



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED HIGHWAYS AND
TRANSPORTATION COMMISSION MEETING HELD IN
JEFFERSON CITY, MISSOURI, WEDNESDAY, JANUARY 8, 2020**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, January 8, 2020, at Missouri Department of Transportation, 105 W. Capitol Ave, Jefferson City, Missouri. Michael B. Pace, Chair, called the meeting to order at 2:00 p.m. The following Commissioners were present: Gregg C. Smith, Michael T. Waters, Jr., John W. Briscoe, Terry L. Ecker, and Robert G. Brinkmann, P.E.

The meeting was called pursuant to Section 226.120 of the Revised Statutes of Missouri, as amended. The Secretary verified that notice of the meeting was posted in keeping with Section 610.020 of the Revised Statutes of Missouri, as amended.

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Patrick McKenna, Director of the Missouri Department of Transportation; Rich Tiemeyer, Chief Counsel for the Commission; and Pamela J. Harlan, Secretary to the Commission, were present on Wednesday, January 8, 2020.

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*“Department” or “MoDOT” herein refers to Missouri Department of Transportation.
“Commission” or “MHTC” herein refers to Missouri Highways and Transportation Commission.*

-- CLOSED MEETING --

VOTE TO CLOSE MEETING

The agenda of the closed meeting was posted in keeping with Sections 610.020 and 610.022, RSMo, including the following statutory citations allowing the meeting to be closed:

1. Section 610.021(1) – Legal actions and attorney-client privileged communications.
2. Section 610.021(3), (13) – Personnel administration regarding particular employees.
3. Section 610.021(11), (12) – Competitive bidding specs, sealed bids, or negotiated contracts.

Upon motion duly made and seconded to convene in closed session, the Chairman called for a voice vote of the members. The vote was as follows:

Commissioner Pace, Aye
Commissioner Smith, Aye
Commissioner Waters, Aye
Commissioner Briscoe, Aye
Commissioner Ecker, Aye
Commissioner Brinkmann, Aye

The Commission met in closed session on Wednesday, January 8, 2020, at 10:45 a.m. and adjourned at 1:30 p.m.

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-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

COMMISSION WORKSHOP - FINANCIAL FORECAST UPDATE

The Commission held a workshop to learn more about how the department determines the amount of funds available to use in the development of the Statewide Transportation Improvement Program (STIP). Brenda Morris, Chief Financial Officer, reviewed the financial forecast and explained that it is the foundation that is used to develop the department's budget that includes targets for the STIP. The financial forecast is an estimate that covers a five-year period (2021-2025), which aligns with the STIP. Ms. Morris reminded everyone that the forecast is for road and bridge expenditures, and does not include multimodal estimates. She also noted that the forecast indicates the department will be able to match all federal funds. However, as the department continues deficit spending, the state road fund continues to decline to \$267 million by the end of fiscal year 2026. Ms. Morris and Todd Grosvenor, Financial Services Director, reviewed the revenue and disbursement assumptions.

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CONSENT AGENDA

Consent Agenda Process

In order to make the most efficient use of Commission meeting time and to ensure Commission members are well informed on issues requiring their action, staff prepares and submits to the Commission members, in advance of their meeting, internal memoranda consisting of advice, opinions, and recommendations related to the items of the Commission meeting agenda. Those items considered by staff to be of a routine or non-controversial nature are placed on a consent agenda. During the meeting, items can be removed from the consent agenda at the request of any one Commission member. The items that are not removed from the consent agenda are approved with a single motion and unanimous vote by a quorum of the members.

Minutes reflecting approval of items on the consent agenda are singly reported herein and intermingled with minutes reflecting action on related subjects that were openly discussed. Reference to “consent agenda” is made in each minute approved via the process described in the paragraph above. Minutes reflecting action on items removed from the consent agenda and openly discussed reflect the open discussion and vote thereon.

Consideration of January 8, 2020, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Smith, seconded by Commissioner Waters, the consent agenda items were unanimously approved by a quorum of Commission members present.

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees’ Retirement System Board of Trustees. The following committee and board reports were made during the January 8, 2020, meeting.

Audit Committee – Commissioner Waters stated there was no report.

Legislative Committee – Commissioner Smith reported the second half of the 100th Missouri General Assembly started today. Governor Parson has made infrastructure one of his legislative priorities. Last session, Governor Parson was successful in passing an initiative that focused on repairing or replacing 250 of the state’s poorest bridges. The Focus on Bridges program was launched by a \$50 million appropriation from general revenue by the general assembly in May. In July, MoDOT then received an \$81.2 million INFRA Grant from the US Department of Transportation, triggering another \$301 million in bonding revenue for the program that was also approved by the legislature during the 2019 session. More will be revealed about the Governor’s legislative priorities and his proposed fiscal year 2021 budget during his State of the State Address scheduled for January 15. As required by state law, on December 27, MoDOT staff filed the department’s annual report with the Governor, Lieutenant Governor, and members of the Joint Committee on Transportation Oversight. This annual reporting document includes a copy of

MoDOT's Comprehensive Annual Financial Report (CAFR), and MoDOT's 2019 Annual Report, which consists of the *Citizen's Guide to Transportation Funding in Missouri, the Financial Snapshot and MoDOT's Results* documents. As outlined in state statute, Director McKenna will have the opportunity to appear before the Joint Committee to verbally present the report.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report this month.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Briscoe stated there was no report this month. The MPERS Board will meet next on February 28, 2020.

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DIRECTOR'S REPORT

During the January 8, 2020, Commission meeting, Director Patrick McKenna provided the following report:

Annual Report - Just before Christmas the Department completed the update of the annual report and submitted it to the Joint Committee on Transportation Oversight. It included a Year-in-Review, the Citizen's Guide to Transportation Funding, Results document, Financial Snapshot, and the CAFR. Staff in Transportation Planning, Financial Services, Design, and Communications Divisions worked on the update over several months. These documents have proven to be critical pieces to help educate elected officials, policy makers, stakeholders, and the general public about how transportation is funded and how those funds are spent in Missouri.

Missouri State Employees Charitable Campaign - Last month, the final numbers for the annual Missouri State Employees Charitable Campaign were announced, and state employees donated more than \$950,000 to 706 Missouri charities. Over the past 35 years, the campaign has generated more than \$32 million for charitable causes in the state. MoDOT and the Department of Corrections led the way – each with more than \$120,000 in pledges. MoDOT employees continue to amaze with their selfless dedicated service to Missouri – in their everyday work, in responding to emergencies, and in this charitable endeavor.

