

PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 4.545

Program Name: Federal Rail, Port and Freight Assistance

Program is found in the following core budget(s): Federal Rail, Port and Freight Assistance

1a. What strategic priority does this program address?

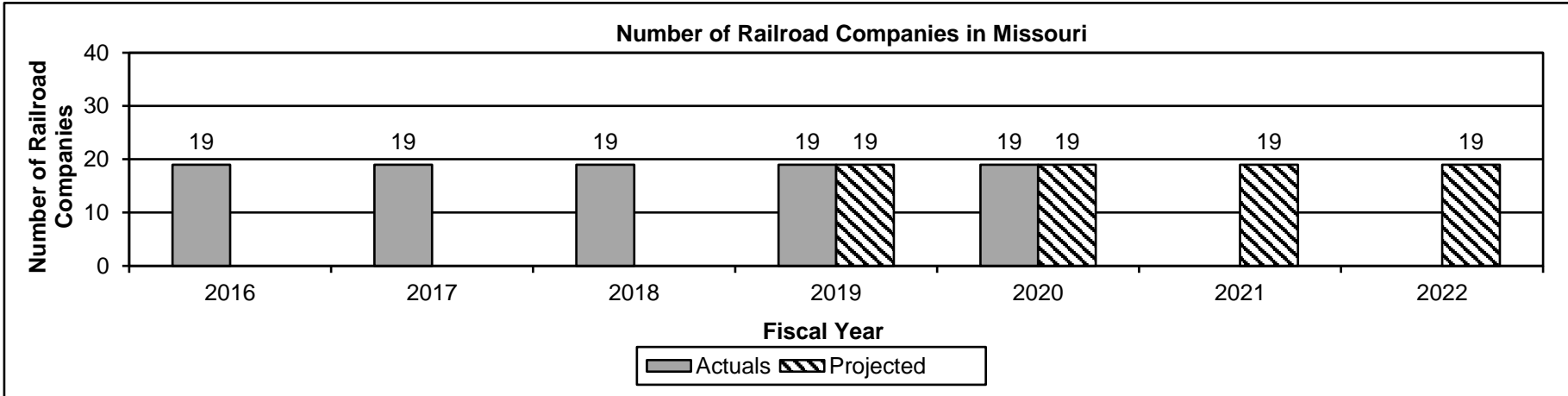
Safety - moving Missourians safely

Service - providing outstanding customer service, delivering efficient and innovative transportation projects and operating a reliable transportation system

1b. What does this program do?

The appropriation provides MoDOT authority to spend funds received from federal grants associated with rail, port and freight improvements. MoDOT received a grant in 2020 from the United States Department of Transportation Consolidated Rail Infrastructure and Safety Improvement Program in the amount of \$2.6 million. This grant will be used for the Rail Corridor Consolidation and At-Grade Crossing Safety Improvement Project. MoDOT has applied for two additional grants in this program in 2020. These grant requests were for \$24.0 million total for the two projects. This appropriation has been used for projects like Positive Train Control and rail safety improvement grants. This appropriation is needed to expend federal discretionary grant funds awarded for rail, port, and freight improvements.

2a. Provide an activity measure(s) for the program.



The 2021 and 2022 projections are based upon the number of railroad companies in Missouri in 2020.

