



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

TABLE OF CONTENTS

November 5, 2020

VOTE TO CLOSE MEETING 4

COMMISSION/DIRECTOR ITEMS

Approval of Minutes 4

Consent Agenda 5

Commission Committees and Commission Related Boards 5

Director’s Report 6

MODOT PRESENTATIONS

**Fiscal Year 2020 Comprehensive Annual Financial Report,
Including Independent Audit Report..... 12**

Update on MoDOT’s St. Louis District 14

Update on MoDOT’s Southeast District 16

Gearing Up for 2020-2021 Winter Operations..... 18

BUSINESS ISSUES

City of St. Louis Port Authority Boundary Expansion 22

**Emergency Project Designation and Award of Aviation Trust Funds for Repairs
at Jefferson City Memorial Airport..... 22**

Medical and Life Insurance Plan: Appointment of Board Member..... 23

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Consideration of Bids for Transportation Improvements 24

Approval of Plans for Condemnation 29

REPORTS

MoDOT Briefing Report 31

**Financial - Budget - Reports – Year-to-Date, Financial Report Period
Ending September 30, 2020 31**

Consultant Services Contract Report 31

**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD VIA VIDEO CONFERENCE AND IN JEFFERSON CITY, MISSOURI,
THURSDAY, NOVEMBER 5, 2020**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Thursday, November 5, 2020, via video conference and at the Missouri Department of Transportation, 105 W. Capitol Ave, Jefferson City, Missouri. Michael T. Waters, Jr., Chair, called the meeting to order at 1:30 p.m. The following Commissioners were present: John W. Briscoe, Gregg C. Smith, Terry L. Ecker, Robert G. Brinkmann, P.E., and W. Dustin Boatwright, 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 Thursday, November 5, 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 Waters, Aye
Commissioner Briscoe, Aye
Commissioner Smith, Aye
Commissioner Ecker, Aye
Commissioner Brinkmann, Aye
Commissioner Boatwright, Aye

The Commission met in closed session on Thursday, November 5, 2020 at 9:00 a.m. and adjourned at 11:30 a.m.

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-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

APPROVAL OF MINUTES

Upon motion by Commissioner Smith, seconded by Commissioner Briscoe, the Commission unanimously approved the minutes of the regular meeting held on October 7, 2020 and the special meeting held on October 6, 2020. The Chairman and Secretary to the Commission were authorized and directed to sign and certify said minutes and to file same in the office of the Secretary.

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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 November 5, 2020, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Smith, seconded by Commissioner Briscoe, 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 November 5, 2020, meeting.

Audit Committee – Commissioner Waters reported the Audit Committee met with the external auditors from BKD. The Fiscal Year 2020 Comprehensive Annual Financial Report, including the Independent Audit Report was presented. For the twenty-first consecutive year, MoDOT received an unmodified (clean) opinion. The next Audit Committee meeting is scheduled for January 2021.

Legislative Committee – Commissioner Briscoe reported Governor Parson called for a second special legislative session for this year. The legislature will meet to provide the Governor with additional spending authority for the federal coronavirus funding that has been made available to the state of Missouri. The federal aid includes funding for school meals, grants for homelessness prevention, and job training. There is also funding available for a domestic violence grant and child support payments. To date, Missouri has received about \$3 billion in federal funds. The House will convene this week, and the Senate will convene the following week. Commissioner Briscoe noted the general election took place on Tuesday. He reported on some of the changes in the General Assembly as a result of the election.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report for this month. The next MTFC meeting will be in February 2021.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Briscoe reported the MPERS Board had not met recently but the Governance Committee held a meeting on October 1. The committee is leading an effort in collaboration with a consultant, Funston Advisors, to review MPERS Board policies and procedures. Surveys of each board member have been conducted and the consultant's findings will be provided in a report later this year.

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DIRECTOR'S REPORT

During the November 5, 2020, Commission meeting, Director Patrick McKenna provided the following report:

Buckle Up Phone Down Day/New Statewide Seat Belt Survey Results – On October 16, MoDOT and safety partners from around the state hosted the fourth annual Buckle Up Phone Down (BUPD) Day. The day was once again supported by a statewide proclamation from Governor Parson encouraging all Missourians to buckle up and put down their phones while driving. In addition, virtual and social media tools were used to spread the BUPD message throughout Missouri. Seat belt use remains a priority of MoDOT and the Missouri Coalition for Roadway Safety.

While significant progress has been made since the inception of BUPD, far too many Missourians continue to not wear their seat belts despite robust evidence indicating seat belts are a critical factor for surviving a crash. Seventy percent of fatalities this year have been people who were not belted. The annual statewide seat belt survey was conducted in June and the results indicate a slightly lower percentage of drivers and passengers on Missouri roads have been wearing their seat belts during the pandemic. The survey concluded 86.1 percent of the observed drivers and passengers were buckled. This is down slightly from Missouri's all-time high of 87.7 percent in 2019. The national average for seat belt usage in 2019 was nearly 91 percent.

With no primary seat belt law in Missouri, MoDOT and the Coalition rely heavily on education and personal responsibility for increasing usage in our state. However, some localities have taken it upon themselves to seek an increase in seat belt usage through public policy. Currently, 64 cities and 1 county have a primary seat belt ordinance, and crash data indicates the areas, overall, have a lower percentage of unbelted fatalities compared to the rest of the state. And of course, primary seat belt legislation is one of the department's priorities for the next legislative session. The simple decision to buckle up every time is the quickest, cheapest, and most effective way to save lives on our roadways. If all drivers and passengers in Missouri committed to buckling up every trip, an estimated 240 lives would be saved in the state each year.

Stand Up for Safety Week – Director McKenna shared a video highlighting activities from Stand Up for Safety Week. This year, because of COVID-19 protocols, the event was spread out over the week instead of one day and many were conducted virtually.

