



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD VIA VIDEO CONFERENCE AND IN JEFFERSON CITY, MISSOURI,
WEDNESDAY, JANUARY 6, 2021**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, January 6, 2021, 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 4:00 p.m. The following Commissioners were present: John W. Briscoe, Gregg C. Smith, Robert G. Brinkmann, P.E., Terry L. Ecker, 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 Wednesday, January 6, 2021.

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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 Wednesday, January 6, 2021 at 1:30 p.m. and adjourned at 4:00 p.m.

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-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

COMMISSION WORKSHOP: ASSET MANAGEMENT PLAN

The department shared information concerning investments in the state road and bridge system. The information provided an overview of the department's efforts to maintain and operate the state road and bridge system. Subjects that were discussed included current road and bridge condition trends, transportation funding distribution, maintenance activities, unfunded needs, and potential investment in low volume minor roads.

For the road condition, the department shared data regarding the major, minor, and low volume roads. This data also showed for each category: the number of miles, the percentage of the system, the percentage of total travel, the pavement condition goal, the current percentage of roadway in good condition, and the percentage range of road condition. For major and minor routes only, the data included the cost per lane mile and treatment type. The department reported there are currently 893 bridges in poor condition and shared data regarding the number of poor bridges from 2001 through 2019. It was discussed how pavement conditions are measured and what good and poor condition roads may look like.

The department shared how transportation funds are distributed for the 2021-2025 Statewide Transportation Improvement Program (STIP). For Fiscal Year 2021 there is \$435 million set aside in the taking care of the system/asset management category. The taking care of the system/asset management amount increases over time as a result of the change made to the Commission's STIP-Funding Allocation policy in February 2019. By Fiscal year 2025, the taking care of the system/asset management amount will total \$771 million. These funds are used for major and minor routes.

The information also explained there is \$180.9 million available in district operating funds to take care of the low volume roads. Staff highlighted how five of the districts contribute \$200,000 each per year to help the Northwest and Northeast districts address work needed on their low volume routes,

allowing the remaining two districts to spend \$500,000 each on materials and equipment needed to address low volume roads. A couple of additional possible scenarios were shared for revising the distribution of operating funds for low volume roads.

The department then described various maintenance activities that are planned, and the budget amount distributed for each area of work for either routine maintenance or planned preventive maintenance. The planned preventive maintenance activities include asphalt pavement repair, bridge deck seals, concrete pavement repair, chip seals, and pipe replacements. The routine maintenance activities include winter operations, roadsides, bridge maintenance, roadways, fleet and utilities, and other. The other activities include things like training, incident management, and flood response and restoration.

The department also reviewed the high priority unfunded transportation needs of the state that total \$825 million annually. The department along with its planning partners prepared a document that lists the high priority unfunded road and bridge needs; should additional transportation funding become available, those needs could be addressed. There are many statewide unfunded needs that include interstate reliability, interstate reconstruction, flood resiliency, low volume routes, and multimodal. At the request of the Commission, the department shared a possible scenario for a \$15 million investment in low volume routes.

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COMMISSION WORKSHOP: FINANCIAL FORECAST

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 (2022-2026), 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 \$374 million by the end of fiscal year 2027. Ms. Morris and Todd Grosvenor, Financial Services Director, reviewed the revenue and disbursement assumptions.

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APPROVAL OF MINUTES

Upon motion by Commissioner Briscoe, seconded by Commissioner Boatwright, the Commission unanimously approved the minutes of the regular meeting held on December 2, 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 January 6, 2021, 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 January 6, 2021, meeting.

Audit Committee – Commissioner Waters reported the Audit Committee met on January 5, 2021. The committee approved the recommendation of the appointment of RubinBrown LLP for the fiscal years 2021-2023 independent audits of MODOT’s financial statements for a three-year contract with the option of two one-year renewals. The committee also reviewed and accepted one audit report on the administration of design-build projects. The next Audit Committee meeting is scheduled for April 2021.

Legislative Committee – Commissioner Briscoe reported the 101st session of the Missouri General Assembly started today. He noted the Commission and the department will learn more about the Governor’s legislative priorities and his proposed fiscal year 2022 budget during his State of the State Address scheduled for January 27, 2021. He also reported on December 17, 2020, MoDOT staff delivered the department’s annual report to the Governor, Lt. Governor, and members of the Joint Committee on Transportation Oversight. The annual report includes four key documents: (1) The Citizen’s Guide to Transportation Funding in Missouri, (2) MoDOT’s Financial Snapshot, (3) MoDOT’s Comprehensive Annual Financial Report, (4) and MoDOT’s Results document. Director McKenna will present the report to the joint committee later in the session.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there is no report this month, and the next MTFC meeting will be in February 2021.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Briscoe reported there is no report this month, and the next board meeting is Friday, February 26, 2021. There will also be Investment Committee and Governance Committee meetings later this month.

