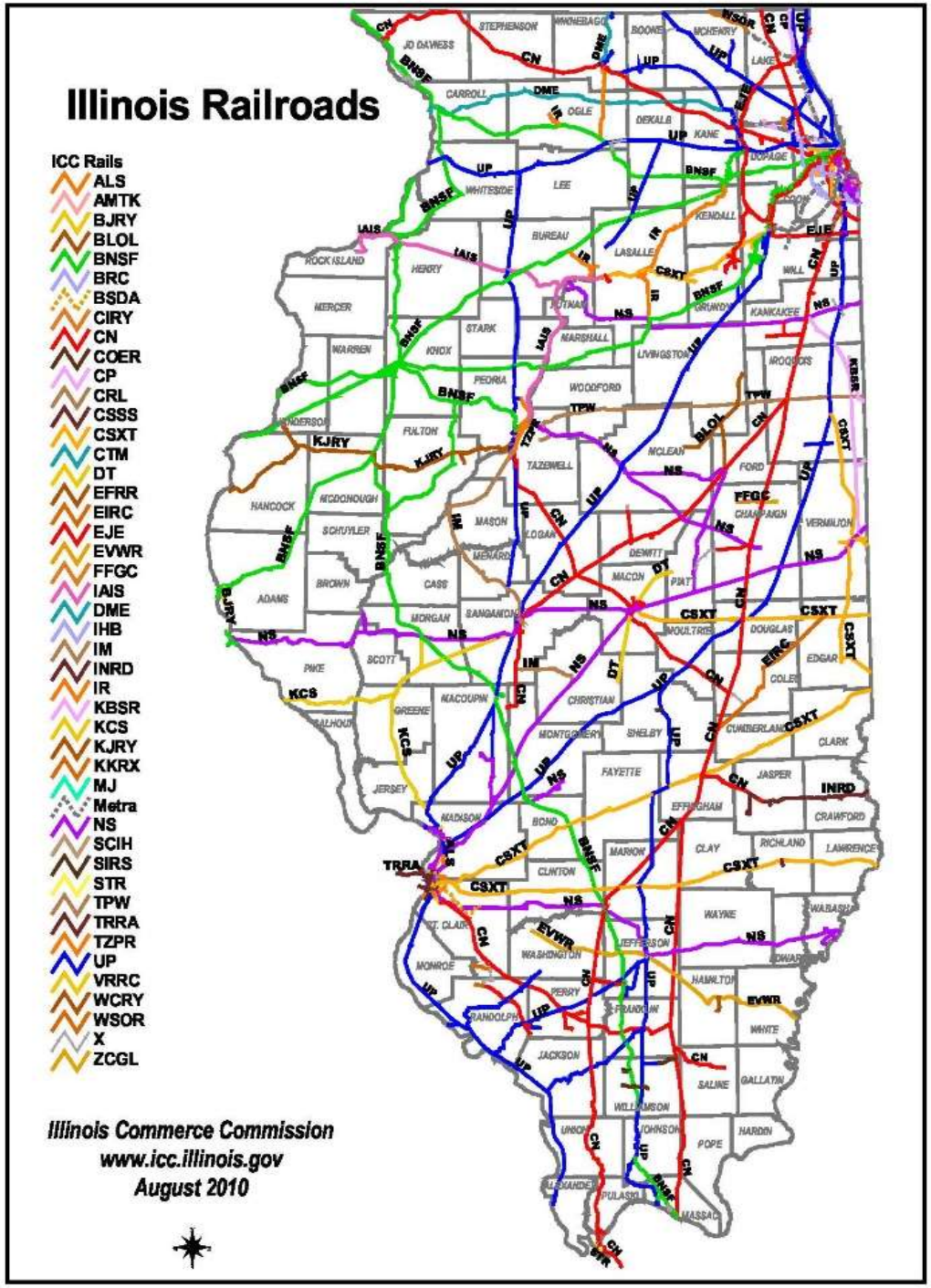
In Illinois we have seen challenges for communities in meeting funding match requirements. In response, the Commission has increased assistance for signal projects, and we are currently reviewing reducing the match for other types of projects. We are also aware of Section 130 match concerns, and the desire for more funding for bridge projects.

In addition, we have experienced what appears to be a pullback by many railroads in providing resources to address public works projects. This has led to delay in finalizing plans, estimates, reviews, and agreements. Further, some railroad requirements regarding project scope, cost, design, and operations during construction have led to unreasonable requests that do not coincide with the needs of a specific location. Again, this contributes to project delays, wasted resources, increased costs, and in some cases, projects may not be pursued.