Missouri Chamber Transportation Future Summit – Two weeks ago, the Missouri Chamber of Commerce's Transportation Future Summit was held as a virtual conference. Director McKenna reviewed how MoDOT continued to operate this year despite all the challenges created by the COVID-19 pandemic. He also explained the challenges going forward, legislative priorities for 2021, and the department's focus on highway safety. The Deputy Director, Ed Hassinger, gave a presentation on research initiatives, and the collaboration with the University of Missouri system to create the Missouri Center for Transportation Innovation. Since this conference, the department learned that Missouri S&T, in collaboration with the Missouri Center for Transportation Innovation, was selected by the Federal Highway Administration (FHWA) to administer the Local Technical Assistance Program for 2021 and 2022. A winning proposal for all parties.

FHWA's Every Day Counts National Meeting – Ever since the Federal Highway Administration launched its Every Day Counts (EDC) initiative in 2011, MoDOT has been a very active participant.

EDC is a state-based model that identifies and rapidly deploys proven, yet underutilized innovations to shorten the project delivery process, enhance roadway safety, reduce traffic congestion, and integrate automation. Two weeks ago, Kelly Backues with MoDOT's Transportation Planning Division gave a presentation at the national meeting of EDC's State Transportation Innovations Council on the Innovations Challenge and all the successes the department had with that program. She showed a video of some of this year's homegrown innovations from the Virtual Showcase and the JAWS innovation that was developed in Kansas City in 2018, which is now being used across the state as a way to clear debris from the roadway without putting our people at risk.

Show-Me Excellence Summit – Last week, Missouri hosted its second annual Show Me Excellence Summit. This year's event was held virtually with the theme "Better Together." More than 1,500 people participated in the successful summit organized by a cross-department collaboration provided by the Show Me Excellence Steering Committee. Karen Miller, from Transportation Planning, was one of eight people in that group. Karen also served as moderator for the session: "Missouri Process Improvement Success Stories" where two winners of the Governor's Award for Quality and Productivity were presented, and one of those was our Buckle Up Phone Down program.

Operations Status – Fall Meetings/Flu Shots – Each year, one of the medical plan's most important benefits is providing flu shots to employees. Normally, these are given at our annual fall employee meetings. But since those meetings had to be conducted virtually this year, that was not possible. Instead, the health and wellness team instituted drive-through flu shot stations at buildings across the state.

Employees who couldn't utilize the drive-through option were able to get their flu shots from local providers by presenting their insurance card. So far, more than 1,000 employees have received flu shots. The virtual fall meetings went very well. The Communications staff produced a series of videos on various topics and they were posted on YouTube where employees could watch them at their leisure.

Federal Update/AASHTO Annual Meeting – Next week, AASHTO will conduct its annual meeting virtually. At last year's meeting in St. Louis, Director McKenna was elected to a one-year term as president. At the virtual AASHTO meeting this year, his presidency will come to an end, although he will remain on the executive committee in an ex-officio capacity as the immediate past-president. AASHTO started the year focusing on highway safety as a public health crisis and working to obtain reauthorization of the federal surface transportation bill. But then, COVID-19 hit, and state departments of transportation watched travel volumes and transportation revenues plummet abruptly due to stay-at-home orders issued to prevent the spread of the virus. AASHTO worked diligently to help Congress better understand how the pandemic was affecting state DOTs and their budgets, while continuing the

national educational effort stressing the need for a new federal surface transportation authorization. The following captures the Director's Presidential accomplishments.

PATRICK McKenna

Missouri DOT, Director

AASHTO President, 2019-2020

Presidential Accomplishments

The safety of every person who travels on the national transportation system is the highest priority for state departments of transportation, Patrick McKenna, Missouri DOT director and the 2019-2020 president of the American Association of State Highway and Transportation Officials, focused national attention on the need to address safety.

In the midst of a historic pandemic, McKenna led a conversation around traffic safety, re-energizing AASHTO's safety efforts on three fronts: (1) rally CEO leadership for traffic safety; (2) step up support to member DOTs for Toward Zero Deaths, especially on safety culture and proven countermeasures; and (3) sustain the safety effort with committees and partners.

He also helped Congress better understand how the pandemic was affecting state DOTs and their budgets. And, he led a national education effort stressing the need for a new federal surface transportation authorization.

SAFETY ACCOMPLISHMENTS

AASHTO re-energized its safety efforts on three fronts: rallied CEO leadership for traffic safety; stepped up support to member DOTs for Toward Zero Deaths, especially on safety culture and proven countermeasures; and sustained the safety effort with committees and partners.

(1) Rally CEO Leadership for Traffic Safety

- President McKenna raised awareness for Missouri's Buckle Up Phone Down campaign by encouraging the AASHTO Board of Directors and several traffic safety partner organizations to redouble their safety efforts. Multiple states have initiated BUPD campaigns.
- President McKenna led the Transportation Research Board CEO Roundtable on Safety where state DOT CEOs discussed their increased focus on safety, including efforts related to traffic safety culture, collaboration with safety partners, and a more aggressive approach to implementing safety countermeasures.
- Montana DOT Director and chairman of AASHTO's Committee on Safety, Mike Tooley, led a safety session at the AASHTO Washington Briefing.
- President McKenna provided the keynote address during the opening session of the Committee on Safety Meeting.
- President McKenna spoke on pedestrian safety during the opening session of the U.S. Department of Transportation pedestrian safety summit.

(2) Support the Toward Zero Deaths (TZD) and Other National Safety Coalitions

- TZD subcommittee leadership and AASHTO staff are representing AASHTO and state DOTs in the Road to Zero's "Doubling Down on What Works" workgroup.
- The Transportation Policy Forum convened two roundtables with peer organizations during the AASHTO Washington Briefing to identify common policy areas for joint action.
- AASHTO communications and marketing efforts throughout the year focused on specific safety topics and interview with CEOs or safety partners and safety articles were featured in AASHTO Journal and other sources.
- AASHTO redesigned the Safety Committee website to serve as a launching point for all AASHTO safety activities.
- The TZD subcommittee hosted quarterly safety-focused webinars for the broader AASHTO audience.