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DIRECTOR'S REPORT

During the January 6, 2021, Commission meeting, Director Patrick McKenna provided the following report:

End of Year Construction Report - Despite the challenges of the pandemic, MoDOT staff administered a record year in contractor payments on road and bridge projects. The Director was pleased to report that MoDOT closed out the year with \$984 million paid to contractors in Missouri from work on 541 projects across the state. Additionally, consulting engineering companies were paid \$48 million for their work on MoDOT projects in 2020. This is direct support to the engineering and contracting industry in Missouri, and the work that they've done throughout the pandemic should be commended. Over a billion dollars for the first time in outlays, combined with private engineering and contracting companies, and the multiplier effect that that's had during this pandemic is not to be understated, and the complexity for carrying that out really needs to be recognized, both on the part of the men and women at MoDOT who worked through these challenging times, but also the men and women in private industry that got those jobs done. These are critically important infrastructure improvements, and keeping the transportation flowing at a critical time in our country's economy. He tipped his hat to everybody that has had a hand in a successful construction program during the pandemic.

COVID Relief Bill – The COVID-19 Relief Legislation that was passed just before Christmas and signed by the president last week included \$10 billion in aid for state departments of transportation. It translates to about \$236 million for Missouri. Though not a stimulus, this money will stabilize the program and will enable the department to stay on track and support the efficient movement of critical goods and services while maintaining the transportation system. It will also help the department prepare to deliver future infrastructure investment that drives economic recovery and growth.

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 \$629,000 to over 600 Missouri charities. The Director reported MoDOT raised over \$55,000 for various local charities. Those Charitable Campaign donations meant so much more this year during these challenging times, and again is a tribute to the selflessness of MoDOT employees.

Focus on Bridges – A Northwest District project to rehabilitate the Route 190 bridge over the Thompson River was completed on Friday, December 18, 2020, making it the 100th bridge to be completed under Governor Parson's Focus on Bridges program. Located just northwest of Chillicothe in Livingston County, the bridge provides a vital connection between the city and rural communities in Livingston and Daviess counties. The number of Focus bridges completed has since grown to 104 with 15 others under construction. Many more will be completed in 2021. In fact, there are more than 40 bridges in the lettings over the next four months.

Kansas City Streetcar – Last month, the Kansas City Streetcar Authority received its third federal award of 2020, allowing for the completion of the entire Main Street Extension project which extends the line 3.5 miles from Union Station to UMKC. This award was for \$174 million from the USDOT’s New Starts Capital Investments Grants Program. In August, the streetcar authority received \$50.8 million in federal funding and in September received another \$14.2 million federal grant. Construction is expected to begin in 2022 with completion in 2024 or 2025.

Major Project Update – The Director was pleased to report, last month, the I-44 Project Bridge Rebuild design-build project was completed one year ahead of schedule. The project replaced 13 bridges and rehabilitated six others along 30 miles of the I-44 corridor between Sarcoxie and Halltown in the Southwest District. While the project’s completion goal was December 15, 2021, the contractor, Emery Sapp & Sons, set its own goal of December 31, 2020 – and they had all lanes open to traffic six weeks before that. This project could be a model for similar interstate bridge bundling projects in the future.

Awards – The ITS Heartland Chapter recently rewarded MoDOT and KDOT for their collaboration through Kansas City Scout for the Real-Time Digital Warning System with the Best ITS Product/Service Award. This real-time digital system previously received an award in MoDOT’s 2020 Innovations Challenge. Kansas City Scout, Gateway Guide, Emergency Response and the Highway Safety and Traffic Division teamed up to utilize Real-Time Digital Warnings which enables emergency response vehicles to send real-time digital warnings to motorists through apps such as WAZE.

Vaccinations Are Important – In order to execute MoDOT’s mission as a state agency, it is critically important to get back to normal as soon as possible. The now-approved COVID-19 vaccines gives the department that opportunity. While taking the vaccine is a personal decision, the Director asked that every MoDOT employee take a serious look at the public health benefits the vaccine offers. To put an end to this pandemic, it’s critically important that 70 percent of the population be vaccinated.

