

Section 130 Program

SHRP2 Peer Exchange Meeting
September, 2018



U.S. Department of Transportation
Federal Highway Administration



U.S. Department of Transportation
Federal Railroad Administration



Safe Roads for a Safer Future
Investment in roadway safety saves lives

<http://safety.fhwa.dot.gov>

Overview

- Recap of Section 130 Webinars and Case Study
- Section 130 Overview
- Section 130 Updates



Recap of Section 130 Webinars and Case Study



U.S. Department of Transportation
Federal Highway Administration



<http://safety.fhwa.dot.gov>

Past Section 130 Webinars

- COI Webinar, Getting the Most from Your Section 130 Program, May 16, 2017
- COI Webinar, Section 130 Funding, Part II, Answers to Frequently Asked Questions, May 18, 2018

[http://shrp2.transportation.org/Pages/R16 CommunityofInterest.aspx](http://shrp2.transportation.org/Pages/R16_CommunityofInterest.aspx)



Case Studies

- Leveraging Section 130 Funding through Railroad-DOT Mitigation Strategies (R16)
 - Michigan DOT's Section 130 Program
 - Section 130 Funding Eligibility
 - Key Strategies to Improve Section 130 Project Delivery

<http://shrp2.transportation.org/Documents/Renewal/R16%20Section%20130%20Case%20Study%20Final.pdf>



Key Strategies to Improve Section 130 Project Delivery

- Begin to coordinate at the project concept or early planning stage,
 - horizontal or vertical constraints on the railroad right-of-way or
 - that may be contemplated to interfere even briefly with train operations.
- Have one DOT and railroad central point of contact empowered to coordinate highway and railroad project issues.



Key Strategies to Improve Section 130 Project Delivery

- Use standard designs and legal agreements whenever possible.
- Adopt master agreements in which both parties agree to standard provisions within all projects to streamline the project agreement process to ensure that conditions or railroad activities haven't changed.
- Schedule regular review meetings in which both sides review successes and issues
- Hold preconstruction meetings so that the contractors, highway agencies, utilities, and railroads have common expectations for the construction project.



Key Strategies to Improve Section 130 Project Delivery

- Conduct formal crossing diagnostics on an annual basis with DOT, regulators, and railroad personnel.
- Conduct safety-related communications and outreach to communities.
- Replace at-grade crossings with grade-separation structures; close crossings where appropriate.
- Develop MOU for to address programming of multiple projects along a corridor





