



RAILWAY-HIGHWAY CROSSINGS PROGRAM

Fiscal year	2016	2017	2018	2019	2020
Authorization	\$350 M*	\$230 M	\$235 M	\$240 M	\$245 M

*The FAST Act authorized \$225 million to be set aside from the Highway Safety Improvement Program (HSIP) for FY 2016, but the later enacted Department of Transportation Appropriations Act, 2016 raised the set-aside amount for FY 2016 to \$350 million

Program purpose

The FAST Act continues the Railway-Highway Crossings program, which provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

Statutory citations: FAST Act §§ 1108, 1412; 23 U.S.C. 130

Funding features

Type of budget authority

Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

Source and apportionment of funds

The program is funded via a set-aside from each State's apportionment for the HSIP. FHWA apportions program funds among States based on the following factors:

- 50% based on the formula factors for the Surface Transportation Program in 23 U.S.C. 104(b)(3)(A), as in effect the day before enactment of MAP-21; and
- 50% based on the number of public railway-highway crossings. [23 U.S.C. 130(f)(1)]

Each State is guaranteed to receive a minimum of 0.5% of the program funds. [23 U.S.C. 130(f)(2)]

Set-asides

At least 50% of each State's railway-highway crossings funds must be set aside for the installation of protective devices at railway-highway crossings. [23 U.S.C. 130(e)(1)(B)]

Transferability to other Federal-aid apportioned programs

Funds set-aside for the Railway-Highway Crossings Program may not be transferred to other apportioned programs.

Federal share: 90% [23 U.S.C. 130(f)(3)]

Eligible activities

The FAST Act continues all prior program eligibilities. It also extends eligibility to include the relocation of highways to eliminate railway-highway grade crossings and projects at railway-highway grade crossings to eliminate hazards posed by blocked crossings due to idling trains. [FAST Act § 1412]

If a State demonstrates to the satisfaction of the Secretary that the State has met all its needs for installation of protective devices at railway-highway crossings, the State may use funds made available under the program for any purpose eligible under the HSIP. [23 U.S.C. 130(e)(3)]

Program features

Apart from the new authorized amounts and eligibility (both described above), the FAST Act makes no changes to the Railway-Highway Crossings program.