

MO-Knob Noster—Adams Crossing Upgrade

OMB Number: 4040-0004
Expiration Date: 03/31/2012

Application for Federal Assistance SF-424		
* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify) <input type="text"/>
* 3. Date Received: <input type="text" value="06/03/2011"/>	4. Applicant Identifier: <input type="text"/>	
5a. Federal Entity Identifier: <input type="text"/>	* 5b. Federal Award Identifier: <input type="text"/>	
State Use Only:		
6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>	
8. APPLICANT INFORMATION:		
* a. Legal Name: <input type="text" value="Missouri Department of Transportation"/>		
* b. Employer/Taxpayer Identification Number (EIN/TIN): 44-6000987	* c. Organizational DUNS: <input type="text" value="025280335"/>	
d. Address:		
* Street1: <input type="text" value="830 MoDOT Drive"/> Street2: <input type="text"/> * City: <input type="text" value="Jefferson City"/> County: <input type="text"/> * State: <input type="text" value="Missouri"/> Province: <input type="text"/> * Country: <input type="text" value="USA: UNITED STATES"/> * Zip / Postal Code: <input type="text" value="65109"/>		
e. Organizational Unit:		
Department Name: <input type="text" value="Missouri DOT"/>	Division Name: <input type="text" value="Multimodal Operations"/>	
f. Name and contact information of person to be contacted on matters involving this application:		
Prefix: <input type="text" value="Mr."/>	* First Name: <input type="text" value="Rodney"/>	
Middle Name: <input type="text" value="P."/>		
* Last Name: <input type="text" value="Massman"/>		
Suffix: <input type="text"/>		
Title: <input type="text" value="Administrator of Railroads"/>		
Organizational Affiliation: <input type="text" value="Missouri Department of Transportation - Multimodal Operations"/>		
* Telephone Number: <input type="text" value="573-751-7476"/>	Fax Number: <input type="text" value="573-526-4709"/>	
* Email: <input type="text" value="Rodney.Massman@modot.mo.gov"/>		

MO-Knob Noster—Adams Crossing Upgrade

Application for Federal Assistance SF-424

9. Type of Applicant 1: Select Applicant Type:

State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

FHWA

11. Catalog of Federal Domestic Assistance Number:

20.205

CFDA Title:

*** 12. Funding Opportunity Number:**

* Title:

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

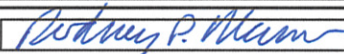
Crossing at Adams in Knob Noster, MO in Johnson County, Missouri

*** 15. Descriptive Title of Applicant's Project:**

MO-Knob Noster—Adams Crossing Upgrade

Attach supporting documents as specified in agency instructions.

MO-Knob Noster—Adams Crossing Upgrade

Application for Federal Assistance SF-424	
16. Congressional Districts Of:	
* a. Applicant MO-004	* b. Program/Project MO-004
Attach an additional list of Program/Project Congressional Districts if needed. <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	
17. Proposed Project:	
* a. Start Date: 09/01/2011	* b. End Date: 09/01/2012
18. Estimated Funding (\$):	
* a. Federal	150000
* b. Applicant	
* c. State	50000
* d. Local	
* e. Other	50000
* f. Program Income	
* g. TOTAL	250000
* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?	
<input type="checkbox"/> a. This application was made available to the State under the Executive Order 12372 Process for review on <div style="border: 1px solid black; width: 100px; height: 20px;"></div>	
<input type="checkbox"/> b. Program is subject to E.O. 12372 but has not been selected by the State for review.	
<input checked="" type="checkbox"/> c. Program is not covered by E.O. 12372.	
* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.) Applicant Federal Debt Delinquency Explanation	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001) <input checked="" type="checkbox"/> ** I AGREE <small>** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.</small>	
Authorized Representative:	
Prefix: Mr.	* First Name: Rodney
Middle Name: P.	
* Last Name: Massman	
Suffix:	
* Title: Administrator of Railroads	
* Telephone Number: 573-751-7476	Fax Number: 573-526-4709
* Email: Rodney.Massman@modot.mo.gov	
* Signature of Authorized Representative: 	* Date Signed: 05/31/2011

Application for Federal Assistance SF-424

*** Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1 Administrative and legal expenses	\$.00	\$.00	\$ 0.00
2 Land, structures, rights-of-way, appraisals, etc.	\$.00	\$.00	\$ 0.00
3 Relocation expenses and payments	\$.00	\$.00	\$ 0.00
4 Architectural and engineering fees	\$.00	\$.00	\$ 0.00
5 Other architectural and engineering fees	\$.00	\$.00	\$ 0.00
6 Project inspection fees	\$.00	\$.00	\$ 0.00
7 Site work	\$ 10,000.00	\$.00	\$ 10,000.00
8 Demolition and removal	\$.00	\$.00	\$ 0.00
9 Construction	\$ 240,000.00	\$.00	\$ 240,000.00
10 Equipment	\$.00	\$.00	\$ 0.00
11 Miscellaneous	\$.00	\$.00	\$ 0.00
12 SUBTOTAL (sum of lines 1-11)	\$ 250,000.00	\$ 0.00	\$ 250,000.00
13 Contingencies	\$.00	\$.00	\$ 0.00
14 SUBTOTAL	\$ 250,000.00	\$ 0.00	\$ 250,000.00
15 Project (program) income	\$.00	\$.00	\$ 0.00
16 TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 250,000.00	\$ 0.00	\$ 250,000.00

FEDERAL FUNDING

17. Federal assistance requested, calculate as follows:
(Consult Federal agency for Federal percentage share.)
Enter the resulting Federal share.

Enter eligible costs from line 16c Multiply X 60.00 %

\$ 150,000.00

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Project Narrative Statement for Rail Crossing Discretionary Funds Application

- *Background* – Briefly describe the events that led to the development of this project and the issue the project will address. Also provide a description of the role of high-speed rail as a component of the State's transportation system, including:
 - a. The State's high-speed rail service objectives for the Federally-designed HSR Corridor on which the proposed project is located;
 - b. The type of service currently in operation and that which is envisioned (e.g. number of daily round trips, speed, trip times, locations served, etc); and
 - c. The State's long-range investment program for current and future high-speed rail infrastructure, including a list of rail capital projects expected to be undertaken or supported by the State to develop the HSR Corridor.
- See attached Federal HSIPR map.
- See attached most recent map of all projects planned on the corridor for HSIPR.
- See most recent summary of all crossings awarded under HSIPR program.
- See attached map of the Missouri crossing project candidates applied for 2011 Discretionary Funds under the Railway-Highway Crossing Hazard Elimination in High Speed Rail Corridors Program.
- See Show Me Improved Rail Service high speed rail projects overview—June 2011.