Section 130 Program Overview

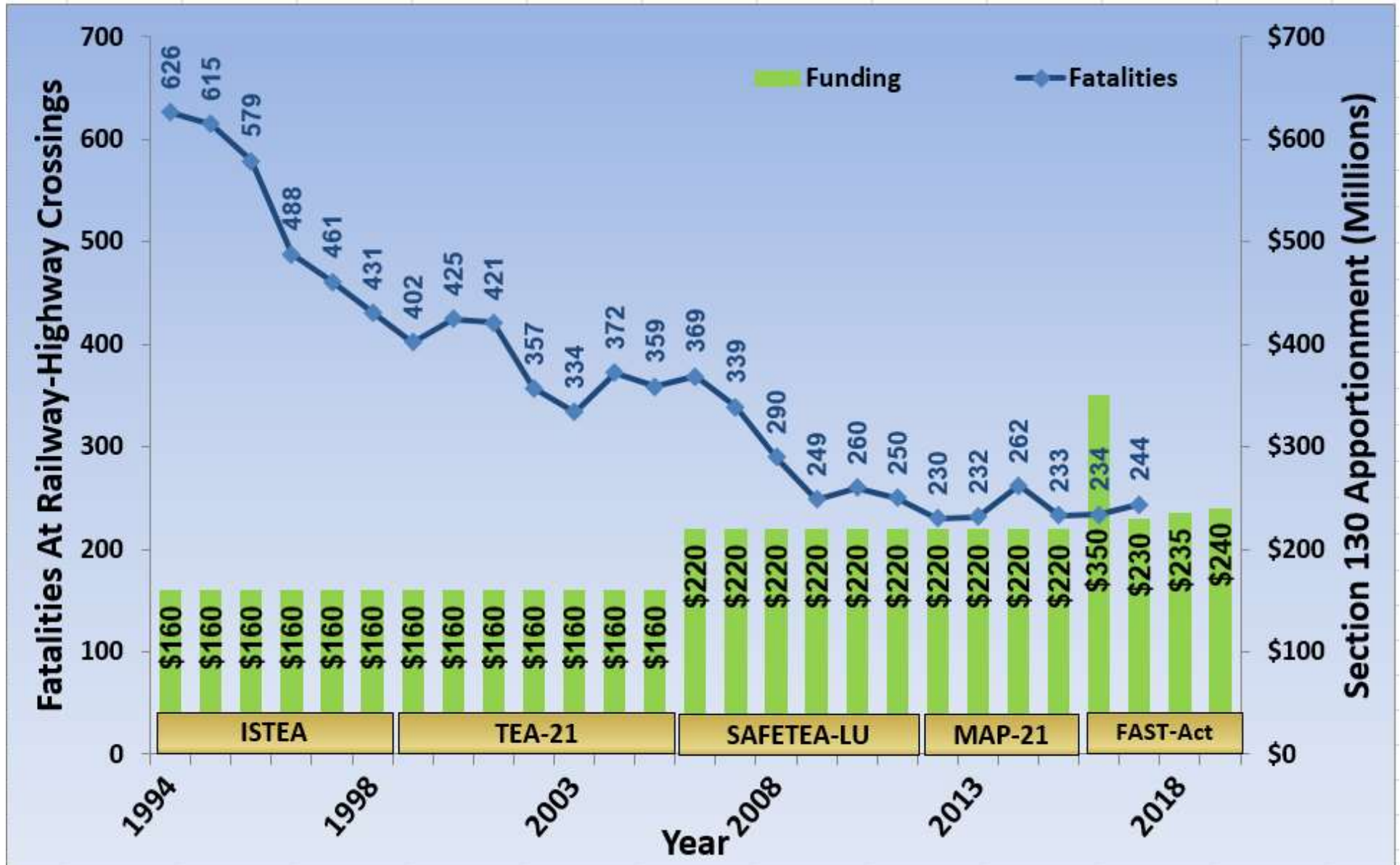


U.S. Department of Transportation
Federal Highway Administration



<http://safety.fhwa.dot.gov>

Fatalities at Crossings & Funding



FAST Act Funding



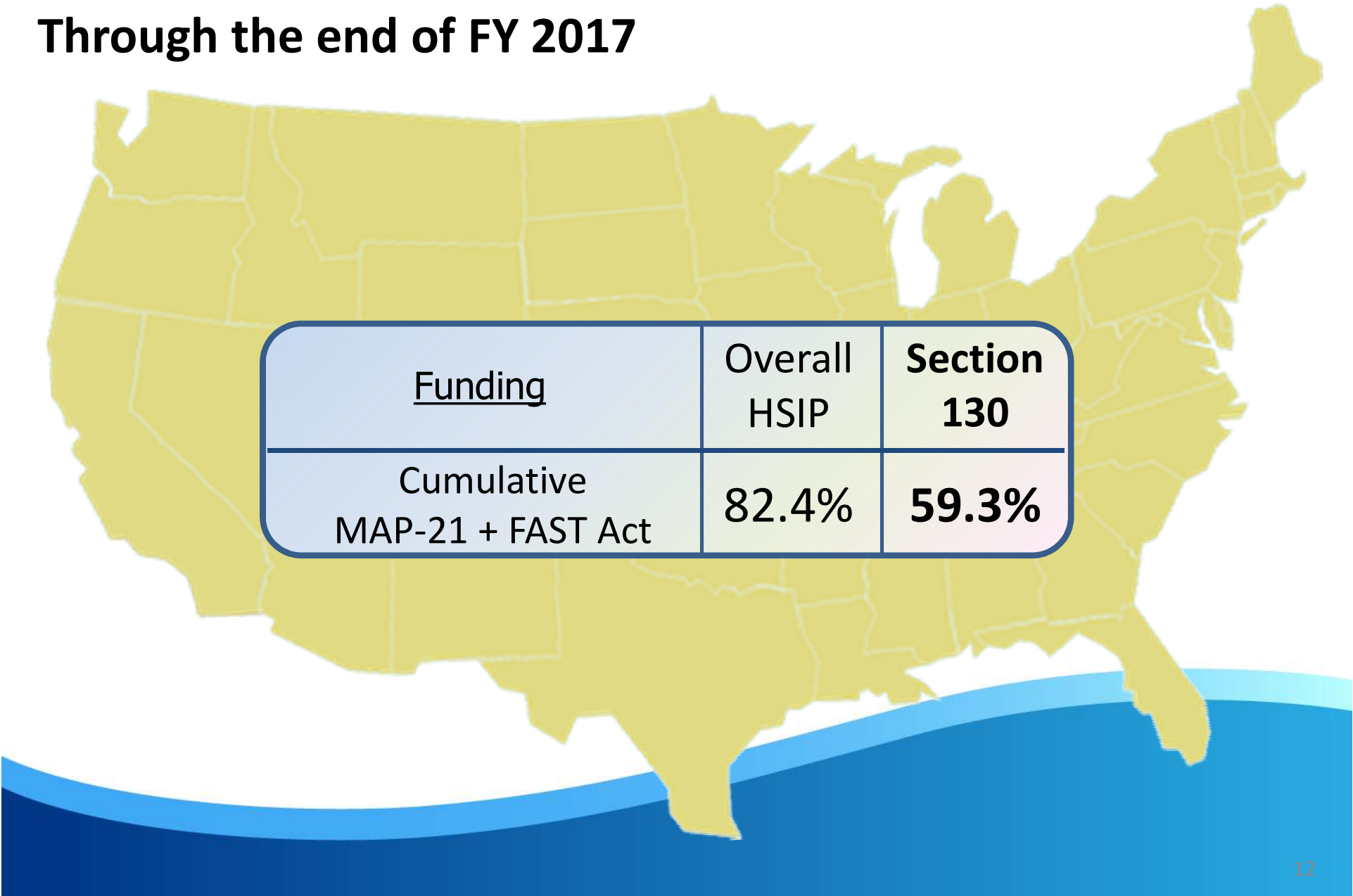
2016	2017	2018	2019	2020
\$350 M*	\$230 M	\$235 M	\$240 M	\$245 M

