



**MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION**

**Official Minutes**

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**September 7, 2023**

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**MINUTES OF THE REGULARLY SCHEDULED  
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING  
HELD IN ROLLA, MISSOURI,  
THURSDAY, SEPTEMBER 7, 2023**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Thursday, September 7, 2023, at the Missouri University of Science & Technology, Hasselmann Alumni House, Kinyon-Koeppel Grand Hall, 1100 N. Pine Street, Rolla, Missouri and was available via live stream. Terry L. Ecker, Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: W. Dustin Boatwright, P.E., Gregg C. Smith, Robert G. Brinkmann, P.E. Warren K. Erdman was present via WebEx. There remains one vacant seat.

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, was present via WebEx; and Rich Tiemeyer, Chief Counsel for the Commission; and Pamela J. Harlan, Secretary to the Commission, were present on Thursday, September 7, 2023.

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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.*

**-- OPEN MEETING --**

**COMMISSION/DIRECTOR ITEMS**

**COMMISSION WORKSHOP: DEBT AND BONDING PROGRAM**

The Commission held a special meeting to discuss the Commission’s outstanding debt and proposed bond issuance for the Improve I-70 program. A series of events have occurred recently where the department has received additional funding for transportation and authority to issue bonds to fund transportation projects. This workshop reviewed the department’s debt management history, the current events that provided additional funding, and what steps will need to be taken to issue bonds for transportation projects.

Bond financing allows the department to provide much needed infrastructure improvements to the traveling public sooner than pay-as-you-go funding allows. Building projects sooner results in cost savings by reducing project inflation costs, while at the same time advancing economic development, improving safety, and easing congestion. The Commission has a four-lien structure in place: Amendment 3 bonds (First Lien, Second Lien, and Third Lien) and Federal Reimbursement bonds (Grant Anticipation Revenue Vehicle [GARVEE] Bonds). The structure did contain an additional lien, the Senior Lien. Since this lien was closed and all bonds have been paid off, the lien was removed from the structure.

The Commission currently has \$1.483 billion in outstanding bonds. Between December 2000 and December 2022, the Commission borrowed \$4.532 billion through new money bonds and \$1.631 billion through refunding bonds. The current outstanding bonds are projected to be paid in full on May 1, 2033.

**History**

The following is a summary of the recent history of Commission bond issuances. During the 2000 legislative session, the Missouri General Assembly passed legislation authorizing the Missouri Highways

and Transportation Commission (MHTC) to borrow up to \$2.25 billion of bonds. The intent was to jumpstart road and bridge construction prior to passing a statewide tax increase for transportation. From December 2000 through November 2003, the Commission borrowed a total of \$907 million for statewide construction projects through four bond series. The Commission did not utilize the entire bonding authority after Proposition B, a proposal to increase the state motor fuel tax by four cents per gallon and the general sales tax by one-half percent, was defeated by voters by a 3-to-1 margin in 2002. The funds borrowed under this authority are referred to as Senior Lien Bonds. A portion of these bonds were refunded in December 2006 and November 2010, resulting in savings of \$27 million and \$13 million, respectively. On two occasions the Commission authorized the calling of Senior Lien Bonds; first in December 2010 and again in December 2016. These bonds were called in February 2011, February 2017, and May 2017, resulting in savings of \$0.6 million, \$12.8 million, and \$9.8 million, respectively. These bonds are paid off and this lien is closed.

In November 2004, Amendment 3 was voter-approved as a constitutional amendment and redirected a portion of the statewide sales tax on motor vehicle purchases from the state's General Revenue Fund to a newly created State Road Bond Fund. The law mandated the redirected revenue be used to repay bonds until January 1, 2009. After January 1, 2009, the amount not needed for debt service or to maintain a reserve would require a General Assembly appropriation of the unused funds from the State Road Bond Fund to the State Road Fund, which would then be used on pay-as-you-go projects. Using the new revenue for bond repayment allowed the Commission to deliver projects faster. The Commission borrowed a total of \$2.7 billion through nine series of Amendment 3 Bonds. A significant decrease in the annual debt service payment occurs in fiscal year 2027 as a result of the First Lien Bonds being paid in full. The final payment date for the Amendment 3 Bonds is May 1, 2033. A portion of these bonds were refunded in June 2014 resulting in savings of \$123 million. The Commission borrowed \$178.4 million in December 2019 and \$89 million in December 2021 in bonds for the Focus on Bridges Program. The

Focus on Bridges Program constructs, reconstructs, rehabilitates, or significantly repairs 250 bridges around the state. These bonds were issued under the third lien of Amendment 3.