Thank you again for providing me this opportunity to highlight the activities and concerns in Illinois. While I represent the Illinois Commerce Commission, I am also a member of the Association of State Rail Safety Managers that includes 30 States and the District of Columbia. While Illinois has many unique operating considerations, the concerns I've discussed today are common across much of the country.

Exhibit List

A. Illinois System Facts
B. Illinois Crash & Incident Trends
C. Illinois Grade Crossing Crash Statistics
D. Nationwide Incident Rates
E. Estimating Increase in Average Train Length: 1980-2019
F. Illinois House Bill 4248 – Trespass Mitigation Measures
G. STB Reporting Requirements (Example)



Illinois System Facts

7,376 (#2 : TX #1)
Route Miles of Track

146,958 (#3 : TX & CA #1 & 2)
Centerline Miles of Highway

7,595 (#2 : TX #1)
Public Level Crossings

2,667 (#2 : PA #1)
Public Grade Separations

60+ (#1)
Railroad Companies

483.2 Million (#1)
Total Tons @ 2017

12,741,800 (#1)
Total Carloads @ 2017

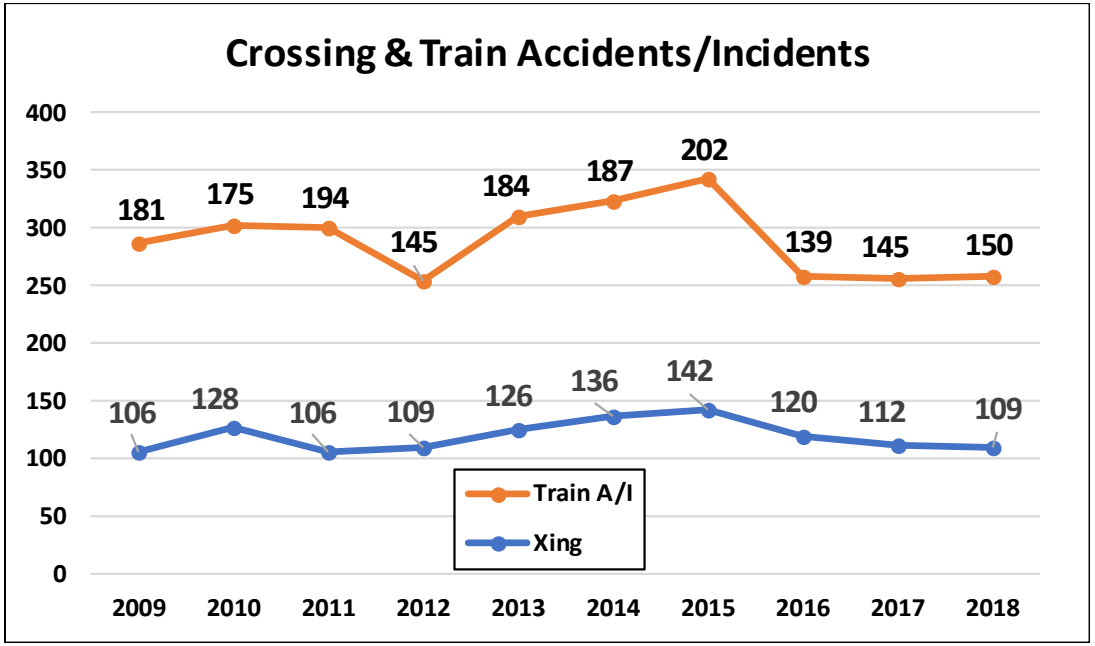
Illinois Relatively

UP = 20%	CSX = 6%
CN = 17%	NIRC = 5%
BNSF = 14%	CP = 2%
NS = 12%	KCS = 2%

Illinois Crash & Incident Trends

Year	Illinois (30 Years)					
	Crash All Xings	Crash Killed	Crash Injured	Tpass Killed	Tpass Injured	Tpass Total Incident
90	345	57	133	35	43	74
91	317	47	150	40	34	72
92	318	45	123	34	34	66
93	303	55	118	30	37	63
94	337	54	189	40	34	72
95	295	48	139	36	38	69
96	232	39	88	32	30	58