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MODOT PRESENTATIONS

UPDATE ON MODOT’S NORTHEAST DISTRICT

On behalf of the Director, Paula Gough, Northeast District Engineer, and Kevin James, Northeast Assistant District Engineer, provided a brief overview of the current state of roads, bridges, and safety improvements in the Northeast District. The Northeast 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 Northeast 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 Northeast serves more than 300,000 Missourians in seventeen counties.

There are currently 447 full-time employees, 6 temporary part time employees, and 8 emergency snow staff that make up the district. There has been an increase in recent years in difficulty to recruit engineers and maintenance workers, primarily due to salary. The district continues to do what it can to recruit and retain employees.

The Northeast District maintains 9,797 lane miles of interstates, major, and minor routes; including Interstate 70, and U.S. Routes 24, 36, 54, 61, 63, and 136. Northeast District major roads are maintained at 96 percent good condition, the statewide goal is 90 percent. There are 73 percent of minor roads in good condition, the statewide goal is 80 percent. For the district's low volume roads, they are 68 percent in good condition, the statewide goal is 70 percent. The district also has 1,094 bridges, with 77 bridges in poor condition. There is one bridge that has been closed since June 2020, a bridge on Route C in Scotland county remains closed due to its condition.

Ms. Gough explained that maintenance work was impacted by COVID-19. The amount of mowing and culvert pipe replacements were reduced. Chip seal operations were delayed due to COVID-19 related funding concerns and staffing availability. Thirty-five percent, or 120 road miles, of the operational plan was completed in September 2020. She noted that the remaining planned routes will be completed in Spring 2021.

In 2020, there were 63 active construction projects; 54 projects were completed, the remaining are underway or starting. Some of these projects include U.S. 61 Cuivre River Bridges north of Troy; intersection improvements on U.S. 61 at Route KK north of Troy and at Route A in New London; resurfacing on U.S. 24 between Monroe City and Madison; and resurfacing on U.S. 36 between Shelbina and Hannibal. As part of the Governor's Focus on Bridges program, the Northeast district has a total of 27 bridges in the program. Twelve of those bridges have been completed, two are under construction, and

another thirteen will be completed by the end of Fiscal Year 2022. The design build project at Mineola Hill on I-70 that is constructing climbing lanes and bridges is well under way with the climbing lanes part of the project completed in 2020, the bridge work will be completed later in 2021.

In 2021 there is a lot of construction work planned in the district including Business Route 63 in Kirksville, and the FARM bridges design build project that is scheduled to be awarded in May. In addition, the district has planned 325 miles of chip seal work and 274 miles of minor route resurfacing work.

There have been 45 fatalities in 2020 to date, compared to 43 in calendar year 2019. Sixty-five percent of the fatalities were not wearing a seat belt. Even during the pandemic and working in a virtual environment, the department continued to work with partners to drive that number to zero. The district continued its promotion of the buckle up phone down program to reduce crashes.

Commissioner Briscoe commended the district for their work especially on the recent completion of the climbing lanes at Mineola Hill on I-70.

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UPDATE ON MODOT’S SOUTHWEST DISTRICT

On behalf of the Director, Steve Campbell, Southwest District Engineer, presented a brief overview of the current state of roads, bridges, critical issues, and employment update in the Southwest District. The Southwest 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 Southwest District’s operating budget addresses activities including asset management, the Focus on Bridges program, and the importance of community partnerships. The Southwest District serves almost 1 million Missourians in 21 counties in the Southwest part of Missouri.

The Southwest District has 763 employees. Due to the COVID-19 pandemic, the District delayed hiring through the spring and summer, so staff have been busy this fall filling 60 full time positions, 44 emergency operators, and 7 snow removal operators. There remain 53 full time vacancies.

The district maintains over 6,500 miles of road, and over 1,800 bridges. The district road and bridge conditions exceed the statewide goals and are currently at 97 percent good condition on major routes, 87 percent good condition on minor routes, and 81 percent good condition on low volume routes. There are 12 percent of the bridges in the district in poor condition.

The district maintenance employees are prepared for winter operations. The District has 285 dump trucks ready for winter operations and in extreme events, uses motor graders and tractors on lower speed, lower volume routes. Even during the pandemic most of the planned maintenance operations were completed including 100 percent of the striping was completed on major routes, 40 percent of the striping was completed on minor routes, hand-marking in the urban areas was 91 percent complete, and 94 percent of the summer work plans were completed.

