

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 5506S.01I
Bill No.: SB 972
Subject: Railroads; Transportation; Department of Transportation
Type: Original
Date: January 16, 2026

Bill Summary: This proposal modifies provisions relating to railroad crossings.

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND

FUND AFFECTED	FY 2027	FY 2028	FY 2029
Total Estimated Net Effect on General Revenue	\$0	\$0	\$0

ESTIMATED NET EFFECT ON OTHER STATE FUNDS

FUND AFFECTED	FY 2027	FY 2028	FY 2029
Grade Crossing Safety Account (1290)	More or Less than (\$3,325,000)	More or Less than (\$3,750,000)	More or Less than (\$3,750,000)
Total Estimated Net Effect on <u>Other</u> State Funds	More or Less than (\$3,325,000)	More or Less than (\$3,750,000)	More or Less than (\$3,750,000)

Numbers within parentheses: () indicate costs or losses.

ESTIMATED NET EFFECT ON FEDERAL FUNDS

FUND AFFECTED	FY 2027	FY 2028	FY 2029
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)

FUND AFFECTED	FY 2027	FY 2028	FY 2029
Total Estimated Net Effect on FTE	0	0	0

☒ Estimated Net Effect (expenditures or reduced revenues) expected to exceed \$250,000 in any of the three fiscal years after implementation of the act or at full implementation of the act.

☐ Estimated Net Effect (savings or increased revenues) expected to exceed \$250,000 in any of the three fiscal years after implementation of the act or at full implementation of the act.

ESTIMATED NET EFFECT ON LOCAL FUNDS

FUND AFFECTED	FY 2027	FY 2028	FY 2029
Local Government	\$0	\$0	\$0

FISCAL ANALYSIS

ASSUMPTION

§389.611 – Railroad Crossings

Officials from the **Missouri Department of Transportation (MoDOT)** assume this bill requires the Missouri Highways and Transportation Commission to develop deployment standards and identify crossings for advanced detection and monitoring systems at railroad crossings. This would be a one-time cost estimated at **\$200,000**.

Without further detail, a rough estimate is that this technology might cost \$250,000 per crossing to install. At an estimate of 15 crossing upgrades per year, this would be a total of **\$3,750,000**.

It is not specified which entity would be responsible for the cost to upgrade. It is also not specified if the railroad will be responsible for maintenance once the technology is installed. An estimate for ongoing maintenance has not been included in this estimate.

Oversight does not have information to the contrary. Therefore, Oversight will reflect the one-time cost estimate of \$200,000 as provided by MoDOT. Oversight assumes MoDOT will be required to develop a grant program and utilize public-private partnerships in order to have the advanced detection and monitoring systems installed on railroad crossings identified by MoDOT; therefore, Oversight will reflect a transfer of funds from the Grade Crossing Safety Account (1290) as more or less than the estimate provided by MoDOT in the fiscal note.

Oversight notes there was a balance of \$2,609,139 in the Grade Crossing Safety Account (1290) as of December 31, 2025.

<u>FISCAL IMPACT – State Government</u>	FY 2027 (10 Mo.)	FY 2028	FY 2029
GRADE CROSSING SAFETY ACCOUNT (1290)			
<u>Cost</u> – MoDOT (§389.611) To develop standards and identify crossings for advanced detection and monitoring systems p.3	(\$200,000)	\$0	\$0
<u>Transfer Out</u> – To public-private partnerships for grants to install advanced detection and monitoring systems p.3	More or Less than (\$3,125,000)	More or Less than (\$3,750,000)	More or Less than (\$3,750,000)
ESTIMATED NET EFFECT ON THE GRADE CROSSING SAFETY ACCOUNT	More or Less than (\$3,325,000)	More or Less than (\$3,750,000)	More or Less than (\$3,750,000)

<u>FISCAL IMPACT – Local Government</u>	FY 2027 (10 Mo.)	FY 2028	FY 2029
	\$0	\$0	\$0

FISCAL IMPACT – Small Business

No direct fiscal impact on small businesses would be expected as a result of this proposal.

FISCAL DESCRIPTION

This act provides that any at grade railroad crossing constructed on or after August 28, 2026, shall include advanced detection and monitoring systems, as defined in the act, that are capable of detecting and classifying objects along the crossing and its approaches; of analyzing object behavior in real time to identify safety risks; of generating real-time alerts to warn train crews, operations personnel, and other relevant parties of potential hazards; and of providing integration capability with existing and future rail operation protocols, including positive train control (PTC) systems.

The State Highways and Transportation Commission shall develop standards and specifications for such advanced detection and monitoring systems, as well as identify priority crossings for immediate upgrades based on hazard assessments and traffic volumes.

The act requires the Department of Transportation to develop a program for the provision of grant funds and public-private partnerships for the installation of advanced detection and monitoring systems, with preference given to the priority crossings identified by the Commission.

This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

Missouri Department of Transportation



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