Office of Budget FY2021 Best Overall Program Description Form Awards - A few employees were honored by the Office of Administration for the work they did in improving the Construction Program Description Forms that are used in this year's appropriations submittal process. Those recognized were:

Brenda Morris, Todd Grosvenor, Janel Lueckenotte, Sam Wells, Amy Binkley, Steve Engelbrecht, Jerad Nolan, and Dan Oesch. Director McKenna applauded their efforts.

New Transportation Planning Director - Director McKenna announced Eric Curtit as the new Transportation Planning Director. Mr. Curtit has more than 24 years of varied experience within the department and most recently served as Administrator of Railroads in the Multimodal Operations Division for the past eight years. Director McKenna stated that Mr. Curtit’s previous experience will be quite helpful over the next several months as the STIP development process gets underway.

Editorial on Future Interstate Report - Last month, Director McKenna co-authored an editorial article with Delaware Secretary of Transportation, Jennifer Cohan, on behalf of the Transportation Research Board. It appeared in “The Hill” and focused on the needs of the interstate highway system. Once the envy of the world, interstates today now suffer rampant congestion while many bridges and pavement across the system are reaching, or well-past, their intended design lives. That is well known in Missouri with two of the nation’s oldest interstates: I-70 and I-44. Transportation Research Board commissioned a report on the future of the nation’s interstates, which offers ten specific policy recommendations to re-envision, reinvest, and rebuild America’s interstate highway system to provide for twenty-first century mobility.

Service Award - Director McKenna recognized Sharon Monroe for her 45 years of service with MoDOT and the State of Missouri. Ms. Monroe was unable to attend MoDOT’s service awards event last month and Director McKenna wanted to publicly recognize and congratulate Ms. Monroe on her service with MoDOT for 45 years! Many know that she’s the glue that keeps the organization together and moving forward. Director McKenna thanked Ms. Monroe on behalf of the entire agency, but also personally for deftly managing the his schedule and demands.

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MODOT PRESENTATIONS

ENTERPRISE RISK MANAGEMENT

On behalf of the Director, Misty Volkart, Audits and Investigations Director, presented the annual Enterprise Risk Management (ERM) report. Ms. Volkart explained Enterprise Risk Management is a continuously evolving strategy for identifying, assessing, and managing the overall risks of an organization.

MoDOT began to conduct the ERM process in 2011 as a good governance activity. This process has helped the department strategically review the risks that could impact its ability to deliver the department's mission and assess strategies to mitigate those risks. ERM involves the Commission, department leadership, and employees in assessing the risks. Commission policy requires the department have an ERM process and provide an annual report to the Commission regarding that process. The initial ERM assessment took place in 2012; this is the sixth time the department has been through the process.

Ms. Volkart provided the Commission with a detailed report and reviewed in her presentation how this report has evolved from last year's report. She noted in the past, risk categories were scored from one to four on impact, likelihood, and readiness; then each risk category was ranked from one to ten. Change analysis was conducted to assess the change in scoring of each risk category from year to year.

She explained in 2019 the process was modified to eliminate ranking risk categories. She noted there remains the ten risk areas that have been identified as: financial, workforce, public opinion/support, political risk, transportation system failures, natural disasters, safety and security, legal and regulatory changes, information technology, and fraud and theft. The Senior Management Team (SMT) members, which include the executive staff, district engineers, and division leaders completed a risk assessment sheet after having an opportunity to meet with their management staff. Each risk category was considered equally and separately from other risks and not ranked in order.

Each risk category was scored from one to five in preparedness, likelihood, and impact. Preparedness was ranked from unprepared to plans in place and tested. Likelihood was ranked from little chance of occurring to fairly certain it will occur. Impact was ranked from very little impact to devastating impact.

The information was then placed on a heat map. The heat map identifies areas that may require additional monitoring or controls for improvement by evaluating risks in terms of risk exposure which

considers impact and likelihood, compared to preparedness. The heat map visually displays where SMT members assess organizational risks.

In addition to this new method of evaluating risk, each risk category was reviewed to determine whether the risks were being monitored or assessed. This could be either through the department's TRACKER, FOCUS, or internal audit procedures. It is noteworthy that all risk categories are monitored or assessed. There are controls in place to look at these risk categories at different times throughout the department.

The heat map shows that workforce is the risk category that SMT members assessed with the highest risk exposure along with the risk of being the least prepared to handle. The department is doing what it can to manage the risk through a pay increase that was passed last session and goes into effect January 2020. Non-pay efforts include strategic overstaffing to address high turnover levels, apprenticeship programs, increased employee engagement, and performance development initiatives.

Ms. Volkart concluded her presentation and noted the existence of an enterprise risk management process within an organization is recognized as an example of good governance and important to strategic management of organizational risk. This process continues each year as SMT and employees identify, assess, and monitor organizational risks. Commissioner Waters expressed his concerns that the workforce risk category is usually rated high and that the turnover is related to compensation; while the Commission and department continue to work to improve compensation, more needs to be done. Commissioner Brinkmann noted that the highest risk, workforce, is also the one that the department is least prepared for, but that compensation is beyond the department's control noting the involvement of the legislative and executive branches. He also commended the department for their efforts to improve the things that are in the department's control and encouraged staff to keep up the good work!

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MODOT TRACKER EVOLUTION 2020

On behalf of the Director, Eric Schroeter, Assistant Chief Engineer, introduced the presentation regarding MoDOT's TRACKER and how it is evolving to an electronic website rather than the former paper or electronic PDF file. He explained the department has used TRACKER for performance management measures for fifteen years. This document is published for the public to see both the good and the bad areas, a key to the department's transparency and efforts to improve. He then introduced Kelly Backues and Kate Bax from the Transportation Planning division to describe the changes that are taking place.

Ms. Backues reported as the state's transportation experts, MoDOT's customers expect the department to be accountable for its performance. TRACKER is the department's performance management tool that establishes the processes needed to meet organizational goals and deliver the department's mission. MoDOT has been recognized at both the state and national levels as a leader in performance management.

In January 2005, TRACKER was developed and included eighteen chapters with one hundred twenty-one measures. In January 2020, TRACKER has seven chapters and forty-eight measures that are grouped by safety, service, and stability. Through the years, measures have been added, removed, and refined as goals and needs have changed. However, core results remain consistent or improved as noted below.

Measure	2005 Results	2020 Results
Customer satisfaction	67 %	77 % <i>(has been as high as 85%)</i>
Major highways in good condition	60 %	92 %
Minor highways in good condition	71 %	80 %
Fatalities on Missouri's roadways	1,257	866 <i>(preliminary for 2019, for 2018 it was 921)</i>

These measures indicate the department is succeeding in performance management.