97	213	27	85	44	28	68
98	199	30	67	34	24	58
99	202	54	114	32	29	60
00	217	31	68	31	26	56
01	212	31	89	39	27	66
02	172	24	67	32	26	58
03	169	30	71	26	29	53
04	178	28	70	25	29	50
05	180	31	83	19	20	38
06	174	25	74	25	29	54
07	160	29	69	26	35	60
08	153	27	74	39	26	64
09	106	18	50	20	23	40
10	128	28	40	31	24	54
11	106	17	73	26	28	51
12	109	17	40	16	18	33
13	126	13	40	19	28	47
14	136	21	54	27	19	43
15	142	22	89	12	16	27
16	120	19	50	18	18	31
17	112	24	32	15	27	41
18	110	16	36	22	20	39
19 YTD	99	19	24	30	17	46
Total	**5,670**	**926**	**2,399**	**855**	**816**	**1,611**
Avg	**189.0**	**30.9**	**80.0**	**28.5**	**27.2**	**53.7**

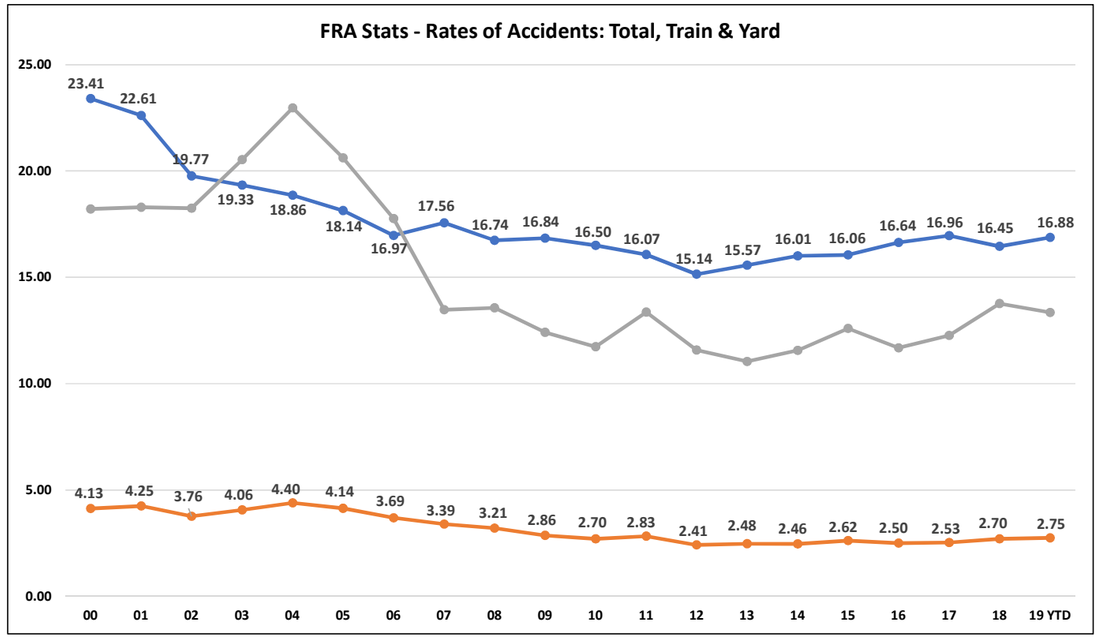
2009 to 2018



Six Key FRA Performance Measures - Rates of Incidents Between 2000 and 2019 & 2020 & 2019. Good over 20-years, not so good last 10-years.

Rates are incidents per million train miles except for yard switching which is rate per million miles of yard switching.

Year	Total Accidents	Train Accidents	Yard Accidents
00	23.41	4.13	18.21
01	22.61	4.25	18.30
02	19.77	3.76	18.25
03	19.33	4.06	20.53
04	18.86	4.40	22.97
05	18.14	4.14	20.61
06	16.97	3.69	17.77
07	17.56	3.39	13.48
08	16.74	3.21	13.57
09	16.84	2.86	12.41
10	16.50	2.70	11.73
11	16.07	2.83	13.36
12	15.14	2.41	11.58
13	15.57	2.48	11.04
14	16.01	2.46	11.56
15	16.06	2.62	12.60
16	16.64	2.50	11.68
17	16.96	2.53	12.27
18	16.45	2.70	13.76
19 YTD	16.88	2.75	13.34
Change 2000 to 2019	-27.9%	-33.4%	-26.7%
Change 2010 to 2019	1.7%	1.2%	8.8%