This package of crossing project improvements is located on the Union Pacific Railroad in Missouri along the *Missouri River Runner* route, which is the Amtrak-state supported service and has been designated as a High Speed Rail Corridor.(see attached map) Any of these projects in combination or singly will improve service and safety along the route. There are 10 Amtrak stations along the route that include St. Louis, Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit, Independence and Kansas City. There is no commuter rail service on this line. The only freight use is by Union Pacific freight trains, which will also benefit from the project. There will be no donated land from the railroad in order to construct the project.

As illustrated in the attached information, this project will improve on-time performance along the entire Union Pacific corridor in Missouri between St. Louis and Kansas City. It will also enhance the future provision of 90- to 110-mph service. Many of these crossings have a history of train-vehicle accidents, most of them involving the higher-speed Amtrak trains. These crossings were identified through a process that reviewed the busiest five rail corridors in Missouri. Since this is the busiest Amtrak corridor and one of the top 10 busiest freight corridors in Missouri, these crossings all need improvements for overall traffic and train safety. These projects will improve up to 9 highway/rail at-grade crossings between Jefferson City and Kansas City. It is important to note that there are already 13 crossings that will receive lights and gates, and two crossings that will be closed on this corridor as a result of federal award of ARRA HSIPR money in 2010 that is currently in the construction agreement stages and on which work will begin soon. When these projects are completed, nearly the entire 283-mile

corridor will be completely “sealed” in the sense that public crossings will be either grade-separated or will have a full set of lights and gates.

This project is part of an already existing agreement between MoDOT and the Union Pacific Railroad in which the costs are split 80-20 between the two parties. UP's share remains the same at 20 percent. MODOT intends to use both state funds and federal 23 USC Section 130 funds for its share of 20 percent. MoDOT is proposing federal funds for the other 60 percent.

All the crossings identified in an attached sheet are in, Pettis, Johnson, Morgan, Jackson and Cole counties on the UP Sedalia Subdivision. Crossing improvements will all be full lights and gates installations with constant warning time circuitry and LED lighting. Closed crossings will be closed with type IV object markers and surfaces obliterated. The overall purpose of this project is to promote crossing safety and reduce the amount of accidents between Amtrak trains and vehicles, thereby, increasing safety for both the general public and for train crews and passengers.

- *Project Location* – *Specify the location of the proposed project, including:*
 - a. *The county, city, cross streets, Federally-designated HSR Corridor, railroad right-of-way owner, railroad milepost number, DOT crossing inventory number, and longitude and latitude coordinates;*
 - b. *The characteristics of the crossing, including the number of railroad tracks, number of roadway traffic lanes, existing traffic control devices, average annual daily traffic, volume of truck traffic, and the history of train-vehicle accidents at the crossing; and*
 - c. *Any nearby areas of significant concern, such as schools, hospitals, first responders, or other emergency services providers.*

- a. This project is located at DOT crossing no. 442 072Y on the Union Pacific Railroad Sedalia Subdivision at railroad milepost 208.1, longitude 93.555168, latitude 38.7670786. This crossing is located on the St. Louis-Kansas City spoke of the Chicago Hub Network Federally-designated HSR corridor.

The crossing is located in the city of Knob Noster, MO in Johnson County. The Railroad operates a single main track and siding through this crossing and timetable direction is east/west.

- b. Crossing no. 442 072Y is a public at grade crossing where Adams Avenue, a 2-lane city maintained asphalt roadway traversing north/south intersects at right angle with the Railroad's tracks. At the crossing location Adams Avenue has a Functional Classification of Urban Local. Approximately 65 feet south of the crossing Adams Avenue intersects at right angle with E South Railroad Street, a 2-lane city maintained asphalt roadway. Approximately 180 feet north of the crossing Adams Avenue intersects at right angle with E Lucas Street, a 2-lane city maintained asphalt roadway.

Approximately 22 freight and 4 passenger trains operate daily thru this crossing, maximum timetable authorized speed at this location is 65 mph passenger and 55 mph freight on the main track and 30 mph for both passenger and freight on the siding.

The existing warning devices consist of flashing light signals with phase motion detector circuitry and W10-1 advance warning signs located on the right hand side of each roadway approach.

The estimated AADT is 512 which consists of 4% trucks

There have been no train/vehicle collisions at this crossing.

- c. The Knob Noster Middle School is located 4 blocks south of this crossing.

The Knob Noster siding, which Adams Ave crosses, is scheduled to be lengthened and upgraded to a "full-use" siding by Amtrak and freight trains. See Missouri HSIPR application, granted January 2010.

- *Scope of Activities – Clearly describe the scope of work to be accomplished and identify the general objectives of the proposed project, including:*
 - a. *General Objective – Provide a general description of the work to be accomplished through this grant, including project work effort and other parties involved. Describe the end-state of the project, how it will address the need identified in Background (above), and the outcomes that will be achieved as a result of the project; and*
 - b. *Description of Work – Provide a detailed description of the work to be accomplished through this grant by task (e.g., discreet design and construction elements) including a description of the geographical and physical boundaries of the project. Address the work in a logical sequence that would lead to the anticipated outcomes and the end state of the activities.*
- a. General Objective – The objective of this project is to upgrade the flashing light signals and older detection circuitry at this crossing to flashing light signals and gates and constant warning time circuitry.

The \$150,000 grant amount requested for this project represents 60% of the estimated cost to upgrade to flashing light signals and gates. In addition to the requested grant, MoDOT and Union Pacific will each contribute 20% of the upgrade cost. MoDOT's 20% contribution will be split evenly between Section 130 and State Grade Crossing Safety Account funds.

- b. Description of Work – New flashing light signals and gates with redundant constant warning time circuitry and LED lights will be installed by Union Pacific Railroad signal forces.

