RAILWAY-HIGHWAY CROSSINGS PROGRAM

<table>
<thead>
<tr>
<th>Fiscal year</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorization</td>
<td>$350 M*</td>
<td>$230 M</td>
<td>$235 M</td>
<td>$240 M</td>
<td>$245 M</td>
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</tbody>
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*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.