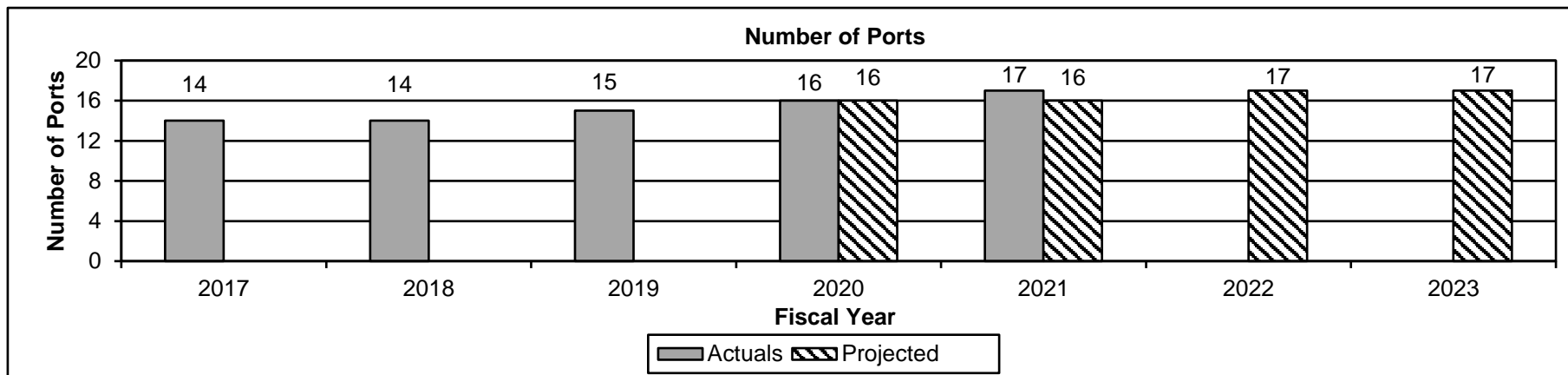
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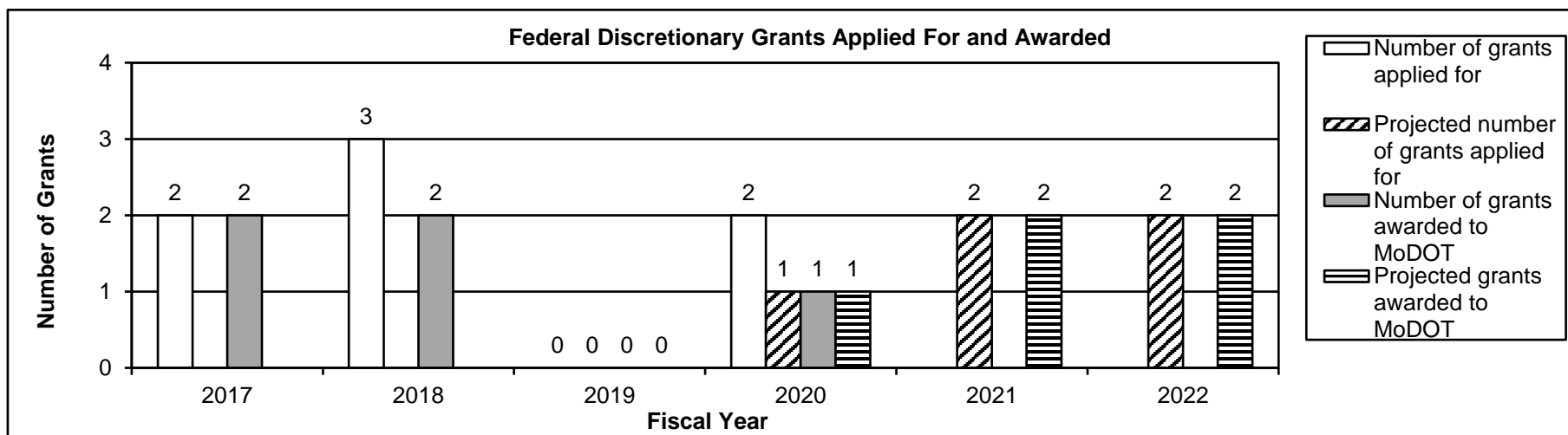
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The three-state port commission is not included in this measure because it is not eligible for capital improvement funding. The 2022 and 2023 projections are based on the ports currently eligible for capital improvement funding in fiscal year 2021.



In 2020, MoDOT applied for two grants, and one was awarded. The 2021 and 2022 projections are based on anticipated frequency of grant availability.