- *Response to Evaluation Criteria – Describe how the proposed project addresses the evaluation criteria listed below:*

Evaluation Criteria

Applications submitted for consideration will first be screened for completeness and eligibility. Eligible and complete applications will then be evaluated against the following criteria:

- *Improves safety at a crossing that has recent activity or high potential for accidents between pedestrian and/or vehicle traffic and HSR or intercity passenger rail operations;*
 - Upgrading the warning devices from flashing lights with phase motion detector circuitry to full flashing lights and gates with constant warning time circuitry will improve safety at this crossing.
 - There is presently a high potential for accidents as the maximum timetable authorized speed at this location is 65 mph passenger and 55 mph freight, this is a two track crossing with single main track and siding, the AADT through the crossing is 512 and due to the close proximity of the east siding switch trains operate through the crossing at speeds ranging from 10 to 65 mph. The upgrade to constant warning time circuitry will be very beneficial because of the fluctuation in train speeds through this crossing. After the siding is lengthened and upgraded it will be used by trains more often.
- *Upgrades a crossing or a series of crossings to create a "sealed Corridor" segment utilizing advanced warning technology, four-quadrant gates, or median separators - with preference to crossing closures;*
 - After this project and related upgrades/closures that are the subject of this grant application are completed, nearly the entire St. Louis-Kansas City HSR corridor will be sealed because every public crossing save one will be either grade-separated or equipped with flashing light signals and gates.
- *Supports a HSR Corridor Service Development Plan*
 - This project supports the Chicago Hub Network Corridor Service Development plan of which the St. Louis-Kansas City line is a spoke.
- *Is included on a Corridor with active HSR or intercity passenger rail service that has programmed capital funding for an increase in service frequency or speeds of 90 mph or greater – with preference toward the development of Corridors with speeds of 110 mph or greater;*

- This project is included on a Federally-designated HSR Corridor with active intercity passenger rail service.
- *Will generate improvements to existing HSR or intercity passenger rail service, as reflected by estimated increases in ridership, increases in operational reliability, increases in average and/or top operating speeds, reductions in trip times, additional service frequencies, and other related factors;*
 - This project will increase the operational reliability of existing intercity passenger rail service because the high potential of a train/vehicle collision at this crossing will be eliminated.
- *Demonstrates support from key project partners, including the infrastructure owning railroad, local governments, and other relevant stakeholders;*
 - Union Pacific Railroad supports the upgrade of this crossing from flashing lights to flashing lights and gates.

and

- *Conforms to the FRA's "High-Speed Passenger Rail Safety Strategy" guidance published November 2009, which is posted on the FRA website at the following link - <http://www.fra.dot.gov/downloads/safety/HSRSafetyStrategy110609.pdf>.*
 - This project conforms to the above referenced FRA guidance as the proposed crossing upgrade, coupled with similar planned upgrades, are part of the overall plan to create a “sealed Corridor” on the St. Louis-Kansas City HSR corridor.

Missouri is currently embarking on a project to develop a PRIIA compliant Missouri State Rail Plan. This project is anticipated to complete by May 2012.

ASSURANCES - CONSTRUCTION PROGRAMS

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0042), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.


NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain Federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will not dispose of, modify the use of, or change the terms of the real property title, or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal interest in the title of real property in accordance with awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure non-discrimination during the useful life of the project.
4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progress reports and such other information as may be required by the assistance awarding agency or State.
6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
9. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
10. Will comply with all Federal statutes relating to non-discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.
14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
15. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
16. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
17. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).
18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
19. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL 	TITLE Administrator of Railroads
APPLICANT ORGANIZATION Missouri Department of Transportation	DATE SUBMITTED May 31, 2011

MO-Knob Noster—Adams Crossing Upgrade

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

Approved by OMB

0348-0046

(See reverse for public burden disclosure.)

1. Type of Federal Action: <input checked="" type="checkbox"/> a. contract <input type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance		2. Status of Federal Action: <input checked="" type="checkbox"/> a. bid/offer/application <input type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award		3. Report Type: <input checked="" type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change For Material Change Only: year _____ quarter _____ date of last report _____	
4. Name and Address of Reporting Entity: <input checked="" type="checkbox"/> Prime <input type="checkbox"/> Subawardee Tier _____, if known: Missouri DOT 830 MoDOT Drive Jefferson City, MO 65102 USA Congressional District, if known:			5. If Reporting Entity in No. 4 is a Subawardee, Enter Name and Address of Prime: Congressional District, if known:		
6. Federal Department/Agency: USDOT/FHWA and FRA			7. Federal Program Name/Description: CFDA Number, if applicable: <u>20.205</u>		
8. Federal Action Number, if known:			9. Award Amount, if known: \$		
10. a. Name and Address of Lobbying Registrant (if individual, last name, first name, MI):			b. Individuals Performing Services (including address if different from No. 10a) (last name, first name, MI):		
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.			Signature: <u>Rodney P. Massman</u> Print Name: <u>Rodney P. Massman</u> Title: <u>Administrator of Railroads</u> Telephone No.: <u>573-751-7476</u> Date: <u>05/31/2011</u>		
Federal Use Only:			Authorized for Local Reproduction Standard Form LLL (Rev. 7-97)		



May 27, 2011

To Whom It May Concern:

This letter is to demonstrate Union Pacific Railroad's (UP's) support for the Missouri Department of Transportation (MoDOT) to obtain additional funding through the 2011 Discretionary Grant Program for Railway-Highway Crossing Hazard Elimination in High Speed Rail Corridors jointly administered by the Federal Railroad Administration and the Federal Highway Administration. UP has worked collaboratively with MoDOT to advance projects like this in the past. It is understood that MoDOT has not yet received funding for these projects along the KC to STL Corridor:

1. Centertown-Close Oak St crossing by making engineering improvements near Rt NN crossing
2. Syracuse-MFA crossing-Close crossing by providing incentive payment to MFA
3. LaMonte- Nifo Road-Upgrade to flashing lights & gates
4. LaMonte- Walnut St-Upgrade to flashing lights & gates
5. Knob Noster-Upgrade to flashing lights & gates
6. Kingsville-Upgrade to flashing lights & gates
7. Strasburg-Co Rd. 1971Close crossing by providing incentive payment to Johnson County
8. Strasburg-Rogers Rd-Upgrade to flashing lights & gates
9. Greenwood—Ranson Rd-Grade separation

Sincerely,

A handwritten signature in cursive script that reads "Michael L. Benjamin".