Ms. Bax explained the evolution of the TRACKER took place in two phases. The first was to work with department leadership to reevaluate the measures and results and make sure they align with the safety, service, and stability vision. The second phase was to make TRACKER an interactive electronic document that will only be available online. The first electronic TRACKER meeting will occur on February 18, 2020.

The interactive electronic TRACKER was developed to be complimentary to the recent redesign of the department’s website. This means the website and the document will work well regardless of the device that the customer is using, such as cellphone, tablet, or laptop. The user will no longer need to scroll, pinch, and zoom to read the PDF file. Ms. Bax then demonstrated how the website will operate explaining the TRACKER is displayed by quarter. The results are grouped by safety, service, and stability categories. Each result has a color indicator so the reader may know how the department performed in that area for that quarter. Red means the targets were not met or have gone opposite of the desired direction. Yellow means no real changes. Green means goals have been met or improved upon. The website will also maintain an archive capturing the electronic version of TRACKER for future reference.

Commissioner Smith commended the department for their work on the TRACKER and developing the next generation of this performance measurement tool. He also described how it is a valuable tool in understanding what the department does daily and how important it is for the Commission to attend one of the quarterly TRACKER meetings.

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GOVERNOR’S TRANSPORTATION COST SHARE PROGRAM

On behalf of the Director, Ed Hassinger, Deputy Director/Chief Engineer, reported the fiscal year 2020 budget includes \$50 million of General Revenue funds appropriated by the General Assembly for MoDOT to work collaboratively with the Department of Economic Development (DED) to create a new transportation cost-share program focusing on projects that create an economic benefit. This program is

separate from the Commission's Cost Share program. The purpose of the Governor's Transportation Cost Share Program is to build partnerships with local communities to pool efforts and resources to deliver road and bridge projects. The Cost Share Committee works cooperatively with DED to review applications and select projects with the greatest economic benefit to the state. The Cost Share Committee consists of the Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, and two members selected by MoDOT's Director. Those two members currently include the Chief Administrative Officer and the Governmental Relations Director. The selected projects are then recommended for approval by the Missouri Highways and Transportation Commission. Mr. Hassinger recognized the Director of DED and staff from both DED and MoDOT for their work to develop the program and review the applications for projects that are being presented for consideration today.

MoDOT and DED developed program guidelines that outline the types of eligible projects, level of participation, application process, and the review and approval process. Forty-eight applications were received requesting \$92 million in funds. Unfortunately, four applications did not meet program guidelines. Applications were reviewed and ranked based on the following criteria: economic impact, applicant's share of total project cost, transportation need, and public benefit. The applications were recommended for approval to the Cost Share Committee based on their ranking. The \$50 million of General Revenue Funds were appropriated for state fiscal year 2020 (July 1, 2019 – June 30, 2020). MoDOT will request any funds not spent in state fiscal year 2020 to be available in state fiscal year 2021. MoDOT's request will require approval by the General Assembly.

Mr. Hassinger recommended approval of the award of \$47.9 million in General Revenue funds under the Governor's Transportation Cost Share Program to the projects submitted by the Cost Share Committee from their December 16, 2019 meeting. The Governor's Office and DED support the recommendation. Following discussion, and upon motion by Commissioner Waters, seconded by

Commissioner Briscoe, the Commission unanimously approved the award of \$47.9 million in General Revenue funds for the Governor’s Transportation Cost Share Program, as noted in the table below, and authorized staff to request from the General Assembly any funds not spent in state fiscal year 2020 to be available in state fiscal year 2021.

Governor’s Transportation Cost Share Program Award of Funding		
Project Sponsor	Project Description	Recommended Funding
City of St. Charles	Riverpointe roadway construction	\$5,000,000
St. Charles County	Route A improvements for the GM Wentzville Assembly Plant	\$3,500,000
City of Ozark	McCracken Road and North 3rd Street improvements	\$726,800
City of Parkville	Route 9 and 6th Street vehicular and pedestrian improvements	\$400,000
Pettis County	New Route 65 interchange north of Sedalia for Industrial Park	\$8,290,950
City of Creve Coeur	Route 67 and Old Olive Road intersection improvements	\$575,100
City of Poplar Bluff	Route 67 four-laning	\$5,785,080
City of Springfield	Galloway Street improvements	\$1,500,000
City of West Plains	Access roads to Ozarks Medical Center	\$1,230,639
City of Hannibal	Access road to Lakeside Business and Technology Park	\$835,000
City of Columbia	Connecting Road between Discovery Parkway/Route 63 interchange and Rolling Hills Road/New Haven intersection	\$3,063,485
Fenton Land Investors, LLC	North Highway Drive and Assembly Parkway improvements in Fenton	\$2,814,674
City of Carthage	Hazel Street improvements	\$1,009,806
City of Jefferson	Three roundabouts along Clark Avenue Corridor - Dunklin Street and ramp terminals for Route 50/63	\$1,910,000
Wasson Family Limited Partnership	Route 160 turn lanes in Nixa	\$152,400
City of Kirksville	Business Route 63 improvements	\$955,294
City of St. Charles	New Town Blvd improvements	\$967,500
City of Lee’s Summit	Colbern Road improvements	\$8,000,000
St. Charles County	I-70 additional lane in O’Fallon	\$1,233,272
	Total Funds Recommended	\$47,950,000

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FINANCIAL FORECAST UPDATE

On behalf of the Director, Brenda Morris, Financial Services Director, presented the financial forecast for fiscal years 2021-2025. MoDOT prepares an annual financial forecast to estimate future revenues and disbursements. The forecast is the basis for MoDOT's operating budget, and the funding targets provided to planning partners and MoDOT staff to select projects for the Statewide Transportation Improvement Program (STIP). The financial forecast estimates the various components of state revenue, including the state motor fuel tax, motor vehicle sales taxes, motor vehicle and drivers' license fees, and federal funds from the federal motor fuel tax and other sources as provided by Congress.