(3) Sustain the Safety Effort with AASHTO Committees and Stakeholders

- Engaged AASHTO Committees: All AASHTO committee strategic and action plans were reviewed with draft recommendations forwarded to Strategic Management Committee for consideration.
- Engaged with Safety Partners: AASHTO worked with partners to advocate for the preservation of the 75MHz of the Safety Band. And AASHTO developed joint initiatives with GHSA, and Road to Zero.
- Engaged with the federal government: AASHTO provided input on safety in proposed automated vehicle legislation and submitted comments to the FCC Docket to preserve the 75MHz of the Safety Band for transportation safety purposes. Also, AASHTO engaged with NHTSA on its Automated Vehicle Transparency and Engagement for Safe Testing Initiative (AV TEST).

REAUTHORIZATION AND POLICY ACCOMPLISHMENTS

AASHTO continues to play a leading role in pushing for a robust multiyear surface transportation reauthorization bill. That work helped secure a one-year extension of the FAST Act surface transportation legislation. What was already critical legislation to improve safety, quality of life, and economic opportunity for everyone took on more significance in light of the COVID-19 pandemic. Throughout the year, AASHTO urged Congress and the Administration to take bold and historic action by using surface reauthorization as a platform for recovery and growth in the years to come.

- Ushered AASHTO’s formal policy package for reauthorization of the surface transportation bill by completing the 18-month process overseen by the Transportation Policy Forum where input was provided from bottom-up, which involved most of AASHTO’s reorganized councils and committees.
- AASHTO provided fast-turnaround responses to both the Senate Environment and Public Works Committee and the House Transportation and Infrastructure Committee including core policy principles and technical assistance on legislative analysis and text.
- AASHTO led the repeal of \$7.6 billion in highway contract authority contained in the FAST Act scheduled for July 1, 2020, which preserved the federal highway funding baseline for reauthorization and prevented potential disruptions to programs and projects around the country
- AASHTO designed a policy response to fight against COVID-19 pandemic by analyzing state impacts and communicating a \$37 billion revenue backstop request as part of the “Phase 4” package.
- Testified to the Senate Banking Committee on the importance of the federal public transportation program.
- Delivered key AASHTO policy messages on surface reauthorization through a series of letters, several of which were co-signed and supported by significant numbers of key industry groups.

RESPONSE TO PANDEMIC AND SOCIAL UNREST

- AASHTO played a critical role in keeping critically needed supplies and freight moving around the country by facilitating the coordination and collaboration between federal agencies and state DOT’s.
- AASHTO engaged in and supported a national dialogue with state DOT leaders to address race equity, diversity, and inclusion in transportation.
- Despite disruption to traditional work arrangements for AASHTO staff, AASHTO was able to deliver effective virtual meetings throughout the year and the association was successful in developing a new strategic plan.

Throughout his year as President, Director McKenna maintained his focus on two emphasis areas:

- **Safety** – Renewing a focus on a national public health crisis related to the safety of our nation’s roadways.
- **Reauthorization** – Surface transportation reauthorization in a Presidential election year is a tall task, but one that AASHTO and its members must fully embrace.

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PUBLIC COMMENT

PUBLIC COMMENT REGARDING ST. LOUIS PORT AUTHORITY

Gerard Connolly from St. Louis, Missouri submitted a written public comment; the text of the comment follows:

I am writing to express my opposition to the expansion of the Port District boundaries in the City of St. Louis. I am a longtime resident of St. Louis and follow local government closely. I believe that City residents were disenfranchised during the legislative approval process of Board Bill No. 28, now designated Ordinance 71179.

Full details on Ord. 71179 on City of St. Louis government website: <https://bit.ly/2HXUDSa>. The Board of Aldermen’s Transportation and Commerce Committee “heard” the bill at its meeting on 6/4/20. Alderwoman Marlene Davis, who serves on the Port Commission Board, did not provide the public the opportunity to testify on B.B. 28 at the committee meeting. She confirmed that there would be no public testimony in an email to me dated 6/3/20. B.B. 28 was approved by the committee and subsequently by the full Board of Aldermen. I suspect that few residents realize the powers that can be wielded by the Port Commission or an established Port District. These powers include the allocation of tax incentives and exercise of eminent domain, neither of which require the approval of the Board of Aldermen, the City’s legislative body.

I urge you not to approve the expansion of the City of St. Louis’ Port boundaries. Thank you for your consideration. Please contact me if you wish to discuss this matter. I may be reached at 314-753-2581 or connolly.gerard85@gmail.com.

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MODOT PRESENTATIONS

FISCAL YEAR 2020 COMPREHENSIVE ANNUAL FINANCIAL REPORT, INCLUDING INDEPENDENT AUDIT REPORT

On behalf of the Director, Brenda Morris, Chief Financial Officer, Kim Hamm, CPA and Kristen Bright, CPA of BKD, LLP, presented the Comprehensive Annual Financial Report (CAFR) for Fiscal Year 2020 including the Independent Audit Report. State law requires an annual audit of MoDOT's financial statements be performed by an independent certified public accountant. MoDOT believes preparing the CAFR demonstrates the highest level of public accountability and is deemed more transparent because of the information it presents. Ms. Morris explained while the Financial Services Division is responsible for preparing the CAFR, the results that are presented in the report are based upon a department wide effort. Ms. Morris reported for the twenty-first consecutive year, MoDOT received an unmodified (clean) opinion. An unmodified opinion is issued when auditors can state that financial statements conform, in all material respects, to all reporting requirements.

Ms. Morris highlighted three unique challenges the department faced when preparing the CAFR this year. The first is, like other divisions in the department, Financial Services has experienced turnover. As a result, this was the first year for many of the staff to prepare this report on work on this audit. Second, because of the COVID-19 pandemic, the audit was conducted remotely. Typically, the external auditors are physically present when conducting a portion of the audit. Third, the department was working reduced hours under the shared leave program during a significant portion of this audit. Typically, there is significant staff overtime required to complete the audit in a timely fashion. Ms. Morris commended the staff and the auditors for looking at things differently and finding alternative procedures to complete the necessary work.