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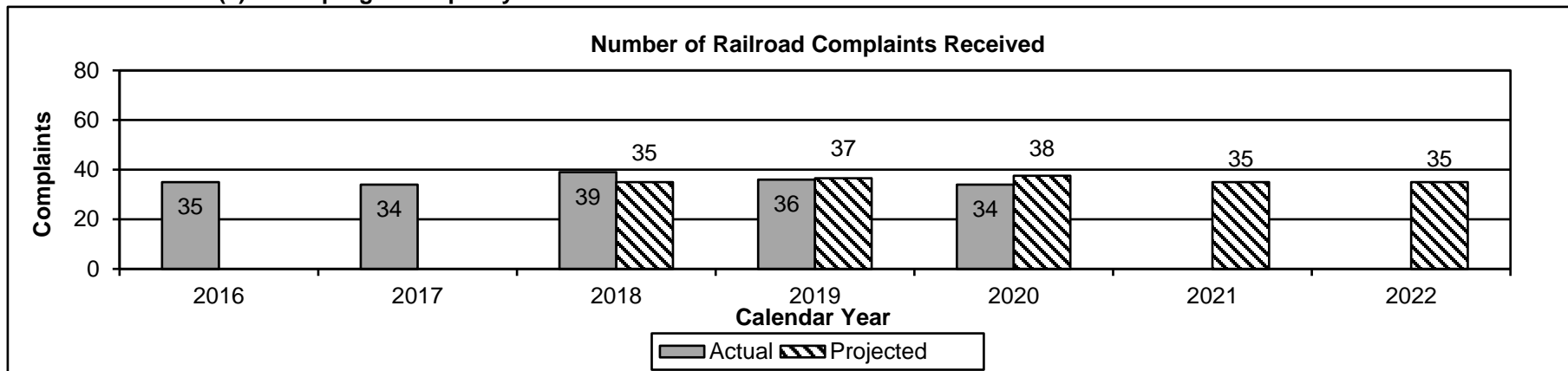
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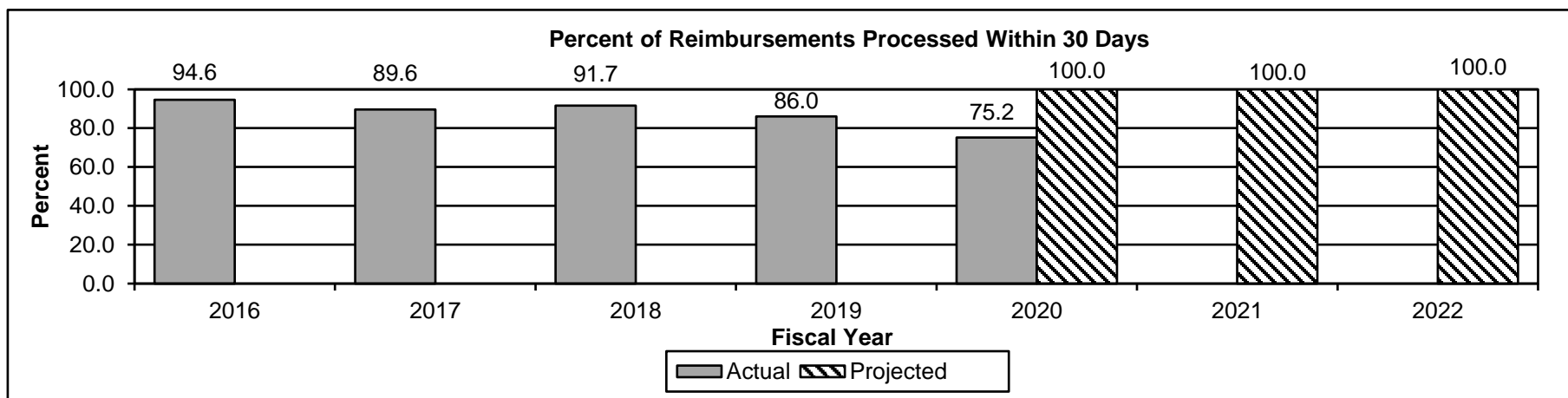
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2b. Provide a measure(s) of the program's quality.



Complaints are received from the public or MoDOT personnel. The most common are rough crossings, sight obstructions, signal failure and walkway issues. The 2021 and 2022 projections are based on the average of the past two years of data.



The ports receive funding by submitting their expenses to MoDOT for reimbursement. The 2021 and 2022 projections were set at 100 percent due to recent processing enhancements.