Ms. Morris reported, this year has been a bit unusual due to the significant one-time funding sources for very specific programs and projects that will be added to the forecast. Under the leadership of the Governor and the General Assembly, MoDOT received general revenue for road and bridge purposes. Those monies have been designated for very specific purposes. First, \$50 million was appropriated to jump-start the Governor's Focus on Bridges Program. This program identified 250 bridges in the current STIP to be accelerated and frees up resources to make them available for other projects. As part of the Focus on Bridges Program the legislature approved a resolution that allowed the Commission to issue bonds totaling \$301 million to repair or replace 215 bridges and was dependent on the department receiving funding in the form of a federal Infrastructure for Rebuilding America (INFRA) grant. The grant was received in July, and the first of the two bond issuances occurred in November in the amount of \$201 million. The second bond issuance is planned for November 2021. The financial forecast includes the bond proceeds from this transaction, as well as the corresponding debt service payments. The debt service payments are estimated to be \$45.5 million annually for seven years. In addition, \$50 million of general revenue was included for the Governor's transportation cost share program. Nineteen projects were

selected, and nearly \$15 million of local funds were leveraged for projects on the state highway system, which has also been included as part of this forecast.

Related to federal revenue, the department received an INFRA grant in the amount of \$81.2 million for the Rocheport Bridge and climbing lanes at Mineola Hill. These federal dollars, along with the Missouri Transportation Finance Corporation loan in the amount of \$62.5 million to help complete the funding package for this project have also been included as part of this forecast. The loan proceeds, as well as the repayment of that loan have been included.

Lastly, in August the department received \$20.7 million from the U.S. Department of Transportation's competitive highway bridge program, also called Farm Act Bridge Program. These monies will be used to address bridges located in the northern part of the state. While this infusion of one-time resources is welcome, these resources are needed for very specific projects and programs and cannot be used to support the normal program.

Fiscal year 2019 actual revenues were \$45 million less than projected. The majority of that reduction comes from motor vehicle sales tax and miscellaneous revenue such as cost reimbursements. As a result, it decreased the starting point for revenue growth for future years. After taking into consideration all the state highway user revenues, over the five years between 2021-2025, the new forecast projects \$40 million less than the same time period last year. Assumptions for motor fuel tax and motor vehicle sales tax have been reduced based on historical information and third-party information.

The motor fuel tax growth assumption was decreased in this forecast, compared to the previous forecast. The growth assumption for motor fuel tax decreased from 0.50 percent in 2020, 0.25 in 2021 and 0.0 percent in 2022 and subsequent years of the previous forecast to 0.10 percent in 2020 through 2022 and 0.0 percent in 2023 and subsequent years. Fuel prices have remained comparatively low, and consumers are driving more; however, declining revenue growth is expected as vehicles are becoming

more fuel efficient. The growth assumption for motor vehicle and drivers' licensing fees has increased from 1.25 percent to 1.75 percent growth assumption in 2019 and subsequent years.

Motor vehicle sales tax revenues growth assumption is 2.0 percent in 2020 through 2022 and 3.0 percent in 2023 and subsequent years compared to the previous forecast of 2.0 percent in 2020 through 2021 and 3.0 percent in 2022 and subsequent years. This decrease is due to market impacts attributable to steel and aluminum tariffs on auto manufacturing.

The growth assumption for motor vehicle and drivers' licensing fees is 1.75 percent in 2020 and subsequent years. This increase is based on historical data.

Federal revenues include the federal funds for construction projects, preventive maintenance, design work, planning and research, and pass through funds to local entities. The financial forecast assumes Congress will provide the funding levels as authorized by the Fixing America's Surface Transportation (FAST) Act through 2020 and held it flat for each year thereafter. The financial forecast also demonstrates the potential impact if Congress fails to act and additional federal highway trust fund receipts are not identified. This information will be incorporated into the STIP process to determine projects that could potentially be in jeopardy. Based on current financial projections, MoDOT will be able to match all anticipated federal funds in the forecast period.

The financial forecast includes the Cost Share program funds of \$25.0 million in 2020, \$30.0 million in 2021, \$35.0 million in 2022, \$40.0 million in 2023 and \$45.0 million in 2024 and subsequent years. This assumption is the same as the previous forecast.

Ms. Morris reviewed the anticipated disbursements included in the forecast and started with a review of the operating budget expenditures. The forecast includes funding the pay strategies that were included as part of the fiscal year 2021 appropriations request. That includes:

- An increase of \$4.9 million for continuation of the MoDOT pay plan effective January 1, 2020 that will provide a 1.1 percent cost of living adjustment, a two-step pay increase for employees on

steps one through eight as of December 31, 2019 and a one-step pay increase for employees on steps nine through seventeen as of December 31, 2019.

- An increase of \$1.7 million to provide a one-step pay increase for all eligible employees within steps one through nine of their salary grade. This pay plan would be effective January 1, 2021.
- An increase of \$2.8 million as part of a three-year strategy to increase salaries for employees in job titles identified as the least competitive with market, where internal equity issues exist or where the department has the highest rates of resignations. The plan would help to move employees in these job titles closer to the midpoint of their salary range.
- An increase of \$1.5 million to implement a pilot program in fiscal year 2021 for new employees. This program would give new hires the option of receiving a higher salary with reduced benefits, such as not participating in the defined benefit retirement plan but receiving a contribution to their deferred compensation account.
- An increase of \$500,000 to allow for adjustments to the emergency operations stabilization and market adjustment.

These pay strategies total \$11.4 million for salaries and \$5.7 million for the associated fringe benefits. The forecast also includes the continuation of the three-year market adjustment strategy mentioned above in 2022 and 2023 and two percent annual cost of living adjustments starting in 2025 for every other year. Raises are contingent each year on legislative action and Commission approval.

Fiscal years 2020 through 2025 include \$11.6 million more in the expense and equipment portion of the operating budget to address equipment and facility needs and an additional \$5 million more to address needs for materials, equipment, and facilities starting in 2023.

For the 2021-2025 period, the forecast relies on deficit spending in each year. The average deficit spending is \$108.1 million per year. Deficit spending will reduce the cash balance amount from an estimated \$838 million in 2021, and the State Road Fund balance continues to decline to \$267 million in 2026. Debt covenants and the Missouri Constitution require MoDOT to maintain one year of debt service in the State Road Fund. In addition, a balance needs to be maintained in the State Road Fund to allow a response to fluctuations in how disbursements and revenues occur for unanticipated expenditures such as

a natural disaster.

The forecast includes only road and bridge revenues and disbursements. Contractor awards are expected to be just over \$1 billion in 2020 through 2022, and then \$950 million for 2023, with another drop to \$900 million for 2024 and beyond. If Congress fails to act to find additional resources for the Highway Trust Fund, contractor awards could drop to \$770 million in 2021, then \$744 million in 2022, and \$640 million per year starting in 2023. The targets based on this forecast and the potential federal funds reduction will be used to develop two plans for this STIP.