Ms. Morris reported while the CAFR is a lengthy and technical accounting document it also includes additional information about the department. The management discussion and analysis section

of the CAFR provides a good overview of the financial activity of the last year and the statistical section provides comparative information. An item discussed in the management discussion and analysis section is the department's financial health based on information presented in the financial statements. The department's net position in fiscal year 2020 increased by a little more than \$644 million or 2.4 percent when compared to fiscal year 2019. Capital assets increased by \$662.7 million compared to last fiscal year. Net capital assets grew by \$418 million compared to fiscal year 2019. This amount includes the value of Missouri's almost 34,000 miles of highway, nearly 10,400 bridges, and property owned (land, buildings, equipment, and vehicles). Liabilities decreased by \$56 million in fiscal year 2020. the primary reason for the reduction is the reduction of liabilities associated with pensions and other post-employment benefits.

Kim Hamm, CPA of BKD, reviewed with the Commission the results of the audit of the CAFR for the year ended June 30, 2020. She explained the CAFR is a large comprehensive report, and the auditor's opinion covers the financial statements. Included in the financial statements is the independent auditor's report which is the unmodified (clean) opinion on the financial statements. The auditor's opinion states the financial statements are free from any material misstatement and presented in accordance with generally accepted accounting principles. Ms. Hamm indicated the auditor's opinion on internal control and compliance over the financial reporting process is included in the last two pages of the CAFR, and there is no opinion rendered there. Ms. Hamm did note the opinion letter include an emphasis on matter paragraph explaining the recent implementation of the new accounting standard GASB 84, which is regarding fiduciary activities. The financial statement in 2019 showed the motor carrier services funds and local fund in what was called agency funds, now in 2020 the financial statement shows the local fund in the State Road Fund and the motor carrier services fund in the new fiduciary fund. The department will soon be implementing GASB 87 regarding leases and is already preparing for this future change. Ms.

Hamm praised the professional and competent Financial Services Division staff and other areas of MoDOT for their assistance and cooperation during the audit process.

Commissioner Waters commended staff for the work it took to accomplish the twenty-first consecutive clean report.

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UPDATE ON MODOT’S ST. LOUIS DISTRICT

On behalf of the Director, Thomas Blair, St. Louis District Engineer; Thomas Evers, St. Louis Assistant District Engineer; and Michelle Forneris, St. Louis Assistant District Engineer, presented a brief overview of the current state of roads, bridges, and safety improvements in the St. Louis District. The St. Louis District is focusing its Statewide Transportation Improvement Program (STIP) funds and all available operation funds on maintaining existing roads and bridges, completing ADA (Americans with Disabilities Act) plan, limited safety improvements, and very limited system improvements. The St. Louis District’s operating budget addresses activities including winter operations, emergency and flood response, traffic incident management, mowing, signing and striping, in addition to maintaining roads and bridges.

The St. Louis District is home to approximately 2.5 million Missourians in the City of St. Louis, St. Charles, Franklin, Jefferson, and St. Louis counties. The St. Louis District is authorized for 713 full-time employees, and currently has 688 employees. The St. Louis District maintains about 6,000 lane miles of interstates and major and minor routes. There are 1,153 bridges in the the St. Louis District, and 71 percent are rated in in fair condition. Twenty-five percent of those bridges are rated good and four percent of the bridges are in poor condition. There are also 1,056 traffic signals and 158 dynamic message signs on the district’s transportation network.

Ms. Forneris described St. Louis operations team’s work this year. Maintenance responded this year to 5,475 priority one calls, that includes downed stop signs or other dangers posing urgent threats to

safety. The district utility group completed 19,330 utility locates with less than half their staff due to vacancies. The striping crew striped 3,595 miles and 84,000 square feet of handwork at signalized intersections. Maintenance logged 20,221 hours of sweeping debris from roadways. The St. Louis Transportation Management Center serves as the 24/7 hub for district and statewide calls. The customer service team answered 93,000 calls generating over 18,000 call reports. Emergency Response (formerly Motorist Assist) has assisted motorists 27,123 times. Annually, they provide 33,000 assists to motorists who may need gas, a tire change, or other services.

The St. Louis District Design team has worked diligently to produce amazing results this year. Currently, the district has 65 active construction projects totaling \$265 million. For Fiscal Year 2021, the St. Louis Design staff is currently working on 61 total projects totaling \$223 million. Additionally, in the 2021-2024 STIP, there are a total of 140 projects funded for construction in the district totaling \$595 million. Mr. Evers highlighted three projects in the district. The first project he mentioned is the I-270 Design-Build Project in North St. Louis County totaling \$246 million. He went into greater detail on the second project which was the work underway at I-64, 22nd Street, and Jefferson project that is redesigning the interchanges and removing the existing ramps at Pine and Chestnut. The Jefferson interchange will be a split diamond with a new overpass at 22nd Street. The third project he described was the project on I-70 from Cave Springs to Fairgrounds that will improve safety, congestion, and connectivity on this segment of the oldest highway in the nation. He explained the common tie between the I-64 and I-70 projects was the partnerships that have been formed to address major infrastructure needs in the district. The City of St. Louis has partnered with the department on the I-64 project and St. Charles county has partnered with the department on the I-70 project.

Safety is a priority and concern in the St. Louis District. Fatalities are significantly higher on St. Louis roadways compared to the same time in 2019. The statistics pertaining to work zone crashes and fatalities so far this year are trending in the wrong direction. St. Louis has had almost 60 percent (24 of

the 41) of the TMA hits this year. Of the 22 work zone fatalities in the state, 45 percent were in the district (6 were on the local system). Speed has been a major traffic issue and 48 percent of the fatalities in St. Louis involved speed. Of the 136 vehicle occupant fatalities in St. Louis, 70 percent were unrestrained. Over 40 percent of Missouri's pedestrian fatalities occurred in the St. Louis district. There have been 215 fatalities from crashes in the St. Louis District.

Commissioner Ecker thanked the St. Louis district team for their report and welcomed Ms. Forneris in her new role.

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UPDATE ON MODOT'S SOUTHEAST DISTRICT

On behalf of the Director, Mark Croarkin, Southeast District Engineer, presented a brief overview of the current state of roads, bridges, and safety improvements in the Southeast District. The Southeast District is focusing its Statewide Transportation Improvement Program (STIP) funds and all available operation funds on maintaining existing roads and bridges and limited safety improvements. The Southeast District's operating budget addresses activities including the pavement improvement plan, existing and future cost share projects, the Focus on Bridges program, and a major river crossing.