The district is constantly working with legislators and community partners to discuss the importance of funding the state's transportation infrastructure and prioritize the improvements that are most needed in the communities served. A partial solution to the funding challenge is to partner with other entities in order to fund needed projects. By pooling efforts and resources together, these partnerships can often accomplish what may have previously seemed unlikely.

Mr. Campbell reviewed projects that are completed, underway, or started including: Glenstone Avenue and Republic Road at US 60 in Springfield, I-49 Missouri-Arkansas Connector, and I-44 Project Bridge Rebuild – Design Build Project. The district continues to work on bridges that are part of the Governor's Focus on Bridges program. The district has 27 projects that will impact 33 bridges in the Focus on Bridges program. Sixteen of those bridges have been awarded, twelve of which have been

completed as of December 1, 2020. The remaining seventeen bridges will be completed by Fiscal Year 2022.

Mr. Campbell concluded his presentation with his appreciation of employees. While he shared a specific example of a MoDOT employee going out of their way to assist a stranded motorist, he noted that this is an example of employees in the district and across the state. MoDOT hires people with qualities of service and leadership that are natural to them.

Commissioner Smith thanked the district for their work and noted that he is looking forward to the completion of the I-49 corridor to Arkansas.

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FINANCIAL FORECAST UPDATE

On behalf of the Director, Brenda Morris, Financial Services Director, presented the financial forecast for fiscal years 2022-2026. 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 is unusual due to the significant one-time funding sources for very specific programs and projects that are part of 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 INFRA grant was received, and one of two bond issuances occurred. The second bond issuance is planned for later this year. The financial forecast includes the bond proceeds 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, general revenue was included for the Governor's transportation cost share program. Initially, there was \$50 million available for nineteen projects that were selected, however, due to budget concerns as a result of the pandemic, the Governor reduced this program by \$25 million.

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 are included in the forecast.

Lastly, 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 2020 actual revenues were \$37.9 million less than projected due to the COVID-19 pandemic. 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 2021-2026, the new forecast projects \$241.6 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 are 0.0 percent in 2021, 0.8 in 2022 and 2023, and -0.5 percent in 2024 and subsequent years. Any increase in vehicle miles traveled will be off set as vehicles are becoming more fuel efficient.

The growth assumption for motor vehicle and drivers' licensing fees has decreased from 1.75 to 1.0 percent growth assumption in 2021 and subsequent years.

Motor vehicle sales tax revenues growth assumption is 1.0 percent in 2021, and 2.0 percent for 2022 through 2023 and 3.0 percent in 2024 and subsequent years compared to the previous forecast of 2.0 percent in 2021 through 2022 and 3.0 percent in 2023 and subsequent years.

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 2021 and approve Federal Highway trust Fund receipts to sustain the same funding level for 2022 and subsequent years.

The financial forecast includes the Cost Share program funds of \$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 2022 appropriations request. That includes:

- An increase of \$1.9 million to provide a 2 percent pay increase for employees below midpoint starting January 1, 2022. This pay plan would improve employee retention, reduce turnover costs, mitigate salary compression issues and improve employee satisfaction and morale in relation to pay.
- An increase of \$1.4 million to provide a 2 percent pay increase for employees in titles with the

lowest market competitiveness starting January 1, 2022. This pay plan would improve employee retention and reduce turnover costs. The turnover rate for fiscal year 2020 was 12.6 percent with a total cost of \$33.7 million.

- An increase of \$85,000 for an additional full-time employee in the Highway Safety and Traffic Division to support the Missouri Coalition for Roadway Safety. The position will be funded with federal funds from the National Highway Traffic Safety Administration.

These pay plans total \$3.4 million for salaries and \$2 million for the associated fringe benefits.

The forecast also includes a 2 percent annual cost of living adjustment starting in 2024 and for every other year thereafter. Raises are contingent each year on Commission approval and legislative action.

Starting in 2023, the expense and equipment portion of the budget includes an increase of \$5 million for material purchases.

For the 2021-2026 periods, the forecast relies on deficit spending in each year. The average deficit spending is \$107.3 million per year. At June 30, 2020, the combined balance of the State Road Fund, State Road Bond Fund and State Highways and Transportation Department Fund was \$950.7 million. Deficit spending will reduce the amount from an estimated \$711.9 million at July 1, 2021, the beginning of state fiscal year 2022, to \$306.9 million at June 30, 2026, the end of state fiscal year 2026. Of the \$306.9 million projected to be in the state treasury at that time, \$251.9 million is the projected State Road Fund balance.