Commissioner Briscoe thanked Ms. Morris for her presentation and noted his appreciation for staff doing a tremendous job of estimating future revenues and disbursements for the financial forecast each year.

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BUSINESS ISSUES

FISCAL YEAR 2020 BUDGET AMENDMENT

On behalf of the Director, Todd Grosvenor, Financial Services Director, recommended increasing receipts \$201 million and increasing disbursements \$224 million for the fiscal year 2020 budget. Mr. Grosvenor also recommended transfers between operating budget categories to address changing priorities and provide greater flexibility to districts and divisions in funding program priorities.

Via approval of the consent agenda, the Commission unanimously approved the fiscal year 2020 budget amendment described above.

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MEDICAL AND LIFE INSURANCE PLAN - APPOINTMENT OF BOARD MEMBER

On behalf of the Director, Ashley Halford, Medical and Life Insurance Plan Board Chairman, recommended approval of the appointment of Javal Burton as a Missouri Department of Transportation (MoDOT) active employee representative, for a term ending November 2025 or until a successor is named.

Javal Burton previously filled this position and served as a member of the board since January 2016. Ms. Burton's appointment was recommended by Patrick McKenna, Director of MoDOT. The Commission established and approved guidelines for a self-insured Medical and Life Insurance Plan for employees of the Department and the State Highway Patrol on November 9, 1977. The guidelines established a board of trustees to manage the operations of the Plan. Potential board members and the board chairman are recommended by either the Department Director or the State Highway Patrol Superintendent, and are subject to Commission approval.

Via approval of the consent agenda, the Commission unanimously approved the appointment of Javal Burton as a Missouri Department of Transportation (MoDOT) active employee representative, for a term ending November 2025 or until a successor is named.

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ST. CHARLES COUNTY PORT AUTHORITY APPLICATION TO BECOME A POLITICAL SUBDIVISION

On behalf of the Director, Michelle Kratzer, Multimodal Operations Director, recommended the Commission approve the application of the St. Charles County Port Authority to become a political subdivision of the state. The proposed boundary of the St. Charles Port Authority is the entirety of St. Charles County.

The County of St. Charles passed an ordinance to create the St. Charles County Port Authority. This entity submitted a port authority application to the Commission, in accordance with §68.010.1 RSMo, for approval to become a political subdivision of the state. Section 68.010 RSMo authorizes the Commission to accept applications, conduct hearings, and approve or disapprove applications for approval of local or regional port authorities as political subdivisions of the state.

The Multimodal Operations Division's waterways unit assists authorized cities and counties in forming port authorities to foster economic development. MoDOT promotes the use of Missouri's

navigable rivers to make low-cost waterborne transportation benefits available to business. Freight moved through the public ports reduces truck traffic.

This item was pulled from the consent agenda for public comment and Commission discussion. Arnie Dienoff presented comments in opposition to the application. John Grietzu presented comments in support of the application. Following discussion, and upon motion by Commissioner Waters, seconded by Commissioner Smith, the Commission approved the application of the St. Charles Port to become a political subdivision of the state. Commissioners Briscoe and Brinkman abstained from voting.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Travis Koestner, State Design Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month. He noted Calls A01, A02, B03, and H01 have local funding, as noted in Table I below, and the department received all of the necessary concurrences.

Mr. Koestner recommended (1) Award of contracts to the lowest responsive bidders for bids received at the December 13, 2019, letting, as recommended and noted in Table I below. (2) Declare the bid from Iowa Civil Contracting, Inc. for Call B05 in the Northeast District and from Gershenson Construction Co., Inc. for Calls F04 and F08 in the St. Louis District be declared non-responsive per Section 102.7.4 of the Missouri Standard Specifications for Highway Construction due to the bid exceeding the lowest specified maximum award. (3) Declare the bid from Cakra, Inc. for Call F02 in the St. Louis District non-responsive per Section 102.7 of the Missouri Standard Specifications for Highway Construction due to not completing their bid in accordance with the bidding documents.

**Table I
Award of Contracts
December 13, 2019, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01 & A02 *	116	Clinton	J1P1043B	\$7,811,719.79	\$0.00	Vance Brothers, Inc.	Scrub Seal
		Caldwell	J1S3195C				
	136	Atchison	J1P3193				
		Atchison, Nodaway	J1P3274				
	169	Buchanan	J1S3195B				
	T	Andrew	J1S3248				
	Various	Various	J1S3285				
			J1S3300				
128	Grundy	J1L19CRO	\$156,484.32				
A03^	46	Nodaway	J1S0447	\$2,795,788.00	\$69.20	Boone Construction Co.	Bridge Replacements
			J1S0616		\$119.58		
			J1S3138		\$124.56		
			J1S3139		\$152.24		
A04	DD	Andrew	J1S3171	\$1,608,112.82	\$0.00	Herzog Contracting Corp.	Resurface
	E	Buchanan	J1S3196				
	H		J1S3197				
A06	BUS 169	Buchanan	J1S3249	\$3,975,615.14	\$0.00	Herzog Contracting Corp.	Coldmill and Resurface
			J1S3257				
A07	N	Sullivan	J1S3350	\$253,999.00	\$0.00	Widel, Inc.	Culvert Replacements
B01	24	Marion	J2P3168	\$6,822,876.43	\$0.00	Emery Sapp & Sons, Inc.	Resurface
	24, 61		J2P3173				Intersection Improvements
	61		J2P3130				Resurface
B02	19	Audrain	J2P3153	\$1,751,611.51	\$0.00	Emery Sapp & Sons, Inc.	Coldmill and Resurface
B03**	36	Shelby	J2P3175	\$6,362,691.97	\$0.00	Emery Sapp & Sons, Inc.	Coldmill and Resurface
		Macon, Shelby	J2P3176				Resurface
	O	Macon	J2S3155				Coldmill and Resurface
B04	136	Putnam, Schuyle	J2P3203	\$2,913,840.25	\$0.00	W. L. Miller Company	Seal Coat
		Clark, Scotland	J2P3213				
	15	Scotland	J2P3214				Resurface, Shoulders, and ADA Improvements
B05	36	Macon	2P3280	\$2,098,500.35	\$0.00	Emery Sapp & Sons, Inc.	Diamond Grinding