Michael L Benjamin

Manager Special Projects – Industry and Public

Union Pacific Railroad Company

MO-Knob Noster—Adams Crossing Upgrade

NATIONAL RAILROAD PASSENGER CORPORATION

525 West Van Buren Street, Chicago, IL 60607



May 26, 2011

Mr. Rodney Massman
Administrator of Railroads
Missouri Department of Transportation
830 MoDOT Drive
Jefferson City, MO 65109

Dear Mr. Massman:

The National Railroad Passenger Corporation (Amtrak) would like to take this opportunity to express its support for Missouri's 2011 Discretionary Grant Program application for Railway-Highway Crossing Hazard Elimination in High Speed Rail Corridors jointly administered by the Federal Railroad Administration and the Federal Highway Administration.

Amtrak's support relates to the following infrastructure improvement projects on the St. Louis-Kansas City federally designated high speed rail corridor:

1. Centertown-Close Oak St crossing by making engineering improvements near Rt NN crossing
2. Syracuse-MFA crossing-Close crossing by providing incentive payment to MFA
3. LaMonte- Nifo Road-Upgrade to flashing lights & gates
4. LaMonte Walnut St-Upgrade to flashing lights & gates
5. Knob Noster-Upgrade to flashing lights & gates
6. Kingsville-Upgrade to flashing lights & gates
7. Strasburg-Co Rd. 1971Close crossing by providing incentive payment to Johnson County
8. Strasburg-Rogers Rd-Upgrade to flashing lights & gates
9. Greenwood—Ranson Rd-Grade separation

These projects, upon completion, will improve intercity passenger rail service and benefit the Amtrak system. Based on the information made available to us regarding the projects' eligibility, and subject to the development of such project-specific agreements as FRA and FHWA may require, we support their selection for grant funding and ultimate implementation.

The advancement of projects like these will help develop high-speed and quality intercity passenger rail service in the United States. We appreciate your leadership in filing this application and look forward to a favorable decision.

Sincerely,

A handwritten signature in dark ink, appearing to read "Michael W. Franke".

Michael W. Franke

Assistant Vice President, Policy and Development (Central Region)

Show Me **IMPROVED** Rail Service

.....
June 2011



High-speed rail has long been part of the vision for Missouri's passenger rail service. In an effort to help bring efficient passenger rail services to the Midwest, studies have been completed, partnerships have been solidified and plans have been formulated. Now, through the High-Speed Intercity Passenger Rail Program – an opportunity is ahead.

In partnership with the Union Pacific Railroad, Amtrak and the terminal railroads, the Missouri Department of Transportation is submitting to the Federal Railroad Administration project applications that address capital improvements for track sections between St. Louis and Kansas City. Missouri has had a state-supported Amtrak route on this line, which is owned by Union Pacific, for more than 30 years. A goal of this cooperative effort, through a focus on service reliability, is to remove rail system bottlenecks in order to increase ridership. The type of high-speed rail projects Missouri plans to develop is one that would make the train service on the existing line faster over time. These applications will allow the state to take the next step toward faster service.

By enhancing the capacity of the current system, these new rail projects, which will complement several recent and ongoing improvements, will create and support jobs. These jobs deliver both economic and transportation benefits by bringing about more reliable service and eventually producing faster travel times.



The rail projects will profoundly impact on-time performance, and in the future, the ability of trains to move at 90- to 110-miles per hour. If fully implemented, the analysis of the St. Louis-to-Kansas City corridor improvement plan shows a 47.6 percent reduction in passenger train delays while maintaining a critical freight rail delivery system.

MO-Knob Noster—Adams Crossing Upgrade



There are even more benefits! To further enhance this opportunity to improve transportation choices, the long-term plan along this corridor is to add additional frequencies and purchase new equipment for the train service when reliable on-time performance is achieved. Another benefit is the enhancement of Missouri's role in passenger rail by providing a section of the Midwest Regional Rail Initiative, which is a planning effort of MoDOT and eight other state transportation departments launched in 1996. An additional benefit is the establishment of a key transfer point in St. Louis, through the new gateway Multimodal Station, to the high-speed Chicago-to-St. Louis rail line.

To demonstrate full support, MoDOT, Union Pacific Railroad and the terminal railroads are committing significant financial contributions to completing the improvement projects represented in this round of applications. Because the passenger rail needs far outweigh the limited resources of the federal program, Missouri's projects are listed in a priority order to help address the most critical issues first.

Throughout the past 30 years, the poor on-time performance of passenger rail has adversely affected its use. Missourians are speaking loudly and clearly: passenger rail service must be reliable. Together – MoDOT, Union Pacific, Amtrak and the terminal railroads – are making steady progress in improving this rail corridor in order to give customers a dependable service. These grants will provide the down payment Missouri needs to further enhance both passenger and freight movement, and thus move significantly closer to clearly realizing the vision of a national network of high-speed rail corridors.