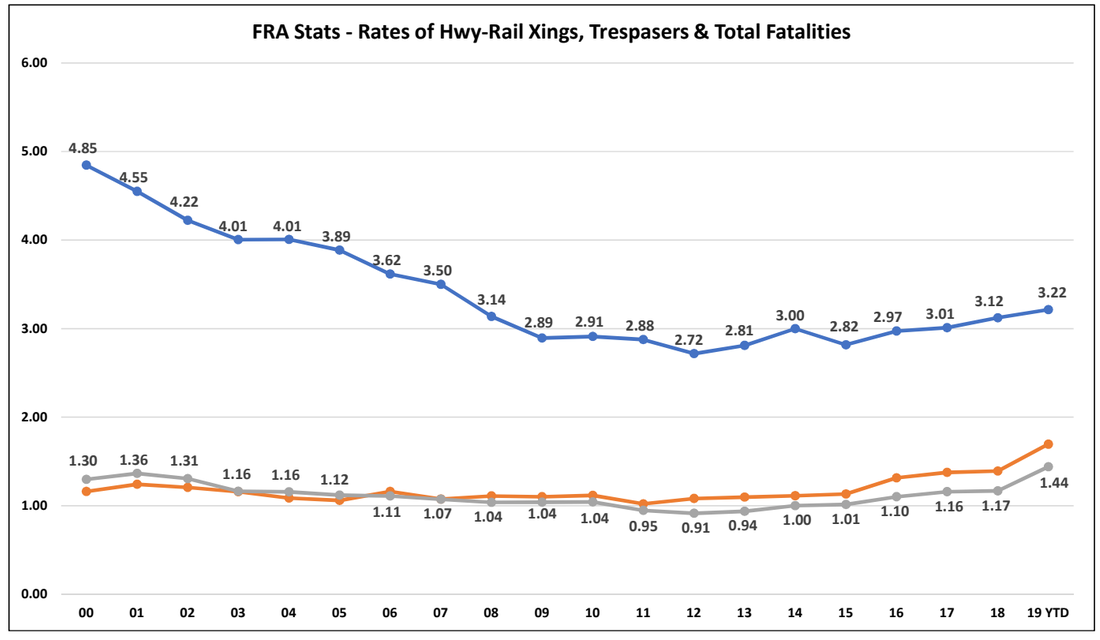
Type of Incident	% Change 2000 to 2019 YTD	% Change 2010 to 2019 YTD
Total Accidents	-27.9%	1.7%
Train Accidents	-33.4%	1.2%
Yard Switching	-26.7%	8.8%

Total & train accidents are by million total train miles
Yard rate is yard incidents by yard miles

Type of Incident	Change 2010 to 2019 YTD
Total Accidents	> by 1.7%
Train Accidents	> by 1.2%
Yard Switching	> by 8.8%
Hwy-Rail Xing Incident	> by 10.4%
Trespasser Incident	> by 51.6%
Total Fatalities	> by 38.1%

Year	--- Total train miles
00	722,876,632
01	711,549,906
02	728,674,146
03	743,330,718
04	770,152,268
05	789,033,596
06	813,583,252
07	793,617,148
08	773,996,067
09	667,934,079
10	704,814,252
11	717,632,844
12	731,578,122
13	748,455,721
14	765,816,205
15	738,450,527
16	689,635,211
17	705,744,899
18	711,423,619
19 YTD	569,213,968

Year	Hwy-Rail Xing Incidents	Trespasser Incidents	Total Fatalities
00	4.85	1.16	1.30
01	4.55	1.24	1.36
02	4.22	1.21	1.31
03	4.01	1.16	1.16
04	4.01	1.09	1.16
05	3.89	1.06	1.12
06	3.62	1.16	1.11
07	3.50	1.08	1.07
08	3.14	1.11	1.04
09	2.89	1.10	1.04
10	2.91	1.12	1.04
11	2.88	1.02	0.95
12	2.72	1.08	0.91
13	2.81	1.10	0.94
14	3.00	1.11	1.00
15	2.82	1.13	1.01
16	2.97	1.32	1.10
17	3.01	1.38	1.16
18	3.12	1.39	1.17
19 YTD	3.22	1.70	1.44
Change 2000 to 2019	-33.6%	45.9%	11.1%
Change 2010 to 2019	10.4%	51.6%	38.1%