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
B06	154	Monroe	J2S3184	\$3,592,854.45	\$0.00	Emery Sapp & Sons, Inc.	Resurface
		Monroe, Ralls	J2S3210				
B07	168	Marion	J2S3294	\$997,460.99	\$0.00	Emery Sapp & Sons, Inc.	Resurface
	O	Marion, Ralls	J2S3293				
C01	I-70	Saline	J3I3046	\$8,376,667.83	\$0.00	Capital Paving & Construction, LLC	Coldmill, Resurface, Pavement Repair, Guardrail and Ramp Improvements
C02^	122	Saline	J3S3091	\$1,764,374.95	\$0.00	Don Schnieders Excavating Company, Inc.	Bridge Replacements
	41		J3P3092				
C03	50	Johnson	J3P3111	\$1,986,068.01	\$0.00	Capital Paving & Construction, LLC	Coldmill and Resurface
C04	C	Ray	J3S3136	\$499,999.99	\$0.00	Ideker, Inc.	Resurface
C05	169	Clay	J4P3215	\$4,256,129.83	\$0.00	Ideker, Inc.	Coldmill and Resurface
C06	92	Platte	J4P3276	\$2,130,919.51	\$0.00	Ideker, Inc.	Coldmill and Resurface
C07	9	Platte	J4S3202	\$1,541,538.88	\$2,400.00	Amino Bros. Co., Inc.	Intersection Improvements, Grading, Drainage
C08	9	Platte	J4S3223	\$378,431.43	\$0.00	Ideker, Inc.	Coldmill and Resurface
C09	9	Platte	J4S3254	\$1,233,592.84	\$0.00	Ideker, Inc.	Resurface
	Prairie View		J4S3336				
D01	I-44	Laclede	J5I3211	\$13,794,300.00	\$0.00	APAC-Central, Inc.	Resurface
D03	19	Gasconade	J5P3293	\$416,465.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal coat
D04	Various	Callaway, Cole	J5S3261	\$721,649.68	\$0.00	Comanche Construction, Inc.	Bridge Rehabilitation
D05	U, T	Miller, Pulaski	J5S3280	\$4,084,678.21	\$0.00	Willard Asphalt Paving, Inc.	Resurface and Add Shoulders
F02	I-70	St Charles, St Louis	J6I3225	\$32,975,925.00	\$0.00	KCI Construction Company	Bridge Rehabilitation
F03	I-270	St Louis	J6I3263	\$8,245,000.00	\$0.00	N.B. West Contracting Company	Coldmill and Resurface
F04^	AB	St Louis	J6S2211	\$806,827.15	\$0.00	X-L Contracting, Inc.	Bridge Replacements
F05	V	Jefferson	J6S3089	\$1,744,488.00	\$202.35	Above And Below Contracting, LLC	Grading and Pavement
F06	94	St Charles	J6S3328	\$1,959,500.00	\$0.00	N.B. West Contracting Company	Resurface and Add Shoulders

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
F08	I-44	St Louis City	J6I3034	\$16,552,958.00	\$11,000.00	Kozeny-Wagner, Inc.	Bridge Replacements, Coldmill and Resurface
G02	59	McDonald	J7P3423	\$774,077.51	\$0.00	Collins & Hermann, Inc.	Guardrail and Sign Improvements
G03	60	Webster	J7P3265	\$8,979,102.69	\$0.00	APAC-Central, Inc	
			J7P3272		\$1,200.00		
H01***	61	Cape Girardeau	J9P3460	\$17,476,608.27	\$0.00	Penzel Construction Company, Inc.	Interchange Improvements
	I-55		J9I3125				Bridge Replacements
H02	I-55	Ste Genevieve	J9I3310	\$11,971,234.54	\$0.00	Capital Paving & Construction, LLC	Resurface and Bridge Replacements
H03	67	Madison, Wayne	J9I3658B	\$394,570.92	\$0.00	Above And Below Contracting, LLC	Pavement Improvements
H04^	Z	Stoddard	J9S3224^	\$2,283,871.00	\$0.00	Robertson Contractors, Inc.	Bridge Replacements and 3 Bridge Rehabilitations
			J9S3224B				2 Bridge Replacements
			TOTAL:	\$161,314,327.25	\$14,802.35		

*Calls A01 & A02 – Funding by Department of Natural Resources – \$156,484.32

**Call B03 – Funding by Love’s Travel Stops (J2S3155) – \$125,000.00

***Call H01 – Funding by City of Jackson (J9P3460) – \$256,000.00
Funding by City of Cape Girardeau (J9P3460) – \$310,500.00

Commission Consideration and Action

After consideration, and upon motion by Commissioner Briscoe, seconded by Commissioner Smith, the Commission took the following action with abstentions noted below:

1. Awarded contracts to the lowest responsive bidders for bids received at the December 13, 2019, bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.

2. Declared the bids by Iowa Civil Contracting, Inc. for call B05 in the Northeast District and from Gershenson Construction Co., Inc. for calls F04 and F08 in the St. Louis District as non-responsive.
3. Declared the bid by Cekra, Inc. for call F02 in the St. Louis District as non-responsive.
4. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Briscoe abstained from Call B07. Commissioner Brinkmann abstained from Call F05. Commissioner Ecker abstained from Call A01.

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2020-2024 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

On behalf of the Director, Ed Hassinger, Deputy Director/Chief Engineer, requested approval to revise the 2020-2024 Statewide Transportation Improvement Program (STIP) that was approved in July 2019, for the implementation of sixteen highway and bridge projects, as noted in Table I below and twenty-seven multimodal projects, as noted in Table II below.

**Table I
2020 – 2024 STIP
Highway and Bridge Construction Schedule
January Amendment
Project Changes**

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
NE Knox J2S3363	RT P	Right of way acquisition to upgrade sidewalks to comply with the ADA Transition Plan from west of city limits to Route 15 in Edina.	9999 CN 2020 RW	\$5	\$3
NE Lewis J2P3364	US 61	Add lighting at Route P interchange in Canton. \$50,000 city of Canton.	2020 CN	\$112	\$13
NE Lincoln J2S3359	CST SECOND ST	Right of way acquisition for bridge removal over Cuivre River in Moscow Mills. Project involves bridge 3500003.	9999 CN 2020 RW	\$2	\$2