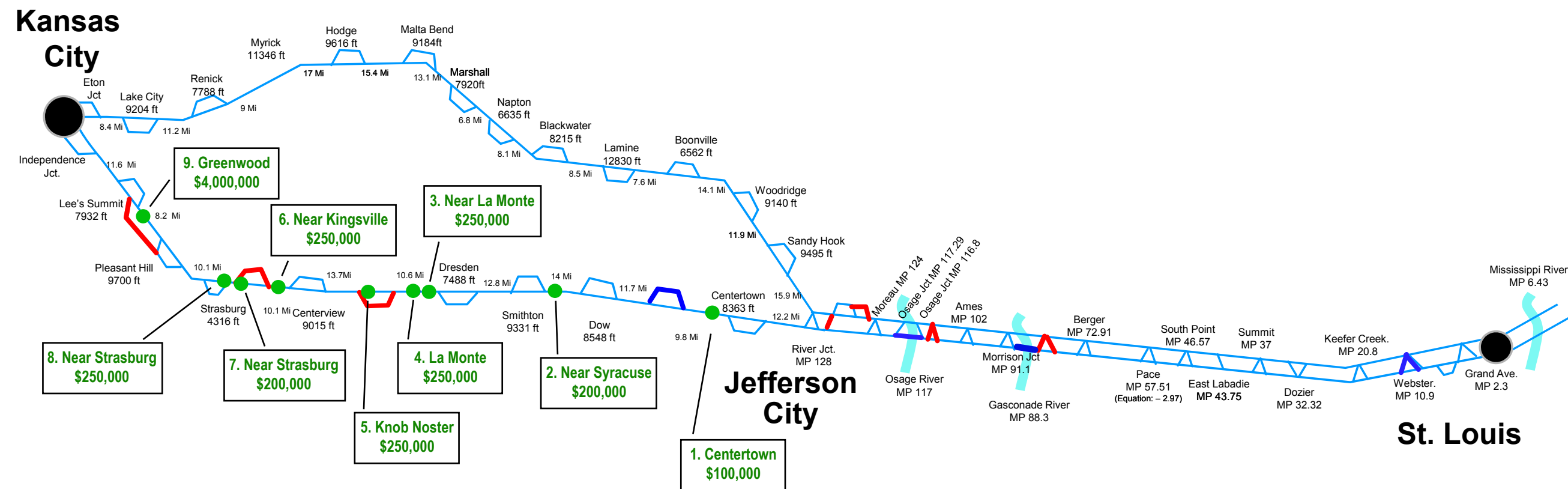


MO-Knob Noster—Adams Crossing Upgrade

		Cost	FRA/Host/MoDOT Contribution (%)	FRA Contribution	Host Contribution	MoDOT Contribution
1	MO-Centertown—Oak St. Crossing Closure	\$100,000	60/20/20	\$60,000	\$20,000	\$20,000
2	MO-Syracuse—MFA Crossing Closure	\$200,000	75/25/0	\$150,000	\$50,000	\$0
3	MO-La Monte—Nfo Rd. Crossing Upgrade	\$250,000	60/20/20	\$150,000	\$50,000	\$50,000
4	MO-La Monte—Walnut St. Crossing Upgrade	\$250,000	60/20/20	\$150,000	\$50,000	\$50,000
5	MO-Knob Noster—Adams Crossing Upgrade	\$250,000	60/20/20	\$150,000	\$50,000	\$50,000
6	MO-Kingsville—Co. Rd. 1601 Crossing Upgrade	\$250,000	60/20/20	\$150,000	\$50,000	\$50,000
7	MO-Strasburg—Co. Rd. 1971 Crossing Closure	\$200,000	60/20/20	\$120,000	\$40,000	\$40,000
8	MO-Strasburg—Rogers Rd. Crossing Upgrade	\$250,000	60/20/20	\$150,000	\$50,000	\$50,000
9	MO-Greenwood—Ranson Rd. Grade Separation	\$4,000,000	80/5/15	\$3,200,000	\$200,000	\$600,000
	GRAND TOTAL	\$5,750,000		\$4,280,000	\$560,000	\$910,000

Project Candidates Union Pacific RR HSR Corridor

Jefferson City and Sedalia Subdivisions

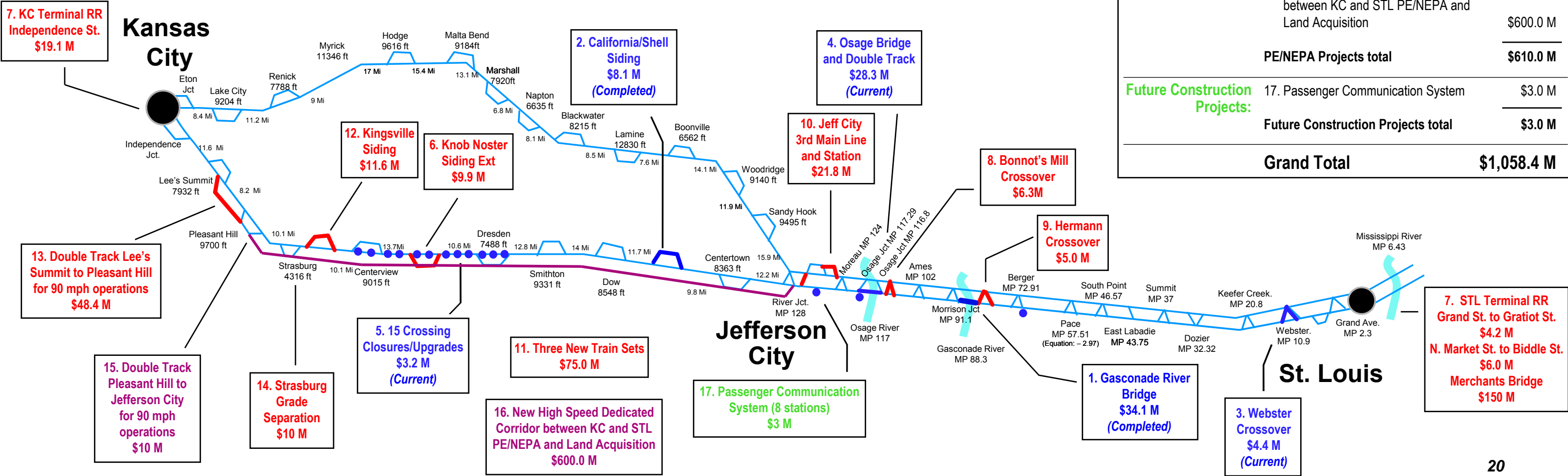


	Application Name	DOT	MP	City	County	Roadway	Device	Estimated cost
1	MO-Centertown—Oak St. Crossing Closure	442 249N	140.15	Centertown	Cole	Oak St	XB	100,000
2	MO-Syracuse—MFA Crossing Closure	442 184X	166.25	Near Syracuse	Morgan	MFA	Pvt/Stop	200,000
3	MO-La Monte—Nfo Rd. Crossing Upgrade	442 092K	198.67	Near La Monte	Pettis	Nfo Rd	XB	250,000
4	MO-La Monte—Walnut St. Crossing Upgrade	442 089C	200.95	La Monte	Pettis	Walnut St	FL	250,000
5	MO-Knob Noster—Adams Crossing Upgrade	442 072Y	208.1	Knob Noster	Johnson	Adams St	FL	250,000
6	MO-Kingsville—Co. Rd. 1601 Crossing Upgrade	442 009G	236.47	Near Kingsville	Johnson	Co Rd 1601	XB	250,000
7	MO-Strasburg—Co. Rd. 1971 Crossing Closure	442 005E	240.53	Near Strasburg	Johnson	Co Rd 1971	XB	200,000
8	MO-Strasburg—Rogers Rd. Crossing Upgrade	441 994L	245.72	Near Strasburg	Johnson	Rogers Rd	XB	250,000
9	MO-Greenwood—Ranson Rd. Grade Separation	441 975G	255.52	Greenwood	Jackson	Ranson Rd	FLG	4,000,000

Kansas City to St. Louis

MoDOT's Proposed UP/Amtrak Partnership
HSIPR Funding Improvements as of April, 2011