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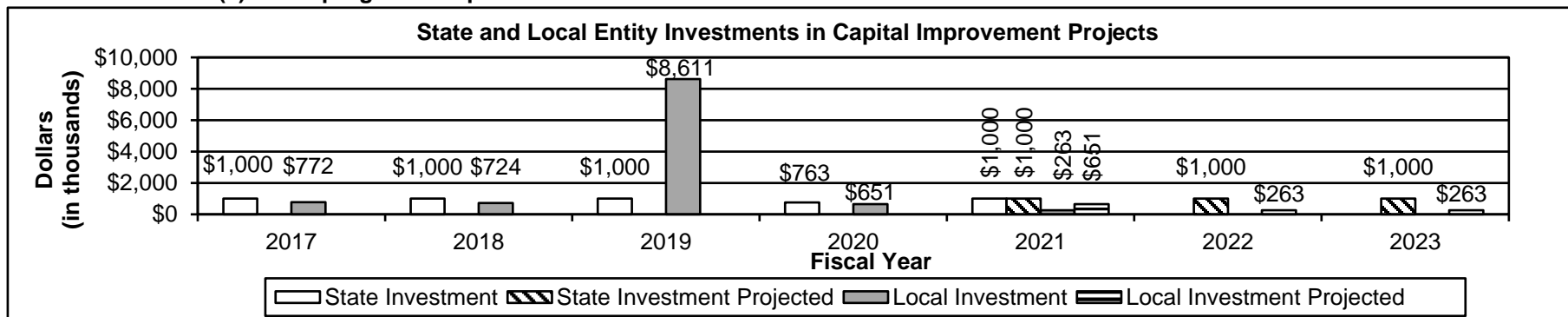
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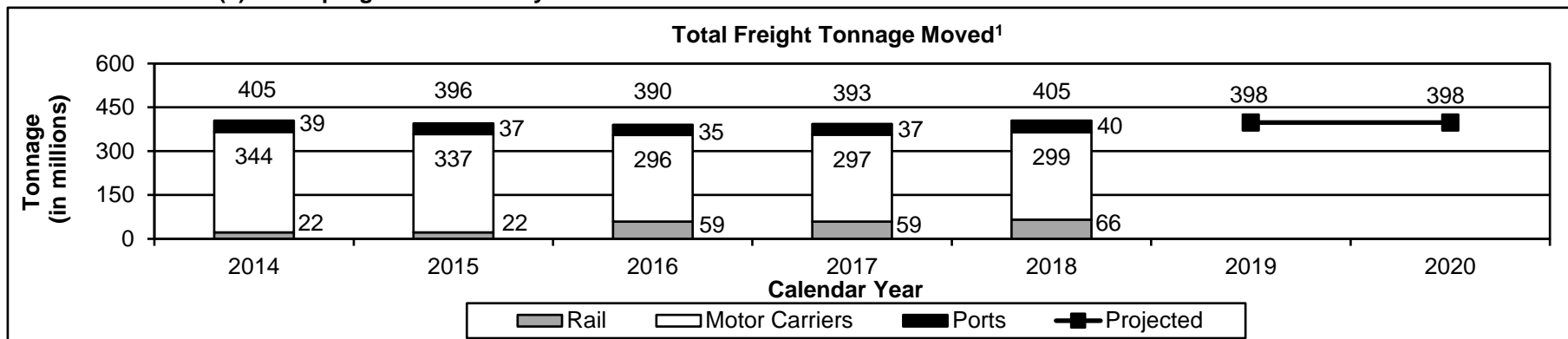
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2c. Provide a measure(s) of the program's impact.



A large portion of the local matching funds in fiscal year 2019 is from the Sedalia Rail project. This program only provided a small portion of the Sedalia Rail projects construction costs. Local entities are required to provide 20 percent matching funds to be eligible for funding through this program. In all years, local matching funds have well exceeded the minimum matching requirements. The 2022 and 2023 projections are based upon the level of state and local investment in 2021.

2d. Provide a measure(s) of the program's efficiency.



¹ Includes Aviation tonnage; however, it is a minimal amount of 300 tons or less.

Tonnage is based on data from Bureau of Transportation Statistics and US Army Corps of Engineers. Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. The 2019 and 2020 projections are based on 2020 projections set by the Bureau of Transportation Statistics. Calendar year 2019 and 2020 data was not available at time of publication.