The forecast includes only road and bridge revenues and disbursements. Contractor awards are expected to be just over \$1 billion in 2021 through 2022, and then \$950 million for 2023, with another drop to \$900 million for 2024 and beyond. For the other modes, the bulk of available funding is from the federal government and totals approximately \$100 million per year. The funds are passed through to local governments and providers and, when required, most of the matching funds are provided by the entities receiving the funds.

Commissioner Ecker 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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GOVERNOR’S TRANSPORTATION COST SHARE PROGRAM

On behalf of the Director, Doug Hood, Assistant Financial Services Director, reminded the Commission that the fiscal year 2020 budget included \$50.0 million of General Revenue funds 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. The Commission approved nineteen applications for \$47.9 million at the January 8, 2020 meeting and one application for \$2.1 million at the April 1, 2020 meeting. Due to budget constraints, the fiscal year 2021 General Revenue funding available for the Governor’s Transportation Cost Share Program was reduced to \$25.0 million less any fiscal year 2020 expenditures. The Commission approved the revised award of \$25.0 million to nine applications at the July 8, 2020 meeting. The remaining applications previously awarded by the Commission were put on hold until further funding became available or moved forward with local funds. As a result of the Coronavirus Aid, Relief and Economic Security Act (CARES Act), \$25.0 million has been made available in the State Road Fund to fund the remaining applications.

In October, the Office of Administration determined CARES Act funds could reimburse public safety expenditures for the Missouri State Highway Patrol’s salaries and fringe benefits associated with the COVID-19 pandemic. These expenditures were originally paid from the State Highways and Transportation Department Fund, the same fund that motor fuel taxes and a portion of the motor vehicle and driver licensing fees get deposited. In November, journal vouchers were processed to move these expenditures to the Coronavirus Relief Fund. Thus, providing additional funds in the State Highways and Transportation Department Fund, which ultimately flows to the State Road Fund. These funds will be

used to restore the full funding for the Governor’s Transportation Cost Share Program.

The projects listed below represent the remaining projects previously awarded by the Commission at their January 8, 2020 and April 1, 2020 meetings. MoDOT will work with these entities to determine the next steps for their project. General Revenue funds will pay for projects that are off the state highway system. State Road Funds will pay for projects that are on the state highway system.

Mr. Hood recommended approval of the award of \$25,000,000 in State Road Funds under the Governor’s Transportation Cost Share Program for the twelve projects listed below. The Governor’s Office and DED support the recommendation. Following discussion, and upon motion by Commissioner Brinkmann, seconded by Commissioner Boatwright, the Commission unanimously approved the award of \$25,000,000 in General Revenue funds for twelve projects 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 2021 to be available in state fiscal year 2022.

Governor’s Transportation Cost Share Program Funding Recommendation		
Project Sponsor	Project Description	Recommended Funding
City of Poplar Bluff	Route 67 four-laning	\$3,060,104
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
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

Project Sponsor	Project Description	Recommended Funding
City of Kirksville	Business Route 63 improvements	\$955,294
City of Lee's Summit	Colbern Road improvements	\$8,000,000
St. Charles County	I-70 additional lane in O'Fallon	\$1,233,272
City of Sikeston	Route 60 and Ingram Road overpass and outer road improvements	\$2,050,000
	Total Funds Recommended	\$25,000,000

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ADMINISTRATIVE RULES/POLICIES

REPORT AND RECOMMENDATION REGARDING FINAL ORDERS OF RULEMAKING – UTILITY AND PRIVATE LINE LOCATION AND RELOCATION

On behalf of the Director, Travis Koestner, State Design Engineer, presented the final orders of rulemaking for 7 CSR 10-3.010 and 7 CSR 10-3.020, Utility and Private Line Location and Relocation. At the September 2, 2020, meeting, the Commission authorized the filing and publication of proposed amended rules 7 CSR 10-3.010 and 7 CSR 10-3.020, Utility and Private Line Location and Relocation. After Commission approval, staff filed these rules with the Joint Committee on Administrative Rules and the Office of the Secretary of State, who published the amended rules in the *Missouri Register* for public comment. The public had from October 15, 2020 to November 14, 2020, to submit comments in support of or in opposition to the notice of amended rulemaking. One comment was received during the public comment period.