NE Pike J2S3358	BU 61	Add roundabout at Route 161 and South Court Street in city of Bowling Green. \$632,490 Cost Share and \$598,840 city of Bowling Green.	2021 CN	\$1,181	\$162
NE Ralls J2P3171	US 61	Add median U-turn 0.4 mile north of Route A, modify intersections at Route A and Fifth Street and add right turn lane on southbound off ramp to Route 19 at New London.	2020 CN	\$1,717	\$185
KC Clay J4I2006	IS 35	Add interchange south of Route 92 at 19th Street in Kearney. \$22,757,000 city of Kearney and \$2,500,000 Cost Share funds.	2020 CN 2020 RW	\$5,024	\$299
KC Jackson J4S3298	MO 7	ADA Transition Plan improvements from Shaw Parkway to Pink Hill Road. \$146,000 city of Blue Springs and \$582,000 STBG-Urban funds.	2020 CN	\$728	\$88
KC Saline J3P3181	US 65	Relocate crossover at 116th Trail and extend north and south outer roads from I-70 to 110th Road. \$1,406,617 Saline County and \$788,130 Cost Share funds.	2022 CN 2021 RW	\$2,327	\$318
CD Cooper J5I3358	IS 70	Bridge replacement over the Missouri River near Rocheport. Design-Build. Bridge L0962. \$78.400M Infrastructure for Rebuilding America, \$58.750M State Infrastructure Bank, \$36.559M Cost Share, \$2M Columbia, \$2M Boone County, \$100,000 Boonville and \$100,000 Cooper County.	2022 CN 2020 RW	\$244,614	-\$3,997
CD Howard J5S3432	RT Y	Pavement resurfacing from Route 124 to end of state maintenance. \$487,000 District Operation funds.	2020 CN	\$487	\$48
CD Laclede J5S3430	RT OO	Pavement resurfacing from Route 64A to Route 32 in Dallas Co. \$596,000 District Operation funds.	2020 CN	\$596	\$58
CD Maries J5S3431	RT N	Pavement resurfacing from Route 133 to Route 28 and Route 7 from Route 28 to state maintenance ends. \$595,000 District Operation funds.	2020 CN	\$595	\$58
CD Pulaski J5S3429	RT H	Bridge repair over I-44. Project involves bridge A3052. \$286,000 District Operation funds.	2020 CN	\$286	\$130
SE PemiscotJ9S 3232	RT EE	Bridge improvements over Drainage Ditches 1, 251, 258, 259; Castor, Whitewater, St. Francis, St. Francis Slough and Black Rivers; I-57; Route 8 and Indian Creek. Design-Build. Bridges P0473, P0474, P0475, P0476, J0103, F0559, L0567, A2382, S0882, A0236, T1000, A0654, L0329.	2021 CN 2020 RW	\$15,075	\$1,784
SE Pemiscot J9S3232B	RT EE	Bridge replacement over Drainage Ditch No. 65 and Castor River Overflow. Design-Build Project. Project involves bridges P0477 and J0104.	2021 CN 2020 RW	\$4,205	\$645
SE Various J9P3662	Various	Striping upgrades on Route 60 and Route 67 in the Southeast District. \$1,396,000 District Operation funds.	2020 CN	\$1,400	\$123
			Total:	\$278,354	-\$81

Table II
2020 - 2024 STIP
Multimodal Operations
January Amendment
Project Changes

District County	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Project Funds <i>(Dollars in Thousands)</i>
SE Mississippi	Major repairs to ferry based upon US Coast Guard Inspection in Dry Dock	2020 Waterways	(\$172)
SE Mississippi	Extended landing ramp for Ferry	2020 Waterways	\$35
SE Mississippi	Replace Rudder and Gear Box	2020 Waterways	\$27
SE Cape Girardeau	Raise rail to eliminate flooding; Construction extended on site rail track	2020 Waterways	\$0
SL Jefferson	Complete dock and passenger ramp to serve Delta Queen passengers in Kimmswick.	2020 Waterways	\$56
SL St. Louis City	Upgrade existing rail at Municipal River Terminal (MRT) Phase II.B to allow larger trains on port site.	2020 Waterways	(\$6,138)
NE Lewis	Construction of dry storage	2020 Waterways	\$569
CD Howard-Cooper	Construction of road into new port	2020 Waterways	\$145
SE Ste. Genevieve	(2) 12' Diameter Sheet Pile Cells and Winch/Pulley System	2020 Waterways	(\$383)
SE Pemiscot	Rail and road construction activities to locate a new tenant on the Port Railroad	2020 Waterways	\$419
SL St. Louis City	#5 Clinton Warehouse Improvement	2021 Waterways	\$2,000
SL Jefferson	Kimmswick Landing at Grade Railroad Crossing	2021 Waterways	\$1,250
SE Pemiscot	New Port entrance road to downstream industrial site.	2021 Waterways	\$1,750
SL St. Louis City	Municipal River Terminal Rail Upgrade Ph II	2021 Waterways	\$1,667
NW Buchanan	Grain Storage Bins	2021 Waterways	\$998
NW Buchanan	Moored Floating Dock Structure and Personnel Gangway	2021 Waterways	\$218
SE Ste. Genevieve	Sheet Pile Cells and Winch/Pulley System	2021 Waterways	\$382
CD Howard-Cooper	Dock Repair, Dolphins, Winches	2021 Waterways	\$985
CD Howard-Cooper	Drive Over Conveyor, Grain Bin, and Grain Probe	2021 Waterways	\$1,000

District County	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Project Funds <i>(Dollars in Thousands)</i>
SE New Madrid	Purchase property for port expansion and site preparation	2021 Waterways	\$2,498
KC Jackson	Mooring Replacement	2021 Waterways	\$533
NA NA	Port Capital Improvement Program (CIP)	2020 Waterways	(\$9,400)
NA NA	Port Capital Improvement Program (CIP)	2021 Waterways	(\$1,764)
NE Audrain	Rail Spur construction	2020 Freight	\$652
NW Chariton	Non-GMO Storage Building	2020 Freight	\$375
KC Clay	Repairs to barge loading platform and structure	2020 Freight	\$316
NA NA	Freight Enhancement Program	2020 Freight	(\$1,000)
		Total:	(\$2,982)

Via approval of the consent agenda, the Commission unanimously approved the amendments to the 2020-2024 STIP as noted in the tabulations above.

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APPROVAL OF PLANS FOR CONDEMNATION

On behalf of the Director, Travis Koestner, State Design Engineer, recommended the Commission approve the following detailed project plans, approved by the Deputy Director/Chief Engineer, for filing as necessary for the condemnation of Right of Way.

<u>County</u>	<u>Route</u>	<u>Job Number</u>
Ozark	160	J9P3169
Christian	14	J8P0588I

In accordance with Section 227.050 RSMo, the Commission via approval of the consent agenda, approved the detailed project plans for the above noted projects and directed they be filed as necessary for the condemnation of right of way.