The Southeast District is comprised of 25 counties in the southeast portion of the state, with a population of more than 577,000. The district maintains 16,169 lane miles of road—the highest number of district lane miles in the state. The district employs 702 full-time employees. The Southeast District has posted 111 job opportunities including full-time positions and seasonal positions. Currently, 42 full-time positions are filled, and 34 emergency snow removal operators have been hired in preparation for winter operations. The Southeast District is still looking to fill 35 additional positions. Out of an abundance of caution due to COVID-19, the district modified their interview, hiring, and training processes.

The Southeast District has made progress on its pavement improvement plan. The district has contracts for 206 lane miles of interstates and has completed 131 lane miles of overlays. For other major

routes, 160 lane miles were contracted, and 130 lane miles of overlays have been completed. For minor routes, 651 lane miles will be tended by maintenance crews, with 590.6 lane miles of overlays, chip seals, and scrub seals completed.

The Southeast District is working with several cities and organizations across the district to provide transportation improvements throughout the district. Mr. Croarkin shared progress on three projects to date. Route 67 in Butler County, part of Governor Parson's 2019 cost-share program, will upgrade a section of Route 67 south of Route 160 in Butler County to freeway standards. The City of Poplar Bluff contributed funds to this project that is part of a future I-57 corridor and will be built to interstate standards. The Diverging Diamond Interchange (DDI) in Cape Girardeau County at Center Junction will replace the 2 bridges carrying I-55 over US 61 at Exit 99 and convert the existing interchange to a DDI improving safety and traffic flow. The Cities of Jackson and Cape Girardeau have contributed to the funding for this project. At West Plains on Route 63 in Howell County near the Ozarks Medical Center, improvements are being made to accommodate a hospital expansion project. The transportation cost-share project will construct a new signalized intersection at Route 63 and 5th Street, near the Ozarks Medical Center. The City of West Plains contributed to the funding for this project and is doing additional work on its local road system.

Governor Parson's Focus on Bridges program will repair or replace 250 bridges across the state. Nearly 25 percent of these bridges are in the Southeast District. The Southeast District kicked-off work on sixty Focus bridges with the Route 72 bridge over Stouts Creek in Iron County. By December 2019, this bridge was partially open to traffic, making it the first Focus bridge to open across the state. To date, 16 bridges have been completed with 22 currently under construction; 9 of the 22 are traditional projects and the additional 13 bridges are included in the Bootheel Bridge Bundle design-build project that the commission recently awarded.

Mr. Croarkin noted roadway fatalities are on the rise. The district has 109 fatalities to date, a 5.8 percent increase from 2019. Thirty-eight percent of the fatalities in the district are unbuckled. With the increase in fatalities and the challenges with seat belt usage, the district has increased its educational effort and dedicated a full-time employee to address these concerns.

Mr. Croarkin described the biggest challenge facing the districts is the Chester Bridge. It carries less than 7,000 vehicles per day and connects Perryville and Ste. Genevieve to Illinois. During his two months as district engineer there have been three emergency repairs to this structure. One repair required a 25-ton weight limit posting restricting the local agricultural traffic from using the bridge. A restriction on this bridge is very impactful and can cause up to a two-hour detour. Currently there is a \$10 million rehabilitation project schedule for the bridge next year. The project is expected to keep the bridge open until it can be replaced. An Environmental Assessment for construction of a new bridge is almost complete, which is the first step in replacement. The tentative plan is to have a new bridge in place by 2028, with an estimated cost of \$140 million.

Commissioner Briscoe thanked Mr. Croarkin for his presentation and commended him for his efforts to get the emergency repairs made to the Chester Bridge. Commissioner Brinkmann congratulated Mr. Croarkin on his new role as Southeast District Engineer.

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GEARING UP FOR 2020-2021 WINTER OPERATIONS

On behalf of the Director, Natalie Roark, State Maintenance Director, and Steve Meystrik, Human Resources Director, described how MoDOT’s response to winter events is one of the most critical functions Missouri Department of Transportation serves. Despite the challenges from a global pandemic, the resulting reduced funding and the challenges to recruit and retain winter response operators, MoDOT’s level of service goal for the 2020-21 winter operations season will go unchanged.

To combat winter, MoDOT needs over 3,400 employees trained to serve as operators for over 1,500 trucks equipped to plow snow. Each winter season MoDOT forces work an average of ½ million labor hours plowing over five million miles. Last year MoDOT spent more than \$56 million on winter operations using nearly 160,000 tons of salt. The average annual snow removal cost for winter operations the past five years is \$44 million but can range from a low of \$25 million to a high of \$75 million.

Responding to winter operations during a pandemic creates a whole new set of challenges with solutions that are worked through daily. Operators are staggering their start and end times at shift change to minimize congregating of employees. Additionally, adequate time is allotted at the beginning and end of each shift to allow for thorough cleaning and disinfecting of the plow truck and equipment. The Emergency Operation Center that is activated during winter events is also evaluating processes so that there can remain effective communication and collaboration in a remote or virtual environment.

The message through the department is strong, we need to stop COVID-19 at MoDOT's doors so winter service is not interrupted. Employees are reminded of the importance of social distancing, washing hands, and wearing face coverings to ensure the department can deliver this critical service to the citizens of Missouri. Ms. Roark reported there are 80 counties with only one maintenance facility. Having to close a building due to an outbreak will put a strain on the department's abilities to respond during a storm. This winter staff will monitor each storm event and available staffing and have contingencies in place to manage impacts due to COVID-19 as best as possible.

Maintaining adequate staffing for winter operations continues to be a challenge for MoDOT with an average statewide winter season turnover rate of 12 percent for plow operators from July through March 2020. Mr. Meystrik reported MoDOT's maintenance function was understaffed by approximately 400 employees in order to respond to a multiple shift winter event. MoDOT has relied on safety-sensitive non-maintenance employees to help, but this strategy has caused recruiting and retention problems in those functions as well. Without these employees, it is predicted the staffing shortage could rise to as high

as 700 employees. The department is continuing its hiring effort in every district to fill as many of those positions as possible. The work of all of these employees is critical to the mission to ensure the safety of the traveling public. The work is demanding, the 12-hour shifts are long and exhausting, and their skill set essential.