The following is a summary of the significant changes to the rule. The proposed amendment updates any incorporated federal regulations to the latest versions of such regulations; and delegates from the Commission to the Department the authority to expand a utility corridor from six to twelve feet where space is reasonably available. The Department will consider if the existing six-foot utility corridor is fully

utilized. The rule does not require additional right of way to be acquired to accommodate additional utility facilities. Utility poles must remain within two feet of the normal right of way line. The proposed amendment creates a standard process for requesting and issuing variances and authorizes the request and issuance of a one-time variance from the rule requirements by a utility. The process allows for the application of a variance, department review and determination on the variance request, and to provide the applicant with an informal hearing if the variance request is denied.

The department supports this final order of rulemaking for Utility and Private Line Location and Relocation. After consideration, the Commission via approval of the consent agenda, unanimously approved the final orders of rulemaking and authorized the Secretary to the Commission to file the final orders of rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State, and authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, Chief Safety and Operations Officer, or Chief Administrative Officer to execute documents to complete the final rulemaking process.

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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 B06 and C02 have local funding, as noted in Table I below, and the department received all the necessary concurrences.

Mr. Koestner recommended: (1) Award of contracts to the lowest responsive bidders for bids received at the December 18, 2020, letting, as recommended and noted in Table I below.

**Table I
Award of Contracts
December 18, 2020, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	36	Dekalb	J1P3237	9,141,254.14	0.00	Magruder Paving, LLC	Coldmill, Resurface and Guardrail Improvements
		Buchanan	J1P0862				
B01^	61	Ralls	J2P3138	1,551,090.00	0.00	Lehman Construction, LLC	Bridge Redeck
			J2P3137				
B02	EE	Lincoln	J2S3189	2,014,127.80	0.00	Mid-River Asphalt, Inc.	Seal Coat
	E		J2S3308				Resurface
	79		J2P3201				
	B		J2S3303				
	W		J2S3238				
B03	15	Knox, Scotland	J2P3212	2,635,410.20	0.00	W. L. Miller Company	Resurface
			J2P3362				ADA Improvements and Add Shoulders
B04	24	Randolph	J2P3254	3,579,261.50	0.00	Capital Paving & Construction, LLC	Resurface
	EE		J2S3255				Seal Coat
	A		J2S3207				
	B		J2S3350				
	C	Macon, Randolph	J2S3206				
B05^	J	Montgomery	J2S3200	2,353,655.40	0.00	E & C Bridge, LLC	Bridge Rehabilitation
	P		J2S3187				Bridge Replacement
	N		J2S3186				
B06 *	B	Lewis	J2S3347	1,591,332.04	0.00	Emery Sapp & Sons, Inc.	Sidewalk Improvements
			J2S3300				Resurface
C02 **	92	Platte	J4I3200	4,515,691.55	6,000.00	Clarkson Construction Company	Interchange and Intersection Improvements
C03	29	Platte	J4I3216	5,260,378.39	0.00	Emery Sapp & Sons, Inc.	Coldmill and Resurface
C04^	24	Jackson	J4P3015	7,394,731.98	0.00	Capital Paving & Construction, LLC	Grading, Paving, and Bridge Replacement
			J4P3015B				
C05	291	Jackson	J4P3255	1,350,898.84	6,000.00	Radmacher Brothers Excavating Co., Inc.	Signal Improvements
C06	78	Jackson	J4S3251	2,392,908.04	0.00	Superior Bowen Asphalt Company, LLC	Coldmill and Resurface
			J4S3258				Coldmill, Resurface and Pavement Repairs
C07	9	Platte	J4S3252	2,391,640.52	0.00	Ideker, Inc.	Resurface
			J4S3261				
C08	69	Clay, Platte	J4S3280	3,506,841.88	0.00	Ideker, Inc.	Coldmill and Resurface
		Clay	J4S3281				
C09^	FF	Platte	J4S3290	523,623.46	0.00	Widel, Inc.	Bridge Replacement
D02	40	Cooper	J5P3338	1,262,640.83	0.00	Capital Paving & Construction, LLC	Bridge Rehabilitation

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
D03^	H	Cole	J5S3229	565,088.00	0.00	E & C Bridge, LLC	Bridge Superstructure Replacement
D04	A	Boone	J5S3388	5,685,901.14	0.00	Capital Paving & Construction, LLC	Resurface
	B/M/124		J5S3232				Resurface and Add Shoulder
	J/O/UU		J5S3319				
D05	B	Gasconade, Phelps	J5S3384	4,181,671.73	0.00	Capital Paving & Construction, LLC	Pavement and Shoulder Improvements
	CC	Osage	J5S3380				
F01	21/B	Jefferson	J6M0282	126,925.00	0.00	K.J.U., Inc. dba K.J. Unnerstall Construction Co.	Pipe Replacement
G01^	65	Taney	J7P3105D	1,645,651.28	0.00	Capital Paving & Construction, LLC	Bridge Rehabilitation
			J7P3190L				
G02	39	Dade	J7P3107J	852,596.67	0.00	Lehman Construction, LLC	Bridge Rehabilitation
G03	83	Benton	J7P3107K	1,822,782.00	0.00	Lehman Construction, LLC	Bridge Deck Replacement
			TOTAL:	\$66,346,102.39	\$12,000.00		