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REQUEST FOR APPROVAL OF LOCATION AND DESIGN OF HIGHWAYS

Route Z & Route N Intersection, St. Charles County

Job No. CMAQ-7302(674)

Public Hearing Held October 30, 2019

The proposed improvements will include relocating Route Z to the east to create a more traditional four-legged intersection. The new intersection will be signalized and include dedicated left and right turn lanes for each approach on Routes N and Z. The project will have controlled access right of way. Traffic will be maintained by staged construction of the intersection. Relocated Route Z will be built on new alignment. Widening on Route N for the new intersection will allow for Route N traffic to be shifted as needed during construction. Traffic can then be shifted to relocated Route Z and the new intersection, then existing the Route Z can be removed. The project is 0.850 mile in length.

On behalf of the Director, Tom Blair, St. Louis District Engineer, recommended approval of the location and design as presented at the public hearing.

Route 61/67, St. Louis/Jefferson Counties

Job No. J6S3296

Public Hearing Held October 24, 2019

The proposed improvements will provide for a 4.5-inch mill and fill pavement resurfacing treatment, guardrail upgrades to meet current MASH standards and upgrades of the existing pedestrian facilities to comply with MoDOT's ADA Transition Plan. The project will have normal access right of way. The roadway will remain open to traffic during construction. Staged traffic control will be used to perform the mill and fill operation keeping one lane open in each direction at all times. Night work is anticipated in order to minimize traffic disruption during peak hours. Entrance work will be done half at a time in order to maintain access to the businesses within the job limits. The project is 4.299 miles in length.

On behalf of the Director, Tom Blair, St. Louis District Engineer, recommended approval of the location and design as presented at the public hearing.

South Outer 70 (Veteran's Memorial Parkway), St. Charles County

Job No. J6S3408

Public Hearing Held October 28, 2019

The proposed improvements will provide intersection improvements at Veteran's Memorial Parkway and Lake St. Louis Boulevard and Lake St. Louis Boulevard and the eastbound I-70 ramps. These two closely spaced signalized intersections will be replaced by one six-legged roundabout. The project will have limited access right of way. Traffic will be maintained by staged construction of the roundabout. The east leg of Veteran's Memorial Parkway and the south leg of Lake St. Louis Boulevard will have to close during some stages of construction. The other legs of

these intersections will remain open to traffic during construction. The project is 0.606 mile in length.

On behalf of the Director, Tom Blair, St. Louis District Engineer, recommended approval of the location and design as presented at the public hearing.

After full consideration of the favorable and adverse economic, social and environmental effects of the recommended location and design, the Commission via approval of the consent agenda unanimously found and determined the recommended location and design would best serve the interest of the public and approved the recommendation.

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PROPERTY ACQUISITION AND CONVEYANCES

DISPOSAL OF EXCESS PROPERTY, ROUTE 364 IN ST. CHARLES COUNTY, EXCESS PARCEL NUMBERS E6-1133, 261321

In keeping with the Commission’s policy regarding disposition of Commission-owned property or property rights, the sale of all properties owned by the Commission with appraised or sale values of \$200,000 or more must be approved by specific Commission action.

On behalf of the Director, Tom Blair, St. Louis District Engineer, recommended conveyance of 9.04 acres of land located southwest of the Route 364 and Route 94 interchange in the City of St. Peters, to St. Charles County for a consideration of \$265,770.00.

Via approval of the consent agenda, the Commission unanimously approved the property conveyance described above.

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-- REPORTS --

REPORTS

The Commission received the following written reports.

A REPORT CARD FROM MISSOURIANS - 2019

On behalf of the Director, Eric Curtit, Transportation Planning Director, presented the results of the 2019 Report Card from Missourians. This is the tool the department uses to determine how satisfied customers are with MoDOT's work, and also to get input about the services and results that are most important to them. This information is collected through independent telephone surveys that are conducted with more than 3,500 Missourians throughout the state. At least 500 telephone interviews are conducted in each of the seven districts, and this is to ensure accurate, statistically valid results.

The department learned the majority of Missourians were satisfied with the job MoDOT is doing. Overall satisfaction was at seventy-seven percent. While still high, the overall customer satisfaction rate has dropped significantly, six percent from the last survey. Most measures of satisfaction with individual MoDOT services have decreased from 2017.

MoDOT works very hard as an organization to communicate very clearly with Missourians. The survey indicates MoDOT is doing a good job there; nearly all of the respondents indicated that accurate, timely and understandable information is provided. This result is particularly satisfying, as state government, one has to communicate some technical information, and to do so in a manner that is understandable is notable.

Additional findings of the report include:

- Missourians continued to agree that MoDOT provides accurate ninety-two percent, timely ninety-two percent, and understandable ninety percent information about projects in their areas, similar to the statistical results since 2009.
- Ninety percent of Missourians agreed that MoDOT was the "primary transportation expert" similar to results since 2009.
- Eighty-two percent of the residents indicated they trust MoDOT to keep its commitments to the public compared to eighty-seven percent in 2017.

- Eighty-six percent of residents were willing to pay more to adequately fund Missouri state roads.
- Missourians grossly underestimate the cost of congestion, poor road conditions, and safety issues.
- For the third study in a row, a plurality of residents selected increasing fuel taxes as their preferred option for increasing revenues to adequately fund Missouri state highways and roads.

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MODOT BRIEFING REPORT

Patrick McKenna, Director, provided to the Commission the written monthly Issue Briefs that are sent from the department to the Governor since the previous MoDOT Briefing Report. There were four briefing reports for the past month.

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**FINANCIAL – BUDGET – REPORTS
YEAR-TO-DATE FINANCIAL REPORT, PERIOD ENDING NOVEMBER 30, 2019**

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date November 30, 2019, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Travis Koestner, State Design Engineer, submitted a written report of consultant contracts executed in the month of November 2019, for both engineering and non-engineering related projects. The department utilizes consultants to efficiently manage workload and provide specialized expertise to supplement and support department staff. Expenditures for consultant services are funded from the Commission approved Statewide Transportation Improvement Program and MoDOT Operating Budget. There were 404 active contracts held by individual engineering consultant firms prior to November 1, 2019. Fifteen engineering consultant services contracts were executed in November 2019, for a total of \$4,531,022. There were no new non-engineering consultant contracts executed in November 2019.

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By unanimous consensus of all members present, the meeting of the Commission adjourned.

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The Mission of the Missouri Highways and Transportation Commission is to:

- Represent the citizens of Missouri pursuant to the Constitution by providing independent and nonpartisan governance of the Missouri Department of Transportation; and
- Establish policies, exercise oversight, and ensure accountability in developing and maintaining a world class transportation system in Missouri which fosters safety and economic development.

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