COVID-19 has created challenges in recruiting, training, and retaining employees in advance of winter. In August, MoDOT launched a recruiting campaign, called “Come for the Snow – Stay for the Mow” targeting winter operations hiring. This campaign included press releases and a dedicated website containing a recruiting video, employee testimonials about the importance of public service, and a maintenance operations job preview video. The goal of the campaign is to target service-oriented individuals with skills needed for winter operations while promoting the benefits of a career in public service.

Ms. Roark reported nearly 150 new employees are training to be snowplow drivers at MoDOT. Social distancing complicates training even further because the total time allowed in the cab of a truck with another operator is limited to no more than 30 minutes for the entire workday. MoDOT requires all new snowplow operators to ride along with an experienced snowplow operator for four hours, then they reverse positions and the new snowplow operator drives while the experienced snowplow operator rides along for four hours. The ride along training is necessary to ensure the operator is ready to fight snow on their own. To ensure the safety and health of MoDOT’s employees, the department is requiring both the trainer and the new operator to receive a negative COVID test result before any ride-along training greater than 30 minutes may occur.

Ms. Roark reported the impact of the corona virus on the winter operations budget. MoDOT purchased 118,000 tons of salt at a cost of \$8.2 million to prefill salt supplies for the coming winter. This is a twenty percent reduction, due to the uncertainty of funding related to COVID-19. MoDOT has enough

salt on hand to get through an average winter and contracts in place to purchase additional salt during winter if necessary.

Every year MoDOT holds its annual winter operations drill. This year the drill was held over two days in October in order to accommodate social distancing. During the drill, MoDOT employees reacted to a simulated forecast of snow for the entire state. The department's emergency operations center activated, snowplow operators were deployed, and emergency communications systems were tested. The drill was a training opportunity that also allowed all equipment was inspected and calibrated and safe operations of the equipment were reviewed.

Messaging during winter operations is promoted to encourage motorists to stay home if possible. If the public must travel, request them to plan accordingly and consult MoDOT's Traveler Information Map. Additionally, the department is planning for virtual news conferences to maintain adequate social distancing while allowing for continued media coverage.

Mr. Meystrik reported on how COVID-19 is presenting the department with additional staffing challenges this year. The virus can render employees unable to work, without notice, for weeks at a time. The department is concerned about the health and wellness of its employees and remains a priority. The number of employees impacted by COVID-19 including those quarantined impacts the readiness as an organization to deliver the essential services that will ensure the safety of the traveling public. As of November 5, 2020, the department had a total of 190 positive cases since the beginning of the pandemic. The corona virus continues to spread, and the case numbers increase, MoDOT is doing what it can to fight the virus with the required social distancing and face masks. The department is also sharing resources for the safety and health of employees and their families.

Commissioner Smith expressed his concern regarding the shortage of employees, the inability to recruit and retain employees, and the need to increase salaries for these employees.

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BUSINESS ISSUES

CITY OF ST. LOUIS PORT AUTHORITY BOUNDARY EXPANSION

On behalf of the Director, Michelle Kratzer, Multimodal Operations Director, requested the Commission approve the St. Louis Port Authority Port District boundaries to expand the district boundaries of the Port Authority within the City of St. Louis as authorized by state law.

Missouri has 17 public ports and one tri-state port commission. Fifteen of the port district boundaries are concurrent with one or more counties. While the expansion does not encompass the entire City of St. Louis boundary, approval of this expansion would place the Port Authority in a situation more closely resembling the other Missouri port authorities. The Board is granted authority in Section 68.015.1 RSMo to enlarge the boundaries of the Port Authority subject to approval by the Missouri Highways and Transportation Commission. The Board has passed a resolution recommending such an expansion of the Port Authority to the Missouri Highways and Transportation Commission.

The Commission via approval of the consent agenda, approved the request to expand the district boundaries of the City of St. Louis Port Authority as authorized by state law.

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EMERGENCY PROJECT DESIGNATION AND AWARD OF AVIATION TRUST FUNDS FOR REPAIRS AT JEFFERSON CITY MEMORIAL AIRPORT

The City of Jefferson (City) has requested \$202,931 in emergency funding to cover the cost to repair airfield lighting, electrical systems, and navigational aids at the Jefferson City Memorial Airport damaged during flooding in the spring and summer of 2019. The flooding in the spring and summer of 2019, required the city to shut down the airport and the landing aids have not been fully operational since. Pursuant to section 305.230.5 RSMo, prior to awarding a grant for emergency repairs and reimbursing the City, the Commission must designate the project an emergency and approve the use of State Aviation Trust Funds for the project.

On behalf of the Director, Michelle Kratzer, Multimodal Operations Director, recommended the Commission, designate the repairs to airfield lighting, electrical systems, and navigational aids project as an emergency due to the Missouri River flooding that occurred in the spring and summer of 2019 that resulted in the closure of Jefferson City Memorial Airport as requiring repairs. She also requested the Commission approve the use of State Aviation Trust Funds to be made immediately available to pay for these necessary repairs pursuant to section 305.230.5 RSMo. A recommendation was also made to amend the Statewide Transportation Improvement Program to include this project. Ms. Kratzer also recommended the Commission delegate authority so that any contract for such repairs shall be authorized to be executed by the Director, Deputy Director/Chief Engineer, or Assistant Chief Engineer, subject to approval as to form by the Chief Counsel's Office.

Via approval of the consent agenda, the Commission unanimously approved the recommendation as noted above.

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MEDICAL AND LIFE INSURANCE PLAN: APPOINTMENT OF BOARD MEMBER

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.

On behalf of the Director, Ashley Halford, Medical and Life Insurance Plan Board Chairman, recommended approval of the appointment of Ms. Amy Crawford as a Missouri Department of Transportation (MoDOT) active employee representative, for a term ending November 2026 or until a successor is named. Mr. Steven Campbell previously filled this position and served as a member of the

board since October 2010. Ms. Crawford’s appointment has been recommended by Patrick McKenna, Director of MoDOT.

