Section 130
Program Overview and Update

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FHWA Office of Safety
Washington, DC
Agenda

• Overview of Section 130 – 5 minutes
• Latest Updates on Section 130 – 15 minutes
  – FY 2014 Funding Apportionments
  – Latest obligation rates
  – Updated fatality and incident figures
  – Reporting requirements
  – Training Classes
  – What’s Next?
  – Additional Resourced

• QUIZ!!!

• Questions
Overview – What is “Section 130”?  
• Title 23 of the United States Code, Section 130 was created by Congress in 1987 to provide funds for the “Elimination of Hazards” at public railway-highway crossings at $160 million per year  
• SAFETEA-LU in 2005, Section 130 funds $220 million per year  
• MAP-21 in 2012 continued Section 130 at $220 million per year  
• Program is managed by Federal Highway Administration (FHWA), administered by the State DOTs
Overview – Funding

- Section 130 funds are set-aside from a State’s Highway Safety Improvement Program (HSIP) funds
- Funds are apportioned to States by formula
- Minimum of $1.1 Million to each State
Funding

- Obligation Period is the Fiscal Year + 3 Years. After obligation period ends, the funds lapse and can no longer be obligated.

For example, funds apportioned in FY 2014 are eligible for obligation through the end of FY 2017.
• Federal Share is typically 90% for Section 130 funds
• Certain safety projects can be funded at 100% Federal share, including grade crossing closures and traffic control/signalization, according to 23 USC 120(c)(1)
Overview – Funding
Per: 23 USC 130(e)(1)

- 50% of a State’s apportionment are set-aside to be used for protective devices

- Remaining 50% can be used for any hazard elimination project including protective devices
Overview - Eligibility

Section 130 funds **CAN** be used at:

- Any public railway-highway grade crossing
- Bike / Ped Crossings: Definition of a public crossing includes separate public bike paths and public pedestrian trails in addition to sidewalks adjacent to a public roadway
Overview - Eligibility

Section 130 funds **CAN** be used for:

- Preliminary Engineering, Design, Right-of-Way and Construction Costs
- Matching funds for a local agency on State funded projects per 23 USC 130(h)
- Incentive payments to local agencies to close a public crossing per 23 USC 130(i)
- Data collection for a State’s reporting requirements: up to 2% of a State’s apportionment per 23 USC 130(g)
Overview - Eligibility

Section 130 funds can **NOT** be used for:

- Pedestrian trespassing away from a grade crossing such as fencing along a railroad right-of-way
- New grade crossing on a new railway or roadway
- Automated enforcement such as cameras
- Quiet Zones
- Crossings on light-rail* or trolley lines
Funding distribution formula for a State
Per: 23 USC 130(e)(1)

50% Number of Public Crossings In a State

12.5% Lanes Miles of Federal-Aid Highway

20% Vehicle Miles on Federal-Aid Highways

17.5% Payments Into the Highway Trust Fund
Updates – FY 2014 Funding Apportionments

• For FY 2014 the largest amounts are:

  - $17.5 Million
  - $15.3 Million
  - $10.3 Million
## Updates – FY 2014 Funding Apportionments

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<th>State</th>
<th>FY 2014 Apportionment</th>
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<td>AL</td>
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<tr>
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<table>
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<td>WI</td>
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Updates – Obligation Rates

Since the inception of SAFETEA-LU through the end of FY 2013, $1.32 billion dollars have been obligated out of $1.77 billion apportioned (74.6%)
Obligation Rates
As of the end of the last fiscal year 2013:

- Core HSIP obligation rate: 81.2%
- Overall HSIP obligation rate: 79.6%
- Section 130 obligation rate: 74.8%
Updates – Obligation Rates

Note: Rate is cumulative since the inception of SAFETEA-LU through the end of FY2013

<table>
<thead>
<tr>
<th>State</th>
<th>Obligation Percentage</th>
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<th>Obligation Percentage</th>
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<tbody>
<tr>
<td>AL</td>
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<td>63.7%</td>
<td>WI</td>
<td>59.9%</td>
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Updates – Fatalities and Incidents

Trend of Railway-Highway Crossing Fatalities and Incidents

- Fatalities at Railway-Highway Grade Crossings
- Incidents per Million Train Miles

YEAR

Number of Fatalities

Incidents per Million Train Miles

Updates – Reporting Requirements

• From 23 USC 130(g) each State shall submit a report to FHWA each year on the progress being made to implement Section 130 and the effectiveness of the improvements.

• FHWA issued updated Reporting Guidance in February. [www.fhwa.dot.gov/map21/guidance](http://www.fhwa.dot.gov/map21/guidance)

• Due to FHWA Division Office on August 31st. Submitted to FHWA Headquarters by September 30th.
Updates - Reporting Requirements

Biennial Report to Congress

• On April 1 of every even year, FHWA submits a Section 130 Report to Congress
• Next report due April 1, 2014
• It uses the States annual reports from the previous two years
• It also includes: OBLIGATION RATES!
Updates – Training Courses

National Highway Institute (NHI) offers two training classes

NHI-380005 Railroad-Highway Grade Crossing Improvement Program
2-Day Course that involves information on crossing technologies and an overview of the Section 130 Program

NHI-3800097 An Overview of the Railroad-Highway Grade Crossing Improvement Program
1-Day Course that involves more specifics of the Section 130 Program and eligibilities, etc.
Updates – What’s next?

• FHWA and NHI are in the early stages of developing a training course for signal preemption at crossings with adjacent roadway intersections

• FHWA is considering a “list serve” or “sharepoint” site in the future for States to share ideas and ask questions

• FHWA will be soliciting information from States on how they prioritize and select Section 130 projects, based on multiple inquiries from States

• FHWA will develop a Model Grade Crossing Action Plan due Fall 2014. Based on NTSB Recommendation from Mariam, NV Amtrak Incident
Updates – What’s next?

MAP-21 expires in 10 months + 3.5 weeks
The White Elephant in the room...

What will happen with the Section 130 Program?
www.house.gov
www.senate.gov
Additional Resources

23 USC 130

FHWA Railroad-Highway Grade Crossing Handbook

MAP-21 Apportionments
http://www.fhwa.dot.gov/map21/funding.cfm

Section 130 Reporting Guidance
http://www.fhwa.dot.gov/map21/guidance/guiderhcp.cfm

Federal-Aid Essentials for Local Public Agencies
http://www.fhwa.dot.gov/federal-aidessentials/index.cfm

FHWA Division Offices
http://www.fhwa.dot.gov/about/field.cfm

Note each office’s website has a directory link where you can find the Safety Engineer
QUIZ - TEXAS RAILROAD TRIVIA!!
Question 1

Which Class I Railroad is headquartered here in Fort Worth, Texas?
Question 1

Which Class I Railroad is headquartered here in Fort Worth, Texas?

BNSF Railway Corporate Headquarters
2650 Lou Menk Drive
Fort Worth, TX 76131-2830
Question 2

Name one of the Amtrak routes that serve Fort Worth, Texas
Question 2

Name one of the Amtrak routes that serve Fort Worth, Texas

**Texas Eagle**
Chicago – Los Angeles

**Heartland Flyer**
OKC – Forth Worth
Question 3

What was the first railroad chartered in the State of Texas?
Question 3

What was the first railroad chartered in the State of Texas?
Or the present day Class I railroad it became after mergers...
Question 3
What was the first railroad chartered in the State of Texas?

1850 - BUFFALO BAYOU, BRAZOS AND COLORADO RAILWAY
Line is now part of Union Pacific Railroad
Contact Information

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www.fhwa.dot.gov/safety
Questions?