*Includes a one-time increase to \$350 million from the FY 2016 Omnibus bill passed on December 18, 2015



National Obligation Rates

Through the end of FY 2017



<u>Funding</u>	Overall HSIP	Section 130
Cumulative MAP-21 + FAST Act	82.4%	59.3%



Obligation Rates by State

**Cumulative MAP-21 & FAST Act
through end of FY 2017**

Also posted online at:

https://safety.fhwa.dot.gov/hsip/gen_info/slorhsip/

State	Funds Apportioned	Obligations to Date	% Obligated
Alabama	\$25,546,798	\$13,563,509	53.1%
Alaska	\$6,197,800	\$6,197,800	100.0%
Arizona	\$15,012,585	\$8,917,105	59.4%
Arkansas	\$21,149,559	\$9,337,361	44.1%
California	\$86,056,463	\$46,003,475	53.5%
Colorado	\$17,881,690	\$6,751,259	37.8%
Connecticut	\$7,291,106	\$3,470,998	47.6%
Delaware	\$6,197,800	\$6,197,800	100.0%
District of Columbia	\$6,197,800	\$6,197,800	100.0%
Florida	\$47,793,499	\$45,656,474	95.5%
Georgia	\$44,303,962	\$23,615,953	53.3%
Hawaii	\$6,197,800	\$2,804,140	45.2%
Idaho	\$9,989,954	\$4,108,756	41.1%
Illinois	\$58,097,949	\$23,104,391	39.8%
Indiana	\$41,245,290	\$15,595,143	37.8%
Iowa	\$29,419,751	\$12,327,058	41.9%
Kansas	\$33,413,773	\$26,389,248	79.0%
Kentucky	\$20,442,366	\$7,349,429	36.0%

State	Funds Apportioned	Obligations to Date	% Obligated
Louisiana	\$22,724,568	\$13,329,177	58.7%
Maine	\$6,915,600	\$2,276,771	32.9%
Maryland	\$12,895,788	\$7,937,376	61.6%
Massachusetts	\$13,619,600	\$12,922,369	94.9%
Michigan	\$41,984,150	\$19,012,249	45.3%
Minnesota	\$33,457,399	\$12,861,646	38.4%
Mississippi	\$19,096,318	\$17,984,567	94.2%
Missouri	\$30,940,015	\$26,863,106	86.8%
Montana	\$10,434,798	\$9,536,086	91.4%
Nebraska	\$20,069,151	\$12,285,680	61.2%
Nevada	\$6,197,800	\$3,804,326	61.4%
New Hampshire	\$6,197,800	\$2,609,391	42.1%
New Jersey	\$20,521,215	\$20,155,151	98.2%
New Mexico	\$8,996,558	\$6,118,417	68.0%
New York	\$34,680,569	\$14,889,827	42.9%
North Carolina	\$36,208,664	\$33,215,937	91.7%
North Dakota	\$20,570,642	\$14,781,698	71.9%

State	Funds Apportioned	Obligations to Date	% Obligated
Ohio	\$48,268,453	\$48,268,453	100.0%
Oklahoma	\$29,235,382	\$18,800,168	64.3%
Oregon	\$16,260,476	\$8,345,659	51.3%
Pennsylvania	\$36,756,566	\$13,612,487	37.0%
Rhode Island	\$6,197,800	\$2,203,796	35.6%
South Carolina	\$23,710,883	\$16,174,671	68.2%
South Dakota	\$13,229,767	\$4,842,512	36.6%
Tennessee	\$26,455,048	\$21,716,716	82.1%
Texas	\$99,473,338	\$52,988,037	53.3%
Utah	\$8,834,313	\$4,099,955	46.4%
Vermont	\$6,197,800	\$6,076,399	98.0%
Virginia	\$25,162,380	\$11,890,988	47.3%
Washington	\$22,819,259	\$10,739,796	47.1%
West Virginia	\$11,039,741	\$5,785,629	52.4%
Wisconsin	\$31,774,414	\$8,050,270	25.3%
Wyoming	\$6,197,800	\$3,552,978	57.3%