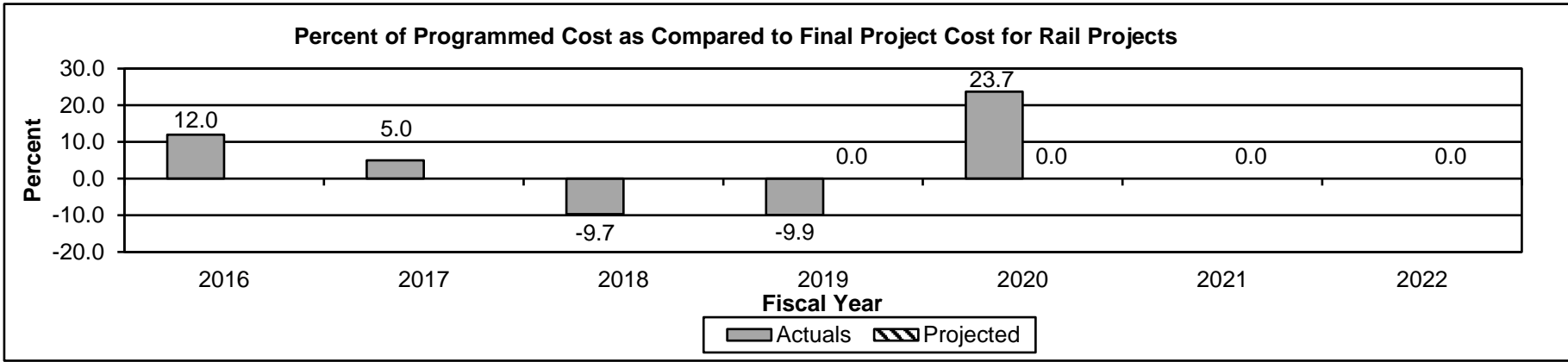
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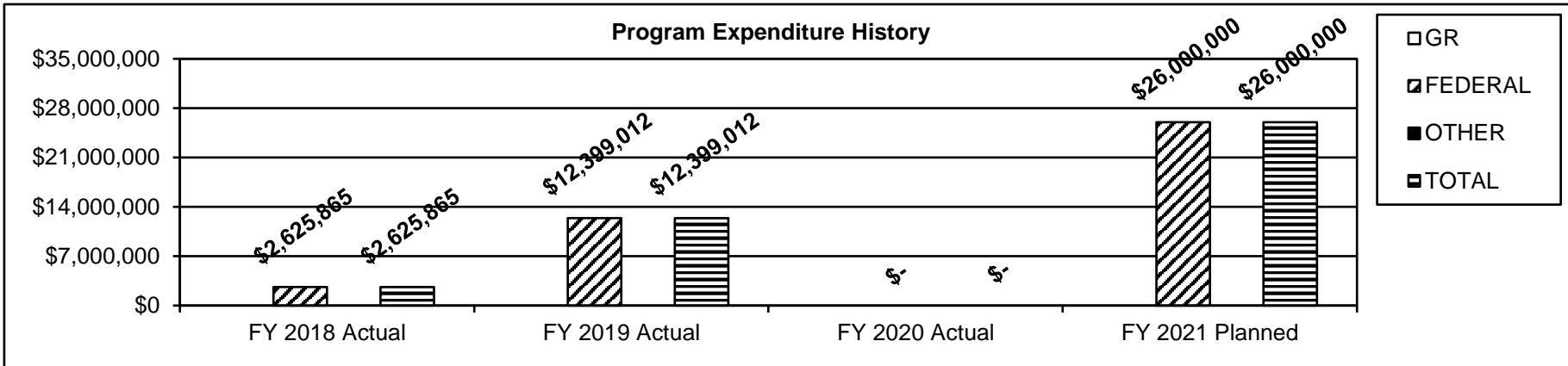
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Rail projects are programmed, or budgeted, in the department's Statewide Transportation Improvement Program (STIP). Once a project is awarded and work begins, final project costs can change from the original programmed cost in the STIP. Rail project cost changes are usually due to final quantity adjustments, federal inspections, subgrade issues or other additional construction phase service costs. Final project costs for 2020 were much higher than originally anticipated due to more extensive repairs being required at some of the crossings being improved.

3. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year. (Note: Amounts do not include fringe benefit costs.)



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4. What are the sources of the "Other " funds?

N/A

5. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Discretionary grants are currently requested under the Fixing America's Surface Transportation (FAST) Act (Public Law 114-94 FAST Act of 2015).

6. Are there federal matching requirements? If yes, please explain.

Yes, the required local fund match is typically 20 percent.

7. Is this a federally mandated program? If yes, please explain.

No