

**PROGRAM DESCRIPTION**

**Department of Transportation**

**HB Section(s): 4.525**

**Program Name: RR Grade Crossing Hazards**

**Program is found in the following core budget(s): RR Grade Crossing Hazards**

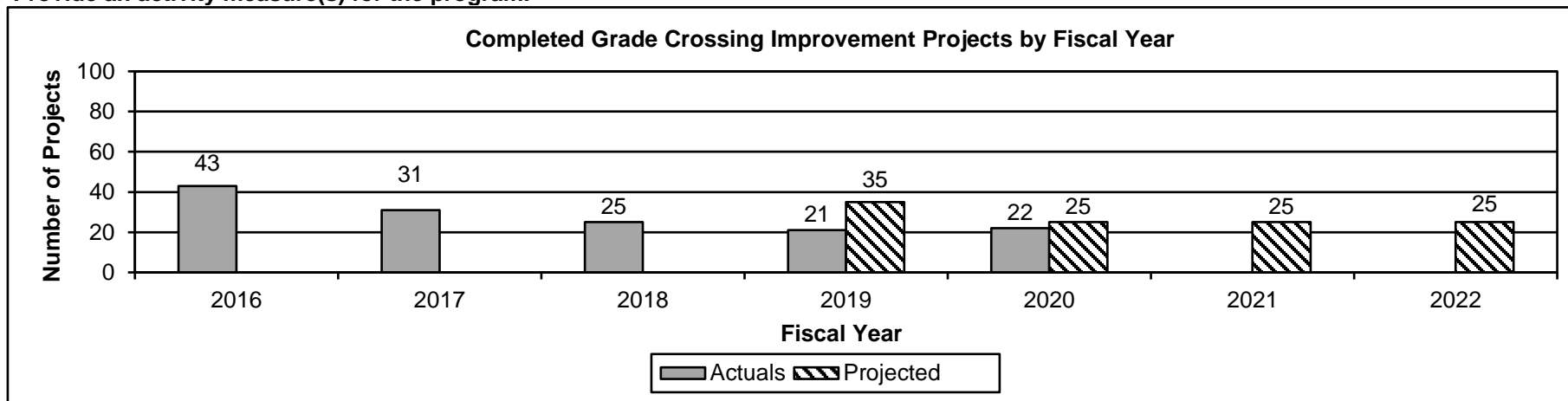
**1a. What strategic priority does this program address?**

Safety - moving Missourians safely

**1b. What does this program do?**

This appropriation is used to fund railroad grade crossing improvement projects that improve rail safety in Missouri. In accordance with Article IV, Section 30(c), MO Constitution and Chapter 389, RSMo, the owner of a motor vehicle pays a fee of 25 cents when the person registers or renews the registration of a motor vehicle. These funds are deposited into the Grade Crossing Safety Account. Over 3,200 public at grade highway/railroad crossings exist in the state, including 1,480 passive crossings. The cost to provide new lights and gates at any single crossing is approximately \$300,000. The revenue generated from this fund is approximately \$1.6 million annually. The funding is used in conjunction with \$6.0 million of federal highway funds available annually for highway and rail crossing safety projects. The total amount of state and federal funding is approximately \$7.6 million annually. MoDOT works with local communities to determine priorities and obtain as many crossing consolidations as possible. Crossing consolidations are important because closed crossings are the safest for Missouri citizens.

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



Annual funding allows for approximately 25 projects to be completed.

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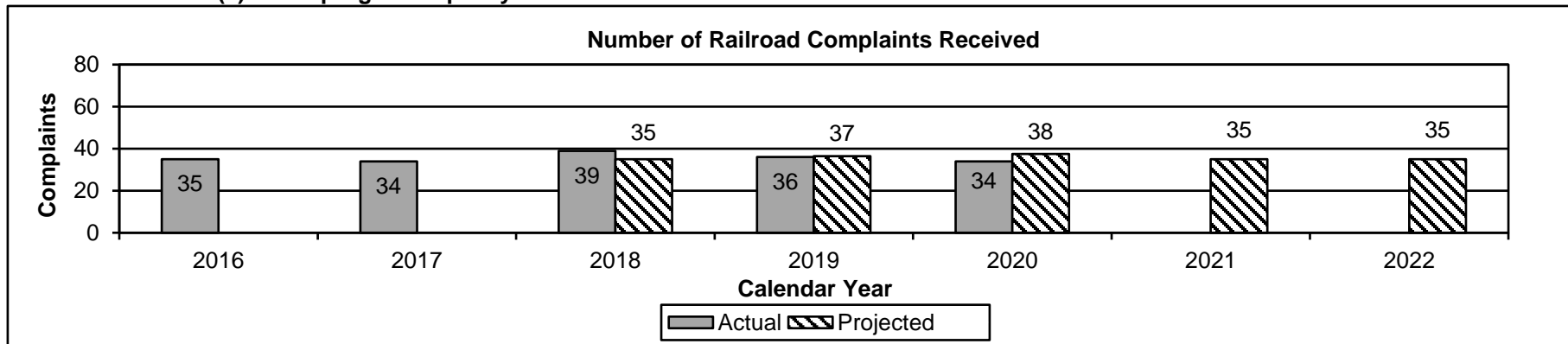
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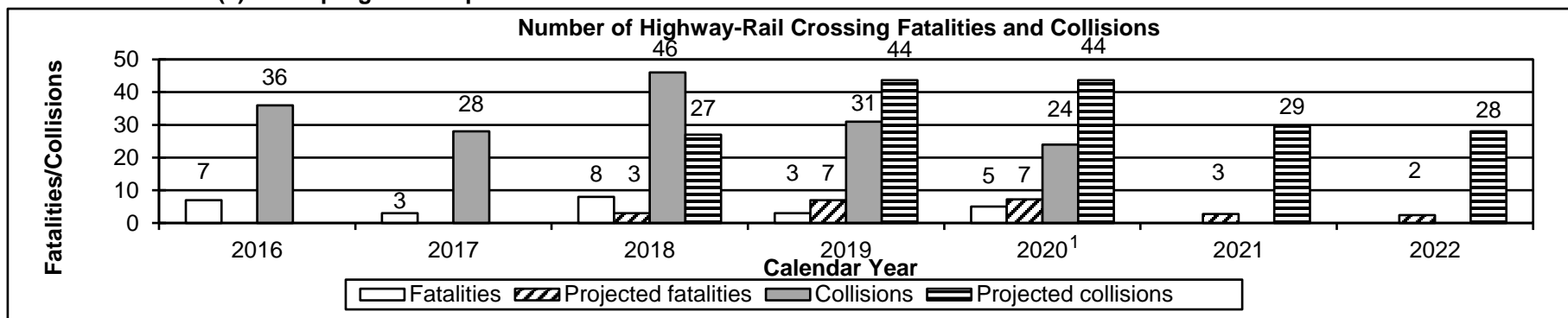
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**2b. Provide a measure(s) of the program's quality.**