FHWA-FRA Partnering Efforts



- Published Model grade crossing action plan
- FRA upcoming regulation to develop or update a State Action Plan. FAST Act allows Section 130 funding for State Action Plans
- Upcoming new Highway-Rail Crossings Handbook, 3rd Edition
- Continual coordination to provide additional tools and resources

Highway-Railway
Grade Crossing
Action Plan and
Project
Prioritization
Noteworthy
Practices Guide,
*FHWA-FRA Joint
Project, published
November, 2016*
[www.fra.dot.gov/eLib/
details/L18430](http://www.fra.dot.gov/eLib/details/L18430)

NOTEWORTHY
PRACTICES GUIDE

**Highway-Railway Grade Crossing Action Plan
and Project Prioritization**



U.S. Department of Transportation
Federal Highway Administration



U.S. Department of Transportation
Federal Railroad Administration



www.safety.fhwa.dot.gov



Section 130 Program Updates

*What's New
&
Coming Soon!*



U.S. Department of Transportation
Federal Highway Administration



<http://safety.fhwa.dot.gov>


Recent Updates



- States submitted their annual Railway-Highway Crossing Program reports August 31 to FHWA on the progress being made to implement Section 130 and the effectiveness of the improvements
- These will be used to prepare the next Biennial Report to Congress in 2020

Joint Webinars

NEW!

- FHWA & FRA jointly sponsored
 - Quarterly
 - Discuss highway-rail grade crossing issues, tools and strategies to enhance safety
 - Previous webinar recordings available <https://safety.fhwa.dot.gov/hsip/xings/>
 - Next Joint Webinar:
 - Thursday November 1, 2018
 - Quiet Zones
- 

Updated Webpages

Rail-Highway Crossings Program (Section 130) Questions & Answers

https://safety.fhwa.dot.gov/legislationandpolicy/fast/xing_qa.cfm

Obligation rates now available!!

https://safety.fhwa.dot.gov/hsip/gen_info/slorhsip/

FHWA Railway-Highway Crossings Program (Section 130) Webpage

<http://safety.fhwa.dot.gov/xings/>

U.S. Department of Transportation
Federal Highway Administration

About Programs Resources Briefing Room Contact Search FHWA

Safety

About Office of Safety Programs Initiatives Resources Contact

Search Safety

FHWA Home / Safety / HSIP / Railway-Highway Crossings (Section 130) Program

eSubscribe

Railway-Highway Crossings (Section 130) Program

Overview

Strategic Highway Safety Plan (SHSP)

Highway Safety Improvement Program (HSIP)

Safety Performance Management (Safety PM)

Railway-Highway Crossings (Section 130) Program

High Risk Rural Roads (HRRR)

Program Contact


Program Overview
Policy and Guidance
Resources

Program Overview

The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at railway-highway crossings. The Section 130 Program has been correlated with a significant decrease in fatalities at railway-highway grade crossings. Since the Program's inception in 1987 through 2014, for which most recent data is available, fatalities at these crossings have decreased by 57 percent. The overall reductions in fatalities come despite an increase in the vehicle miles traveled on roadways and an increase in the passenger and freight traffic on the railways.

The 2015 Fixing America's Surface Transportation Act (FAST Act) continues the annual set-aside for railway-highway crossing improvements under 23 USC 130(e). The funds are set-aside from the Highway Safety Improvement Program (HSIP) apportionment. The FAST Act increased the set-aside amount for each fiscal year. In addition, the Consolidated Appropriations Act of 2016 (Public Law 114-113) provided a one-time increase for fiscal year 2016. The annual set-aside will be:

FY 2016:	\$350 million
FY 2017:	\$230 million
FY 2018:	\$235 million
FY 2019:	\$240 million
FY 2020:	\$245 million





Coming in the next year...

- Highway-Rail Crossing Handbook, 3rd Edition
- Federal Aid Essentials Video on Section 130
- NHI Training Course Updates
- Additional Noteworthy Practices highlighting State DOT and local agency case studies
- Increased FHWA & FRA Partnering (training, technical assistance, tools)

Thank you!

Contact:

Jessica Rich

FHWA Tennessee Division

jessica.rich@dot.gov

615-781-5788

Kelly Morton

FHWA Office of Safety

kelly.morton@dot.gov

602-382-8976

New R16 Product Lead

Katie Hulbert

FHWA Office of Infrastructure

kathleen.hulbert@dot.gov

202-809-4758