^Focus on Bridges Program

*Call B06 – Funding by the City of Canton – \$49,000.00

**Call C02 – Funding by the City of Platte City – \$2,257,845.78

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received at the December 18, 2020, bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Briscoe abstained from Call B06. Commissioner Brinkmann abstained from Calls D01, G01, G02, and G03.

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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 nineteen highway and bridge projects, as noted in Table I below and ten multimodal projects, as noted in Table II below.

**Table I
2020 – 2024 STIP
Highway and Bridge Construction Schedule
January 6, 2021 Amendment
Project Additions 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 JIP3378	US 136	Urgent roadway and ditch repair due to flooding from the Missouri River to I-29 near Rock Port. Flood resiliency project. Potential ER project.	2022 CN 2021 RW	\$9,167	\$768
NW Atchison JIS3433	RT C	Pavement resurfacing from Route 59 to Route M and on Route AA from Route Y to Route 59. \$973,382 private developer funds.	2021 CN	\$1,002	\$87
NW Holt JIS3380	MO 111	Urgent roadway repair due to flooding from 1 mile west of Route 118 to Route 118 near Big Lake. Flood resiliency project. Potential ER project.	2022 CN 2021 RW	\$1,821	\$191
NW Holt JIP3379	US 159	Urgent roadway repair due to flooding from the Missouri River to Little Tarkio Creek near Big Lake. Flood resiliency project. Potential ER project.	2022 CN 2021 RW	\$10,814	\$878
NW Holt JIP3432	US 159	Urgent roadway repair due to flooding from Little Tarkio River bridge to Route 111 north of Forest City. Potential ER project.	2022 CN 2021 RW	\$576	\$89
NW Sullivan JIP3419	Various	Repair slides at various locations on Route 5 and Route 6. Potential ER project.	2021 CN 2021 RW	\$525	\$39
NW Sullivan JIS3392	Various	Roadway and bridge improvements around the proposed East Locust Creek Reservoir on Rtes. 5, N, VV and RA near Milan. \$13,459,009 BUILD and \$9,227,601 Cost Share funds.	2022 CN 2021 RW	\$21,796	\$1,641

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 J2S3402	RT BB	Right of way acquisition to upgrade sidewalks to comply with the ADA Transition Plan from Route 15 to Plevna Place in Plevna.	9999 CN 2021 RW	\$2	\$6
KC Lafayette J3S3209	SP 13	Slide repair from Route 224 to Delaware Street in Lexington.	2022 CN	\$1,191	\$82
KC Various J3I3072	Various	Job Order Contracting for guard cable and guardrail repair at various locations in the rural Kansas City District.	2021 CN	\$1,336	\$5
KC Various J4I3172	Various	Job Order Contracting for guard cable and guardrail repair at various locations in the urban Kansas City District.	2021 CN	\$2,862	\$0
CD Camden J5S3508	CST WEST OSAGE BEACH PKWY	Payment to the city of Osage Beach to construct roadway extension to Executive Drive and close Route 54 access at Executive Drive. \$189,395 Cost Share funds.	2021 CN	\$189	\$5
CD Various J5P3404	Various	Job Order Contracting for guard cable and guardrail repair on various routes in the southern portion of the Central District.	2021 CN	\$1,493	\$101
CD Various J5P3405	Various	Job Order Contracting for guard cable and guardrail repair on various routes in the northern portion of the Central District.	2021 CN	\$1,423	\$98
SL Jefferson J6P3596	MO 21	Signalize intersection and add lighting at Route 110 and Liberty School Road. \$311,000 District Operation funds.	2022 CN	\$330	\$21
SL St. Louis City J6I3463	IS 70	Replace structural signs from Warren County line to Mississippi River. \$2,232,000 District Operation funds.	2022 CN	\$2,368	\$162
SW Greene J8P3087F	MO 13	Intersection improvements on Kansas Expressway at Walnut Lawn Street in Springfield. \$309,465 city of Springfield and \$1,237,858 Springfield STBG-Urban funds.	2023 CN 2022 RW	\$2,402	\$443
SW Newton J7S3487	MO 86	Payment to the City of Neosho to construct a roundabout on Loop 49 at Hammer Road. \$1,159,696 Cost Share funds.	2022 CN	\$1,160	\$15