Type of Incident	% Change 2000 to 2019 YTD	% Change 2010 to 2019 YTD
Hwy-Rail Xing Incident	-33.6%	10.4%
Trespasser Incident	45.9%	51.6%
Total Fatalities	11.1%	38.1%

Rates are by million train miles

Collisions: 1/1/1980 thru 10/31/2019 at All Types of Crossings & All Types of Trains	Total of All Collisions 1980 thru Oct of 2019	Total of all Deaths 1980 thru Oct 2019	Total of all Injuries 1980 thru Oct 2019	Collisions @ Main Track Freight Train (Pulling)	Deaths Main Track Freight Reports	Injuries Main Track Freight Reports	Total # of Locos in Reports	Total # of Cars in Reports	Avg # of Locos	Avg # of Cars		ALTERNATE MOVING AVERAGE: Estimate of Average Car Length	ALTERNATE: Avg Length of Train @ Estimated Length
1980	10,796	833	3,890	6,475	632	2,613	16,401	363,661	2.5	56.2		50	**2,993**
1981	9,461	728	3,293	5,710	554	2,284	14,677	322,464	2.6	56.5		50	**3,011**
1982	7,933	607	2,637	4,867	465	1,834	12,775	281,799	2.6	57.9		51	**3,145**
1983	7,304	575	2,623	4,556	461	1,812	11,935	261,520	2.6	57.4		51	**3,119**
1984	7,456	649	2,910	4,745	529	2,090	12,649	272,478	2.7	57.4		52	**3,181**
1985	7,073	582	2,687	4,475	444	1,957	11,900	259,120	2.7	57.9		52	**3,205**
1986	6,513	616	2,458	4,258	497	1,714	11,290	245,956	2.7	57.8		53	**3,255**
1987	6,426	624	2,429	4,340	513	1,846	11,625	255,803	2.7	58.9		53	**3,319**
1988	6,617	689	2,589	4,426	568	1,852	11,851	252,733	2.7	57.1		54	**3,279**
1989	6,526	801	2,868	4,426	654	1,998	11,748	255,348	2.7	57.7		54	**3,309**
1990	5,718	698	2,407	3,913	561	1,816	10,412	229,889	2.7	58.8		55	**3,425**
1991	5,389	608	2,094	3,732	489	1,502	9,658	210,808	2.6	56.5		55	**3,296**
1992	4,928	579	1,975	3,351	463	1,370	8,733	193,995	2.6	57.9		56	**3,432**
1993	4,935	626	1,837	3,412	493	1,316	8,859	194,233	2.6	56.9		56	**3,377**
1994	4,999	615	1,961	3,464	500	1,445	8,860	190,106	2.6	54.9		57	**3,315**
1995	4,649	579	1,894	3,163	458	1,322	7,941	176,078	2.5	55.7		57	**3,356**
1996	4,268	488	1,610	2,949	396	1,170	7,297	160,168	2.5	54.3		58	**3,331**
1997	3,867	461	1,540	2,638	345	1,077	6,313	146,233	2.4	55.4		58	**3,390**
1998	3,521	431	1,303	2,361	332	915	5,786	137,238	2.5	58.1		59	**3,608**
1999	3,512	402	1,400	2,352	294	991	5,823	141,778	2.5	60.3		59	**3,737**
2000	3,589	425	1,219	2,451	323	839	6,241	151,336	2.5	61.7		60	**3,891**
2001	3,237	421	1,157	2,168	298	819	5,518	136,850	2.5	63.1		60	**3,973**
2002	3,081	357	999	2,049	270	680	5,152	128,063	2.5	62.5		61	**3,996**
2003	2,977	334	1,035	1,987	240	672	4,834	121,992	2.4	61.4		61	**3,923**
2004	3,085	371	1,094	2,076	262	744	5,074	129,962	2.4	62.6		62	**4,060**
2005	3,066	359	1,055	2,041	272	702	5,072	125,577	2.5	61.5		62	**3,996**
2006	2,942	369	1,072	1,928	264	698	4,827	123,517	2.5	64.1		63	**4,219**
2007	2,778	339	1,063	1,827	225	683	4,648	116,996	2.5	64.0		63	**4,220**
2008	2,429	290	993	1,563	201	610	4,022	99,993	2.6	64.0		64	**4,282**
2009	1,933	248	744	1,214	144	455	3,042	79,172	2.5	65.2		64	**4,357**
2010	2,052	261	888	1,306	172	500	3,261	84,350	2.5	64.6		65	**4,380**
2011	2,064	246	1,048	1,356	171	542	3,437	91,720	2.5	67.6		65	**4,582**
2012	1,988	231	974	1,353	161	555	3,495	87,504	2.6	64.7		66	**4,457**
2013	2,104	232	977	1,374	133	593	3,456	89,359	2.5	65.0		66	**4,476**
2014	2,296	262	871	1,486	188	536	3,731	99,655	2.5	67.1		67	**4,676**
2015	2,080	237	1,048	1,349	145	570	3,500	93,055	2.6	69.0		67	**4,811**
2016	2,050	255	853	1,297	154	488	3,333	87,414	2.6	67.4		68	**4,771**
2017	2,124	271	845	1,324	161	537	3,490	95,164	2.6	71.9		68	**5,080**
2018	2,220	263	842	1,353	160	477	3,570	98,703	2.6	73.0		69	**5,226**
2019 YTD Thru Oct	1,830	259	642	1,144	142	364	3,333	84,456	2.9	73.8		69	**5,307**
Grand Total	**171,816**	**18,221**	**65,824**	**112,259**	**13,734**	**44,988**	**289,569**	**6,676,246**	**2.6**	**59.5**			