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.

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



<sup>1</sup>Data is preliminary and is subject to change.

The 2021 projections for collision are set based on a five percent reduction from calendar year 2019. The 2021 projections for collisions are set based on a five percent reduction from the 2021 projections. The 2021 projections for fatalities are set based on a ten percent reduction from calendar year 2018. The 2021 projections for fatalities are set based on a ten percent reduction from the 2020 projections.

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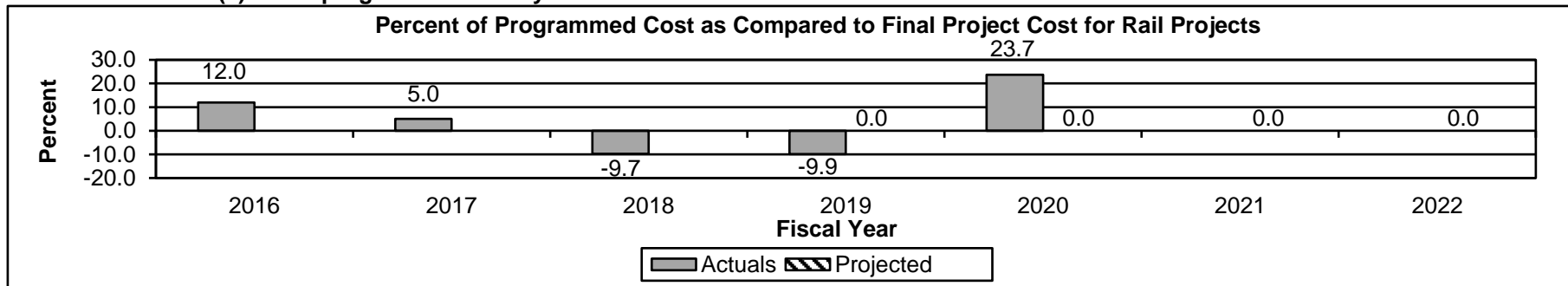
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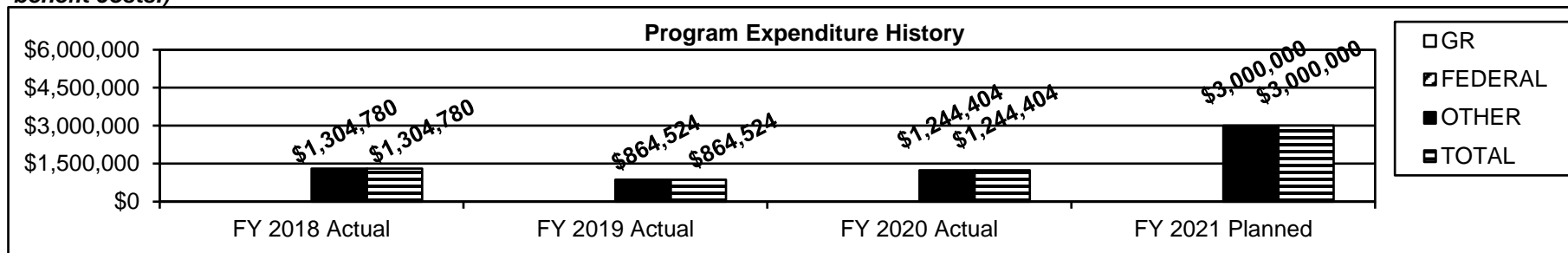
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2d. Provide a measure(s) of the program's efficiency.



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 caused by 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.)



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

Grade Crossing Safety Account (0290)

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

Article IV, Section 30(c), MO Constitution and Chapter 389, RSMo.

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

Yes, Section 130 funds administered by the Federal Highway Administration require a minimum 10 percent non-federal match.

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

No