MO-Knob Noster - Adams Crossing Upgrade		
Passenger / Freight Improvement Plan		
Current/Completed:	1. Gasconade River Bridge	\$34.1 M
	2. California/Shell Siding	\$8.1 M
	3. Webster Crossover	\$4.4 M
	4. Osage Bridge and Double Track	\$28.3 M
	5. Crossing Upgrades	\$3.2 M
Current/Completed total		\$78.1 M
FD / Construction Projects:	6. Knob Noster Siding	\$9.9 M
	7. Terminal RR	
	STL Terminal - Grand St. to Gratiot St.	\$4.2 M
	STL Terminal - N Market St. To Biddle St.	\$6.0 M
	STL Terminal - Merchants Bridge	\$150.0 M
	KC Terminal - Independence St.	19.1 M
	8. Bonnot's Mill Crossover	\$6.3 M
	9. Hermann Crossover	\$5.0 M
	10. JC 3rd Mainline and Station	\$21.8 M
	11. Three Train Sets	\$75.0 M
	12. Kingsville Siding	\$11.6 M
	13. Lee's Summit to Pleasant Hill for 90 MPH	\$48.4 M
	14. Strasburg Grade Separation	\$10.0 M
FD / Construction Projects total		\$367.3 M
PE/NEPA Projects In Progress:	15. Pleasant Hill to Jeff City for 90 MPH	\$10.0 M
	16. New High Speed Dedicated Corridor between KC and STL PE/NEPA and Land Acquisition	\$600.0 M
PE/NEPA Projects total		\$610.0 M
Future Construction Projects:	17. Passenger Communication System	\$3.0 M
	Future Construction Projects total	\$3.0 M
Grand Total		\$1,058.4 M

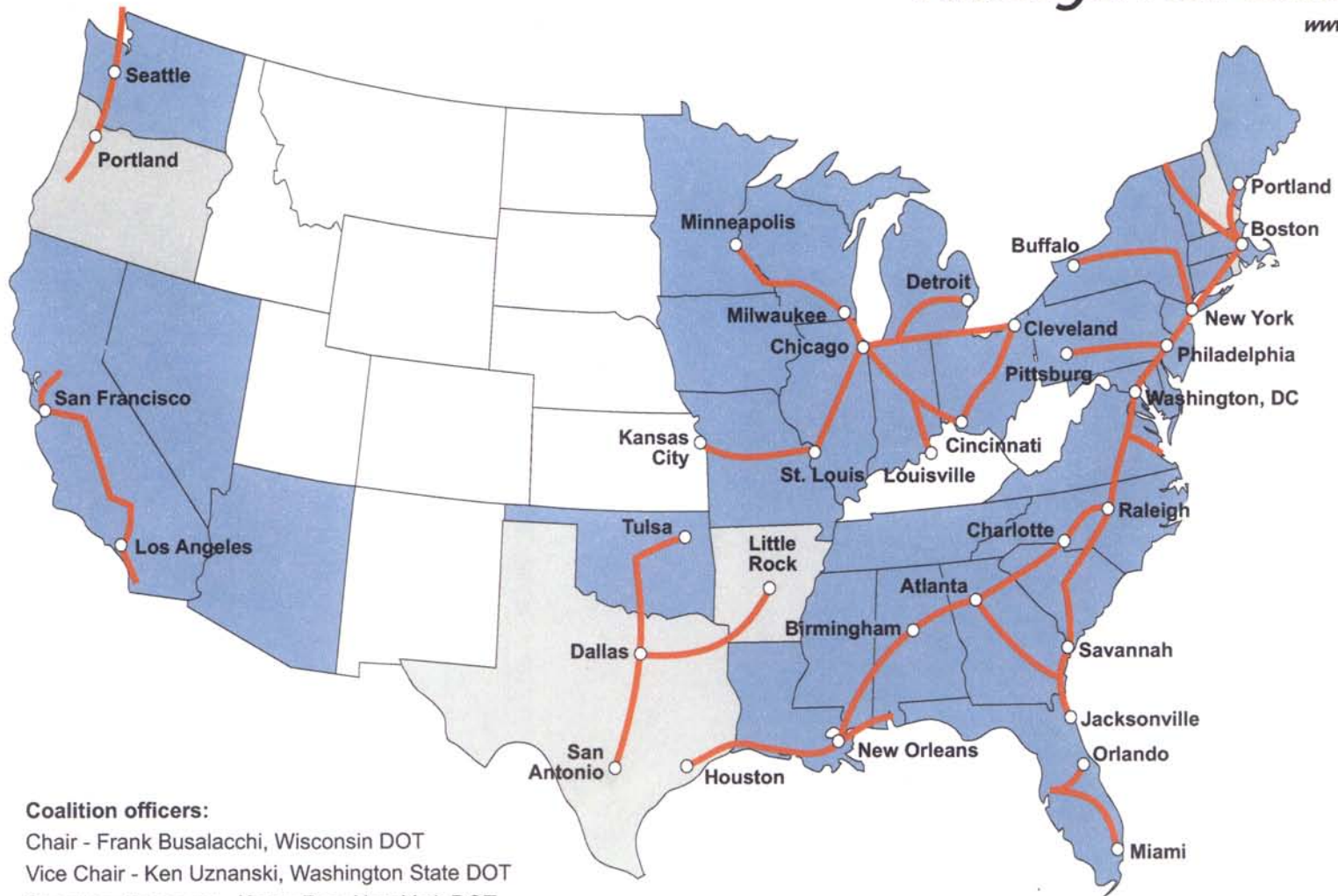


States for



Passenger Rail Coalition

www.s4prc.org



Coalition officers:

Chair - Frank Busalacchi, Wisconsin DOT

Vice Chair - Ken Uznanski, Washington State DOT

Secretary-Treasurer - Karen Rae, New York DOT

■ Member states (31) ■ Other high-speed rail corridor states — Federally designated high-speed rail corridors

Proposed Grade-Crossing Upgrades

NOTE - Any roadway improvements required in conjunction with any of the following projects will be financed with non-ARRA funds.

1. Berger, Missouri: Install new lights and gates with constant warning time circuitry at crossing # 442 781E (**Zero Rd**) on the Jefferson City Subdivision. It currently has flashers only with phase motion detector circuitry and has had 1 grade-crossing accident since 1976.

Estimated Cost: \$211,100.00

2. Osage City, Missouri: Install new lights and gates with constant warning time circuitry at crossing # 442 827R (**Fourth St**) on the Jefferson City Subdivision. It currently has flashers only with phase motion detector circuitry and has had 1 grade-crossing accident since 1976.