If you start with an average car length of 50' in 1980 and then assume that the average length increases by 1' every other year you end up with an average length of 69' in 2019

Consistent with Findings of GAO 2019 Report with Increase in Average Train Length to over 1 mile.

"Freight Trains Are Getting Longer, and Additional Information Is Needed to Assess Their Impact"

GAO-19-443: https://www.gao.gov/products/GAO-19-443

1980-2019

65' Length	Moving Length	
3,651	2,993	Begin
4,799	5,307	End
1,148	2,314	Change
31.4%	**77.3%**	**Increase**

2008-2017

65' L	Moving Length	
3,651	4,220	Begin
4,799	5,080	End
1,148	860	Change
31.4%	**20.4%**	**Increase**

GAO 25%

Full Text of HB4248 *101st General Assembly*

Introduced
Printer-Friendly Version PDF Bill Status

101ST GENERAL ASSEMBLY
State of Illinois
2019 and 2020
HB4248

Introduced , by Rep. Robyn Gabel

SYNOPSIS AS INTRODUCED:

35 ILCS 505/8	from Ch. 120, par. 424
625 ILCS 5/18c-7401	from Ch. 95 1/2, par. 18c-7401

Amends the Motor Fuel Tax Law. Provides that the funds transferred each month to the Grade Crossing Protection Fund may go to the maintenance of safety treatments to deter trespassing. Deletes language providing that the Illinois Commerce Commission shall not order more than $2,000,000 per year in Grade Crossing Protection Fund moneys for pedestrian walkways. Amends the Illinois Vehicle Code. Allows the Illinois Commerce Commission, after a hearing or by stipulated agreement, to authorize and order the terms of installation, operation, maintenance, and use of safety treatments requested by a public authority or rail carrier to deter trespassing on railroad property at a place other than a public crossing.

LRB101 15832 LNS 65187 b

A BILL FOR

HB4248 LRB101 15832 LNS 65187 b

AN ACT concerning transportation.

STB – Reporting Requirements from Past Dockets

Provide the greatest detail and should be used as the template. Example:

Docket No. FD 35522
CSX TRANSPORTATION, INC.—ACQUISITION OF OPERATING EASEMENT—
GRAND TRUNK WESTERN RAILROAD COMPANY

Specifically, CSXT's monthly reports shall be filed for a period of one year, and shall include the following information:

1. With respect to each at-grade crossing on the Elsdon Line:
- Identify the level of crossing protection (i.e., gates, lights, etc.);
- Disclose each crossing equipped with gates and whether the gate is working properly.
  - If the gate is not working properly, indicate the steps being taken to repair it and when that repair will occur.
  - If a repair has already been made, indicate when it was discovered and when it was fixed.

2. For each at-grade crossing blockage of more than 10 minutes:
- Provide the location, date, time, and duration;
- Identify the cause of the blockage (e.g., stopped train, slow-moving train, gate malfunction, etc.);
- Indicate whether a train was cut for each blockage caused by a stopped train; and if it was not cut, indicate why.

3. Provide the status of operating protocols with Norfolk Southern Railway Company, METRA, Indiana Harbor Belt Railroad, and any other rail carriers whose operations could cause interference with CSXT's operations on the Elsdon Line.