Via approval of the consent agenda, the Commission unanimously approved the appointment of Ms. Amy Crawford as a Missouri Department of Transportation (MoDOT) active employee representative, for a term ending November 2026 or until a successor is named.

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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 call A06 has 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 October 16, 2020, letting, as recommended and noted in Table I below. (2) Award of call A06 contingent on receiving the Corps of Engineers permits, as recommended and noted in Table I below:

**Table I
Award of Contracts
October 16, 2020, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01^	EE	Harrison	J1S3253	\$1,834,994.23	\$0.00	Emery Sapp & Sons, Inc.	Bridge Rehabilitation
	169	Gentry	J1P3106				
A02	M	Macon	J2S3221	\$4,301,793.93	\$0.00	BRS Construction, LLC	ADA Improvements
	D, FF	Sullivan	J1S3243				Resurface and ADA Improvements
			J1P3239				ADA Improvements
	6	Schuyler	J2P3224				
			J2P3222				
136							
A03^	A	Dekalb	J1S3136	\$1,910,949.89	\$0.00	Emery Sapp & Sons, Inc.	Bridge Rehabilitation
	B	Holt	J1S3061				
A04^	BB	Mercer	J1S3161	\$760,718.70	\$0.00	Emery Sapp & Sons, Inc.	Bridge Deck Replacement
	Y	Putnam	J1S3163				

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A05	11	Linn	J1S3245	\$782,877.07	\$0.00	Vance Brothers, Inc.	Scrub Seal
	129	Sullivan	J1S3247				
A06*	136	Atchison	J1P3384	\$1,984,649.00	\$0.00	Lehman Construction, LLC	Scour Repair
B01	36	Marion, Shelby	J2P3334	\$253,521.65	\$0.00	Emery Sapp & Sons, Inc.	Pavement Improvements
B02	A	Marion	J2S3229	\$3,821,943.42	\$0.00	Emery Sapp & Sons, Inc.	Resurface
	H	Marion, Ralls	J2S3302				
	DD	Ralls	J2S3348				Seal Coat
	J		J2S3204				
	C	Marion	J2S3331				
	W		J2S3209				
	61		J2S3305				
	168	Shelby, Marion	J2S3306				
	W	Monroe, Ralls	J2S3205				
Z	Marion, Ralls	J2S3349					
C01	T	Johnson	J3S3147	\$732,466.67	\$0.00	Capital Paving & Construction, LLC	Resurface
C02	I-70	Jackson	J4I3222	\$5,716,989.10	\$0.00	Capital Paving & Construction, LLC	Resurface
C03	24	Jackson	J4I3233	\$1,117,880.15	\$0.00	Collins & Hermann, Inc.	Sign Improvements
C04	2	Cass	J4P3248	\$4,558,741.76	\$0.00	Magruder Paving, LLC	Coldmill, Resurface and Shoulder Improvements
D01	I-70	Callaway	J5I3137	\$4,410,414.24	\$0.00	Capital Paving & Construction, LLC	Coldmill and Resurface
D02^	J	Gasconade	J5S3176	\$ 620,160.95	\$0.00	E & C Bridge, LLC	Bridge Replacement
F02	Various	Various	J6Q3173E	\$989,833.50	\$100,326.44	Gerstner Electric, Inc.	ITS Improvements
G01	I-49	Vernon	J7I3363	\$2,987,500.00	\$512.00	West Plains Bridge & Grading, LLC	Bridge Replacement
G02	249, FF	Jasper	J7P3107C	\$1,038,038.00	\$0.00	The Truesdell Corporation of Wisconsin, Inc. dba Truesdell Corpora	Bridge Rehabilitation
G03	K	Taney	J7S3189F	\$615,525.84	\$0.00	Leo Journagan Construction Co., Inc.	Resurface
	MM		J7S3189E				
	VV		J7S3189G				
	P		J7S3189H				
G04^	123	Polk	J7S3205	\$599,300.00	\$0.00	Hartman and Company, Inc.	Bridge replacement
G05	90	Barry, McDonald	J7S3292	\$3,635,519.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Resurface
G06	266	Greene	J8S3188	\$1,046,075.01	\$0.00	Blevins Asphalt Construction Company, Inc.	Resurface
	B		J8S3216				
	MM		J8S3187				
G07	NN	Christian, Greene	J8S3205	\$390,561.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Resurface
H01	I-55	Scott	J9I3545	\$6,773,481.30	\$0.00	Apex Paving Co.	Resurface

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
H02	61	Cape Girardeau, Perry, Ste. Genevieve	J9P3233	\$ 6,849,998.87	\$0.00	Magruder Paving, LLC	Resurface
			Total:	\$57,733,933.28	\$100,838.44		

^ Focus on Bridges Program

* Call A06 – Funding by NDOT - \$510,610.49

Commission Consideration and Action

After consideration, and upon motion by Commissioner Briscoe, seconded by Commissioner Ecker the Commission took the following action with no abstentions.

1. Awarded contracts to the lowest responsive bidders for bids received on the October 16, 2020, bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Awarded call A06 contingent on receiving the Corps of Engineers permits.
3. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

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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 November 2020, for the implementation of twenty highway and bridge projects, as noted Table I below and eleven multimodal projects, as noted in Table II below.