Estimated Cost: \$268,200.00

3. Near Tipton, Missouri: Install new lights and gates with constant warning time circuitry at crossing # 442 194D (**Howard Rd**) on the Sedalia Subdivision. It currently has only crossbucks and has had 2 grade-crossing accidents, including 1 with Amtrak, since 1976.

Estimated Cost: \$212,700.00

4. Near Syracuse, Missouri: Install new lights and gates with constant warning time circuitry at crossing # 442 172D (**Otter Dr**) on the Sedalia subdivision. It currently has only crossbucks.

Estimated Cost: \$243,800.00

5. Near Smithton, Missouri: Install new lights and gates with constant warning time circuitry at crossing # 442 160J (**Florence Rd**) on the Sedalia subdivision. It currently has only crossbucks and has had 1 grade-crossing accident, involving Amtrak, since 1976.

Estimated Cost: \$217,300.00

6. Near La Monte, Missouri: Install new lights and gates with constant warning time circuitry at crossing # 442 087N (**Carlin-Mar Rd**) on the Sedalia Subdivision. It currently has only crossbucks.

Estimated Cost: \$260,100.00

7. Near Montserrat, Missouri: Install new lights and gates with constant warning time circuitry at crossing # 442 064G (**Co Rd 115**) on the Sedalia Subdivision. It currently has only crossbucks and has had 7 grade-crossing accidents, including 3 with Amtrak (1 fatality), since 1976.

Estimated Cost: \$179,400.00

8. Near Centerview, Missouri: Install new lights and gates with constant warning time circuitry at crossing # 442 040T (**Co Rd 301**) on the Sedalia Subdivision. It currently has only crossbucks and has had 2 grade-crossing accidents since 1975.

Estimated Cost: \$249,300.00

9. Near Centerview, Missouri: Install new lights and gates with constant warning time circuitry at crossing # 442 037K (**Co Rd 401**) on the Sedalia Subdivision. It currently has only crossbucks.

Estimated Cost: \$267,800.00

10. Near Holden, Missouri Project Description: Install new lights and gates with constant warning time circuitry at crossing # 442 012P (**Co Rd 1451**) on the Sedalia Subdivision. It currently has only crossbucks and has had 4 grade-crossing accidents since 1975.

Estimated Cost: \$266,400.00

11. Near Strasburg, Missouri: Install new lights and gates with constant warning time circuitry at crossing # 442 005E (**Co Rd 1971**) on the Sedalia Subdivision. It currently has only crossbucks.

Estimated Cost: \$343,400.00

12. Near Strasburg, Missouri: Install new lights and gates with constant warning time circuitry at crossing # 441 995T (**Beattie Rd**) on the Sedalia Subdivision. It currently has only crossbucks.

Estimated Cost: \$194,300.00

13. Near Pleasant Hill, Missouri: Install new lights and gates with constant warning time circuitry at crossing # 441 993E (**Francy Rd**) on the Sedalia Subdivision. It currently has only crossbucks and has had 1 grade-crossing accident since 1975.

Estimated Cost: \$230,300.00

Proposed Grade-Crossing Closures and Roadway Improvements

NOTE – the following projects will be financed with non-ARRA funds.

La Monte, Missouri: Close at grade crossing at crossing # 442 089C (**Walnut St**) on the Sedalia Subdivision. It currently has flashers only with phase motion detector circuitry and is located approximately 500 feet west of crossing # 442 090W which is equipped with lights and gates and 1 mile east of crossing # 442 087N, a crossbuck crossing that is recommended for upgrade to lights and gates.

Near Montserrat, Missouri: Build turn lanes on eastbound lane of US 50 near in conjunction with installation of new lights and gates with constant warning time circuitry at crossing # 442 064G (**Co Rd 115**) on the Sedalia Subdivision.

Near Centerview, Missouri: Close at grade crossing at crossing # 442 038S (**Co Rd 100**) on the Sedalia Subdivision. It currently has only crossbucks only & lies .85 miles west of crossing # 442 040T (**Co Rd 301**) & .30 miles east of crossing # 442 037K (**Co Rd 401**), both of which are crossbuck crossings & recommended to be upgraded to flashing lights & gates. Build connecting road between Co Rd 100 & Co Rd 401 (approximately .3 mile)

Near Strasburg, Missouri: Improve entrance to county road from State Route 58 in conjunction with installation of new lights and gates with constant warning time circuitry at crossing # 442 005E (**Co Rd 1971**) on the Sedalia Subdivision.

2011 - 2015

STIP

Statewide Transportation
Improvement Program

MO-Knob Noster—Adams Crossing Upgrade



MISSOURI STATEWIDE TRANSPORTATION PROGRAM FY 2011- 2015 PASSENGER RAIL AND HIGHWAY/RAIL CROSSING SAFETY PROGRAM							
LOCATION	MoDOT DISTRICT	PROJECT DESCRIPTION	7/2010- 6/2011	7/2011- 6/2012	7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015
St. Louis to Kansas City State Supported Passenger Rail Service Amtrak (National Railroad Passenger Corporation)	4,5,6	Continue operation and provide equipment capital share cost of service between St. Louis-Kansas City (Missouri River Runner) trains	8,500,000	8,600,000	8,800,000	9,000,000	9,200,000
St. Louis to Kansas City State Supported Passenger Rail Service Amtrak (National Railroad Passenger Corporation)	All	Advertising/promotional costs for the St. Louis - Kansas City corridor	125,000	125,000	125,000	125,000	125,000
Missouri Amtrak passenger stations (Kansas City-Independence-Lee's Summit-Warrensburg Sedalia-Jefferson City-Hermann-Washington-Kirkwood St. Louis-La Plata-Poplar Bluff)	2,4,5,6,10	Station repairs/improvements to Missouri Amtrak passenger stations	25,000	25,000	25,000	25,000	25,000
St. Louis to Kansas City Planning funds for high speed rail corridor	4,5,6	Rail/highway crossing hazard elimination; feasibility study; environmental & preliminary engineering study; infrastructure improvements; equipment acquisition for St. Louis to Kansas City route	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Cole/Osage Co - UP	5	Construct second bridge over Osage River- ARRA HSR Project	28,300,000				
In Kirkwood, St Louis Co - UP	6	Construct Webster/Kirkwood universal crossover- ARRA HSR Project	4,400,000				
Near Knob Noster, Johnson Co – UP	4	Construct Knob Noster siding extension- ARRA HSR Project		8,500,000			
In Hermann, Gasconade Co – UP	5	Construct Hermann universal crossover- ARRA HSR Project		5,200,000			
In Jefferson City, Cole Co – UP	5	Construct 3 rd mainline track- ARRA HSR Project		9,700,000			
Near Bonnots Mill, Osage Co – UP	5	Construct Bonnots Mill universal crossover- ARRA HSR Project		5,800,000			
Missouri River Runner Amtrak Stations	4, 5, 6	Passenger communication system		3,000,000			
In Kingsville, Johnson Co - UP	4	Construct Kingsville siding		11,500,000			
In Lee's Summit/Pleasant Hill, Jackson/Cass Co - UP	4	Construct second main track / upgrade to 90 mph		56,600,000			
Karg Rd - near Pleasant Hill, Cass Co - UP DOT# 441 991R	4	Install active warning devices – ARRA HSR Project	250,000				

