

THE HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) 2022

The Railway-Highway Crossings Program

Funding Rail Crossing Safety Improvements

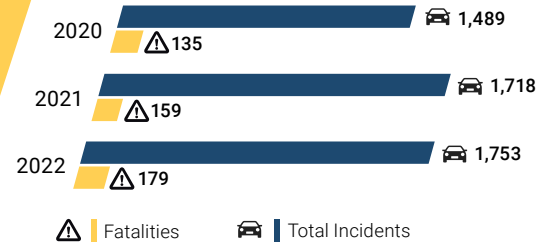
Railway crossings create potential conflict points between road users and trains. In 2022, 179 people were killed in a total of 1,753 incidents at public railway-highway crossings in the United States.¹

The Railway-Highway Crossings Program (RHCP)—also called Section 130—helps improve safety by funding projects that eliminate hazards at railway-highway crossings.² From 2000 to 2019, crossings improved using RHCP funds saw fatalities decrease by 32%.³ RHCP is funded through a set-aside from the Highway Safety Improvement Program. The Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (BIL), set aside \$245 million annually from fiscal years 2022 to 2026 for the RHCP.⁴ Program funds are available for projects at all public crossings, including roadways, bike trails, pedestrian paths, and projects to eliminate the hazards of blocked crossings due to idling trains. BIL raised the Federal share for these funds to 100% and no longer requires a 10% match.⁵

For more information on eligibility and guidance, visit <https://highways.dot.gov/safety/hsip/xings/policy-and-guidance>.

In 2022, States allocated \$514 million to fund projects that eliminate hazards at railway-highway crossings.

Incidents at Railway-Highway Crossings, 2020–2022⁶



RHCP in 2022



RHCP funded 100 projects that improved crossing approaches and 48 projects that eliminated grade crossings, with total costs of \$19 million and \$223 million, respectively.



States obligated more than \$514 million in RHCP funds for 1,155 projects that improved safety at railway-highway crossings.



Oregon used the most RHCP funds, with more than \$232 million spent.



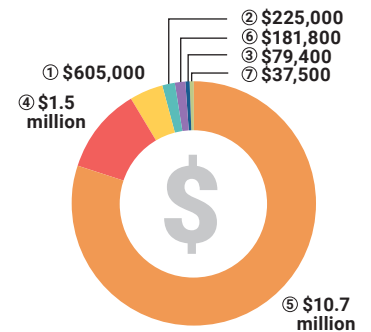
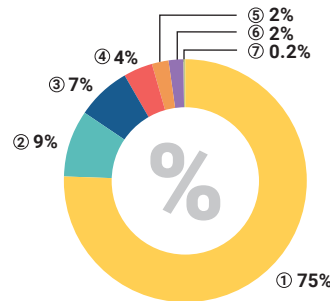
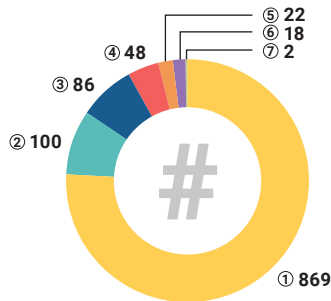
The most common project type was installing or upgrading active grade-crossing equipment (869 projects, 75% of all projects).



68 HSIP-funded projects were either railway-highway crossing improvements or railroad crossing improvements.

What Types of Projects Did RHCP Fund?*

- ① Active grade-crossing equipment installation or upgrade
- ② Crossing approach improvements
- ③ Crossing warning sign and pavement marking improvements
- ④ Grade-crossing elimination
- ⑤ Roadway geometry improvements
- ⑥ Crossing inventory update
- ⑦ Visibility improvements



*Includes only projects with reported classifications.