Table I
2020 – 2024 STIP
Highway and Bridge Construction Schedule
November Amendment
Project Additions, Deletions, and Modifications

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)
NW Atchison JII3110	IS 29	Bridge rehabilitation over the Nishnabotna River, 1 mile south of the Iowa State line. Project involves twin bridges A2369.	2021 CN	\$1,103	\$73
NW Atchison JIS3428B	RT A	Urgent pavement repairs due to flooding from B Avenue to Route. D near Watson. Potential ER project.	2021 CN	\$991	\$66
NW Atchison JIS3428	RT A	Urgent pavement repairs due to flooding from Rte. D to I-29 near Watson. Potential ER project.	2021 CN	\$708	\$47
NW Atchison JIS3420	RT BB	Urgent pavement repairs due to flooding from B Avenue to Route A in Watson. Potential ER project.	2021 CN	\$1,359	\$91
NW Atchison JIS3421	RT TT	Urgent pavement repairs due to flooding from Route 59 to O Avenue near Fairfax. Potential ER project.	2021 CN	\$277	\$18
NW Carroll JIS3423	RT O	Urgent pavement repairs due to flooding from Route V to end of state maintenance near DeWitt. Potential ER project.	2021 CN	\$227	\$15
NW Carroll JIS3422	RT V	Urgent pavement repairs due to flooding from Route 24 to end of state maintenance near DeWitt. Potential ER project.	2021 CN	\$412	\$27
NW Chariton JIS3424	RT M	Urgent pavement repairs due to flooding from Route 11 to Route F near Brunswick. Potential ER project.	2021 CN	\$772	\$51
NW Mercer JIS3427	RT E	Urgent bridge repair due to flooding over Honey Creek 0.6 mile east of Route. Y near Princeton. Project involves bridge S0371. Potential ER project.	2021 CN	\$25	\$2
NW Mercer JIS3425	RT JJ	Urgent bridge repair due to flooding over Honey Creek 2.2 miles east of Route Y near Spickard. Project involves bridge N0253. Potential ER project.	2021 CN	\$44	\$3

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)
NW Mercer J1S3426	RT JJ	Urgent bridge repair due to flooding over Honey Creek 0.5 mile east of Route Y near Spickard. Project involves bridge N0254. Potential ER project.	2021 CN	\$39	\$3
NW Various J1P3126	Various	Job Order Contracting for guard cable and guardrail repair at various major route locations in the Northwest District.	2021 CN	\$1,545	\$105
NW Various J1S0596	Various	Bridge replacements at various locations in the Northwest District. Design-Build project. FARM bridge program. \$9,840,000 Competitive Highway Bridge Program grant.	2021 CN 2021 RW	\$9,562	\$1,623
NEMarionJ2 P3285	US 24	Payment to IDOT for bridge rehabilitation on the Quincy Memorial bridge over the Mississippi River. Project involves bridge L0099.	2022 CN	\$6,000	\$0
NE Montgomery J2I3263	IS 70	Job Order Contracting for guard cable repair on I-70 in Montgomery and Warren Counties, Route 61 in Lincoln County, Route 36 in Macon County and Route. T in Ralls County.	2021 CN	\$1,354	\$93
NE Various J2S3318	Various	Bridge replacements at various locations in the Northeast District. Design-Build project. FARM bridge program. \$10,954,000 Competitive Highway Bridge Program grant.	2021 CN 2021 RW	\$11,400	\$1,619
KC Clay J4I3436	IS 435	Drainage and pavement repair from Route 69 to 48th Street.	2021 CN	\$253	\$22
SL St. Charles J6P3555	MO 79	Upgrade signals at TR Hughes Boulevard. \$1,474,000 Congestion Mitigation and Air Quality Improvement Program funds.	2023 CN 2022 RW	\$2,070	\$130
SW Henry J7P3464	MO 7	Pavement resurfacing from east of Route PP in Tightwad to Route 65 in Warsaw.	2022 CN	\$2,267	\$252
SW Taney J7S3354	BU 65	Signal modifications, reconfigure turn lanes and add pedestrian accommodations at Gage Drive/Industrial Drive in Hollister. \$108,810 STBG Small-Urban and \$163,215 city of Hollister funds.	2021 CN 2021 RW	\$420	\$105
			Total	\$40,828	\$4,345

Table II
2020-2024 STIP
Multimodal Operations
November Amendment
Project Additions and Deletions

District County	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Project Funds (Dollars in Thousands)
CD Miller	Reconstruct apron to improve safety and pavement conditions at Lee C. Fine Memorial airport	2021 Aviation	\$4,000
SE Perry	Reconstruct southeast taxiway and east apron taxi lane to improve safety and pavement conditions at Perry Regional Airport	2021 Aviation	\$2,200
NE Adair	Rehabilitate taxiway to improve safety and pavement conditions at Kirksville Regional Airport	2021 Aviation	\$1,700
NW Andrew / Buchanan	Installation of a commercial conveyor and two holding tanks at Transport 360, LLC.	2021 Freight Enhancement	\$625
KC Lafayette	Install loading and a mechanized spout over the Missouri River for placing product into barges for Central Missouri AGRI Services, LLC	2021 Freight Enhancement	\$625
SE Pemiscot	Dirt work to construct new access road for the Pemiscot County Port Authority	2021 Waterways	\$897
SE Pemiscot	Paving new access road for the Pemiscot County Port Authority	2021 Waterways	\$897
SE Mississippi	Extend landing ramp for Mississippi County Port Authority to eliminate ferry damages; matching federal ferry boat program funds	2021 Waterways	\$125
SE Mississippi	Construction and construction engineering of landing ramp for ferry	2021 Waterways	\$168.8
SL Jefferson	Preliminary engineering to design an at-grade UP railroad crossing in Kimmswick to access Jefferson County Port Authority	2021 Waterways	\$50
CD Cole / Callaway	Preliminary planning and permitting to design facilities at the north and south port sites for the Heartland Port of Central Missouri	2021 Waterways	\$100
		Total	\$11,387.8

Via approval of the consent agenda, the Commission unanimously approved the amendment 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 Chief Engineer, for filing as necessary for the condemnation of right of way.

<u>County</u>	<u>Route</u>	<u>Job Number</u>
Jackson & Cass	Route 7	J4S3326
Jefferson	Route E	J6S3090C
St. Charles	I-70	CMAQ-7304(609)
St. Charles	N	CMAQ-7302(674)

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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-- **REPORTS** --

REPORTS

The Commission received the following written reports.

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 two briefing reports for the past month.

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FINANCIAL - BUDGET - REPORTS – YEAR-TO-DATE, FINANCIAL REPORT PERIOD ENDING SEPTEMBER 30, 2020

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date September 30, 2020, 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 September 2020, 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 386 active contracts held by individual engineering consultant firms prior to September 1, 2020. Nine engineering consultant services contracts were executed in September 2020, for a total of \$1,812,119. There were two new non-engineering consultant contracts executed in September 2020, for a total of \$657,328.

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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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