MISSOURI STATEWIDE TRANSPORTATION PROGRAM FY 2011- 2015 PASSENGER RAIL AND HIGHWAY/RAIL CROSSING SAFETY PROGRAM							
LOCATION	MoDOT DISTRICT	PROJECT DESCRIPTION	7/2010- 6/2011	7/2011- 6/2012	7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015
Francy Rd - near Pleasant Hill, Cass Co - UP DOT# 441 993E	4	Install active warning devices – ARRA HSR Project	250,000				
Beattie Rd - near Strasburg, Cass Co - UP DOT# 441 995T	4	Install active warning devices – ARRA HSR Project	200,000				
CR 1451 - near Holden, Johnson Co - UP DOT# 442 012P	4	Install active warning devices – ARRA HSR Project	275,000				
CR 301 - near Warrensburg, Johnson Co - UP DOT# 442 040T	4	Install active warning devices – ARRA HSR Project	275,000				
CR 401 - near Centerview, Johnson Co - UP DOT# 442 037K	4	Install active warning devices – ARRA HSR Project	275,000				
CR 115 - near Montserrat, Johnson Co - UP DOT# 442 064G	4	Install active warning devices – ARRA HSR Project	180,000				
Florence Rd - near Smithton, Pettis Co - UP DOT# 442 160J	5	Install active warning devices – ARRA HSR Project	225,000				
Carlin-Mar Rd – near La Monte, Pettis Co – UP DOT# 442 087N	5	Install active warning devices – ARRA HSR Project	275,000				
Otter Dr – near Syracuse, Cooper, Co – UP DOT # 442 172D	5	Install active warning devices – ARRA HSR Project	250,000				
Howard Rd - near Tipton, Moniteau, Co – UP DOT # 442 194D	5	Install active warning devices – ARRA HSR Project	250,000				
Fourth St - in Osage City, Cole Co – UP DOT # 442 827R	5	Upgrade active warning devices – ARRA HSR Project	270,000				
Zero Rd – near Berger, Franklin Co – UP DOT # 442 781E	6	Upgrade active warning devices – ARRA HSR Project	220,000				
Various	4, 5, 6	Purchase passenger train equipment for Missouri service ARRA HSR Project		50,000,000			
60 th Ln - in Halls, Buchanan Co - BNSF DOT# 095 227F	1	Install active warning devices				200,000	
Bethel Rd - near Halls, Buchanan Co - BNSF DOT# 095 228M	1	Install active warning devices				200,000	
Cotton Wood Rd- near French, Buchanan Co- BNSF DOT# 095 230N	1	Install active warning devices				200,000	
Pettit St - near French, Buchanan Co - BNSF DOT# 095 232C	1	Install active warning devices				200,000	

MISSOURI STATEWIDE TRANSPORTATION PROGRAM FY 2011- 2015 PASSENGER RAIL AND HIGHWAY/RAIL CROSSING SAFETY PROGRAM							
LOCATION	MoDOT DISTRICT	PROJECT DESCRIPTION	7/2010- 6/2011	7/2011- 6/2012	7/2012- 6/2013	7/2013- 6/2014	7/2014- 6/2015
Prairie Rd - near Forbes, Holt Co - BNSF DOT# 070 160E	1	Install active warning devices, close one crossing	325,000				
Old Hwy 59 - near St Joseph, Buchanan Co - BNSF (DOT# 095 211J)	1	Upgrade active warning devices		700,000			
US 59, Buchanan Co- BNSF Various crossings	1	Various improvements		450,000			
Craig, Holt Co – BNSF DOT # 074 451H – 3 rd St – upgrade to gates DOT# 074 450B – 4 th St - close DOT# 074 438U – Rt 111 – LED upgrade	1	Close 1 crossing Upgrade active warning devices at 2 crossings	450,000				
Rt FF – near Bevier, Macon, Co - BNSF DOT# 844 037W	2	Install active warning devices		160,000			
Rt BB – near Bevier, Macon, Co - BNSF DOT# 844 040E	2	Install active warning devices		160,000			
Rt C – near Bevier, Macon, Co - BNSF DOT# 844 039K	2	Upgrade active warning devices		50,000			
Banner Ln - near Gibbs, Adair Co - BNSF DOT# 005 081U	2	Install active warning devices			200,000		
Lantern St - in La Plata, Adair Co - BNSF DOT# 005 086D	2	Upgrade active warning devices			50,000		
Owensby St -in La Plata, Macon Co - BNSF DOT# 005 089Y	2	Upgrade active warning devices			50,000		
MO 156 - near La Plata, Macon Co - BNSF DOT# 005 091A	2	Upgrade active warning devices			50,000		
Indiana Pl - near La Plata, Macon Co - BNSF DOT# 005 092G	2	Install active warning devices			200,000		
Iceberg Pl - near La Plata, Macon Co - BNSF DOT# 005 094V	2	Upgrade active warning devices			50,000		
Hilton Ave - in La Plata, Macon Co - BNSF DOT# 005 095C	2	Upgrade active warning devices			50,000		
Helium St - in La Plata, Macon Co - BNSF DOT# 005 097R	2	Install active warning devices	250,000				
Hauser St - in Marceline, Chariton Co - BNSF DOT# 005 142H	2	Upgrade active warning devices/grade separation feasibility			200,000		
Crocker St - in Marceline, Chariton Co - BNSF DOT# 005 143P	2	Upgrade active warning devices/grade separation feasibility			200,000		