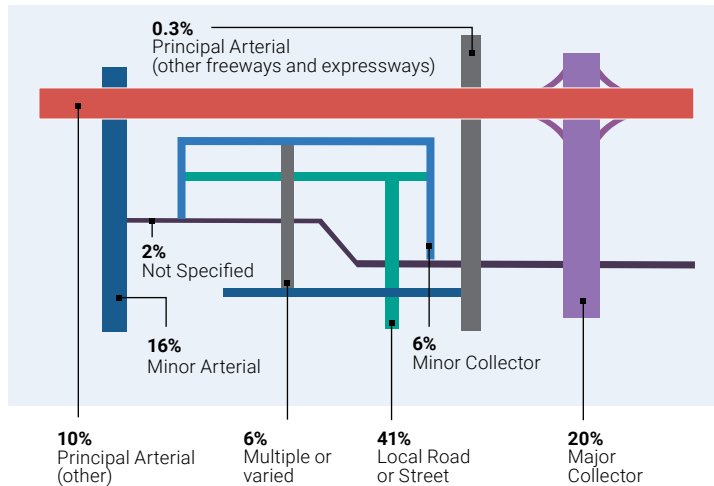
NUMBER OF PROJECTS

% OF TOTAL PROJECTS

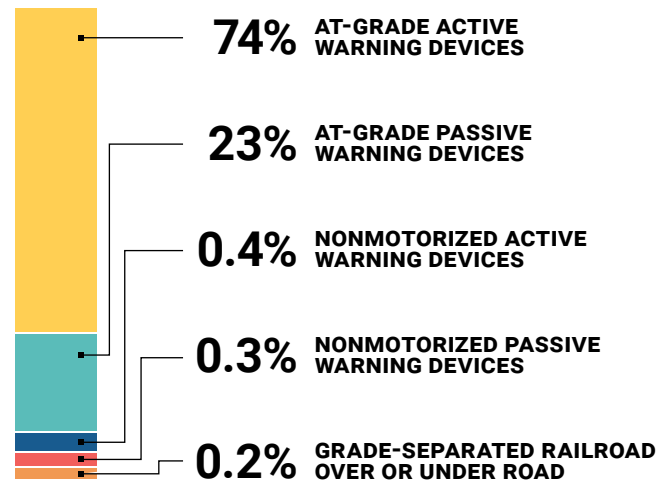
AVERAGE PROJECT COST

1 U.S. Department of Transportation, Federal Railroad Administration, Incidents Summary, accessed 1/18/24, <https://railroads.dot.gov/accident-and-incident-reporting/highwayrail-grade-crossing-incidents/incidents-summary>.
 2 23 U.S.C. 130.
 3 Federal Highway Administration, "Railway-Highway Crossings Program Overview" (July 2022), <https://safety.fhwa.dot.gov/hsip/xings/>.
 4 Pub. L. 117-58 and 23 CFR Part 924.
 5 23 U.S.C. 130(f)(3).
 6 U.S. Department of Transportation, Federal Railroad Administration, Incidents Summary, accessed 1/18/24, <https://railroads.dot.gov/accident-and-incident-reporting/highwayrail-grade-crossing-incidents/incidents-summary>.

What Roadway Functional Classifications Were Projects On?



What Types of Crossings Were Improved?



RHCP in Action

Crossing Improvements from the Illinois Department of Transportation (IDOT)

Illinois has been a major railway hub since the mid-nineteenth century. Recognizing the importance of railways to Illinois and nearby States, IDOT operates a robust and successful program of railway-highway crossing safety improvements. The IDOT-administered Rail-Highway Grade Crossing Safety Program is funded using Section 130. The success of this program is built on strong working relationships with railroads, the Illinois Commerce Commission (ICC), and local agencies.

The program implements many crossing improvements, including grade separation, pedestrian-only projects, roadway approach improvements, circuitry and warning device upgrades, traffic signal interconnects, and crossing closures. The department has seen particular success eliminating hazards by closing railway-highway crossings, with an average of five to six closed each year. These railway-highway closures are made possible by incentive payments from Section 130 and additional contributions from ICC. Section 130 funds are matched to the railroad's incentive contribution and capped at \$100,000.⁷

In addition to the six voluntary closures in the 2022 program, IDOT used RHCP Section 130 program funds to support over 50 projects to install or upgrade active-grade crossing equipment with a total improvements cost of more than \$30 million, most of which focused on installing and upgrading at-grade active warning devices to alert drivers of oncoming trains. Three of the 2022 projects installed warning devices specific for vulnerable road users.



⁷ 23 U.S.C. 130(i)

To find out how RHCP can help save lives in your community, contact your State DOT:
<https://www.fhwa.dot.gov/about/webstate.cfm>



U.S. Department of Transportation
Federal Highway Administration



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