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)
SW Webster J7S3439	MO 38	Upgrade pedestrian facilities to comply with the ADA Transition Plan from Route CC to Walnut Street, on Route DD from Route 38 to Elm Street, and on Route A from Route 38 to north of Elizabeth Street in Marshfield.	2022 CN 2021 RW	\$1,300	\$538
			TOTAL:	\$61,757	\$5,169

**Table II
2020 - 2024 STIP
Multimodal Operations
January Amendment
Project Additions**

District County	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Project Funds (Dollars in Thousands)
SW Webster	Install lights and gates at public BNSF railroad crossing 667661M, Oaklawn Road, Seymour	2021 Rail	\$450
SW Greene, Christian, Lawrence	BNSF Cherokee Rail Corridor CRISI Grant Project; Republic, Billings & Marionville, Various locations for public railroad crossing upgrades	2021 Rail	\$5,200
SW Barry	Preliminary Engineering and Environmental Study for Grade Separation at BNSF DOT# 673327F, Chapel Drive in Monett	2021 Rail	\$150
SW Jasper	Install new cantilevers at public MNA crossing 669572C, Main Street, Joplin	2021 Rail	\$250
KC Cass	Approach improvements at public KCS crossing 329836H, Lone Pine Road, Cleveland	2021 Rail	\$150
SL Franklin	Realign E Villa Ridge Road at Route M and CMR crossing 596283W, Villa Ridge	2021 Rail	\$200
NE Clark	Improve roadway safety at public BNSF railroad crossing 005019J, County Road 134, Medill	2021 Rail	\$100
NW Chariton	Install lights and gates and roadway improvements at public BNSF railroad crossing 005284Y, County Road 113/Porche Prairie Road, Mendon	2021 Rail	\$400
Various Various	Union Pacific industrial lead LED upgrades at various public crossings	2021 Rail	\$200
SL St. Louis City	Circuitry Upgrade at InBev/Prairie Rail public crossing 854665E, Broadway Street, St. Louis City	2021 Rail	\$150
		TOTAL:	\$7,250

Via approval of the consent agenda, the Commission unanimously approved the amendments to the 2020-2024 STIP as noted in the tabulations above. Commissioner Brinkmann abstained from voting on Job Number J6I3463 Route 70 in St. Louis County.

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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>
Boone	M	J5S3378

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 61/67, Jefferson County
Job No. J6S3433
Virtual Public Hearing Held November 12, 2020
Online Public Comments Received until November 30, 2020

The proposed improvement provides for the installation of a Two Way Left Turn Lane, guardrail upgrades to meet current MASH standards and signal replacements from Route 231 to Richardson Road. 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 lane addition, 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 and residences within the job limits. The project is 0.31 mile in length

On behalf of the Director, Thomas 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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AGREEMENT WITH ST. CHARLES COUNTY FOR THE ROUTE I-64/I-70/US 61 INTERCHANGE STUDY

On behalf of the Director, Tom Blair, St. Louis District Engineer, reported the Route I-64/I-70/US61 interchange in St. Charles County is a project of local and regional significance that carries over 147,000 vehicles per day in all directions. The existing interchange is insufficient for local and regional demands. The St. Louis District and St. Charles County are initiating a conceptual design study to determine future improvements to the interchange that will improve safety and congestion. St. Charles County is fully funding the study and is requesting credit on a future Commission cost share project that is the outcome of either the previous study for the railroad bridge over I-70 in Wentzville (J6I0624) or this study (J6I3527). The credit will be made available until December 31, 2030.

It is recommended that the Commission approve an agreement, which includes a provision allowing the County to receive credit on a future Commission cost share project, between the Commission and St. Charles County for the Route I-64/I-70/US61 interchange study, and authorize the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the agreement, with approval as to form by the Chief Counsel's Office.

Via approval of the consent agenda, the Commission unanimously approved the agreement with St. Charles County for the Route I-64/I-70/US61 interchange study described above.

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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 no briefing reports for the past month.

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

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date November 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 November 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 375 active contracts held by individual engineering consultant firms prior to November 1, 2020. Ten engineering consultant services contracts were executed in November 2020, for a total of \$7,406,251. There were no new non-engineering consultant contract executed in November 2020.

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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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