From 2008 to 2010, three major projects utilized debt financing: the New I-64 in St. Louis, the Safe and Sound Bridge Improvement Program, and the Stan Musial Veterans Memorial Bridge in St. Louis. The Commission used GARVEE Bonds, which is debt used to finance federal transportation improvements, to pay for all or a portion of the projects. The Commission borrowed a total of \$928 million through five GARVEE Bond series. The final payment date for the GARVEE Bonds is May 1, 2033. A portion of these bonds were refunded in May 2019 resulting in savings of \$9.5 million.

The Commission borrowed funds using various types of bonds. The largest percentage was tax exempt fixed rate debt (\$941.5 million outstanding). In 2009 and 2010, the MHTC utilized Build America Bonds (BABs), which are sold as fixed rate taxable bonds that receive an interest subsidy payment from the U.S. Treasury. The BABs utilized by the Commission resulted in lower net interest rates when compared to the traditional tax-exempt bonds. The Commission currently has \$541.8 million of BABs outstanding. Due to sequestration (spending cuts mandated under the 2011 federal budget resolution), the Commission may not receive the full amount of the interest subsidy payments due from the federal government on the BABs. The interest subsidy payments were reduced by \$600,000 in fiscal year 2023 resulting in higher net debt service.

### **Events**

The following is a review of recent events that have led to additional funding and bonding authority. Governor Mike Parson recognized the need for additional funding for infrastructure projects in Missouri and in January 2023 put forth a proposal to improve Interstate 70 by adding a third lane across the state. As passed by the 2023 General Assembly and signed by the Governor, \$1.4 billion was appropriated from State General Revenue to pay a portion of the costs to improve I-70. House Bill 4 also authorized \$1.4 billion of bonding authority to pay another portion of the costs to improve I-70. The

legislation set some limits on the bonding authority. The fiscal year debt service cannot exceed \$136 million, each bond series should not exceed fifteen years. MoDOT will receive state appropriations to pay annual debt service. The Improve I-70 program will result in the addition of three lanes from Wentzville to Blue Springs and is funded with \$1.4 billion in general revenue and \$1.4 billion from bonding authority.

### **Policy**

The issuance of new debt by the Commission will be in accordance with the Commission's Debt Management Policy. The Commission first approved its Debt Management Policy in May 2000, with the latest revision approved by the Commission in February 2019. The Commission adopted a Debt Management Policy to ensure each debt financing is completed in the most efficient and effective manner and in accordance with the best practices of the industry to achieve the Commission's fiscal management goals and objectives. The Debt Management Policy limits the amount of debt the Commission can borrow by capping annual debt service to no more than five percent of the annual Total Road and Bridge Revenue, not including Amendment 3 revenues. New or additional funding sources, such as Amendment 3 or General Revenues, may be designated for the exclusive purpose of covering debt service to advance construction projects and these may be considered beyond and apart from the five percent limit. Debt obligations include debt service on bonds; loan repayments to the State Infrastructure Bank; leases of one year or longer; and repayment to local entities for accelerated program payments. The accelerated program is MoDOT's reimbursement to other entities, usually local governments, for proceeds they provided to accelerate construction projects. When comparing the Commission's estimated debt obligations compared to the estimated debt limitations, the Commission is in compliance with the Debt Management Policy. The Commission's policy is conservative and allows the department to focus on preserving the existing system through asset management and continue to be able to operate and maintain the system.

## **Proposed Bond Program and Issuance**

New debt may be issued with the authority granted by Conference Committee Substitute for Senate Committee Substitute for House Committee Substitute for House Bill 4 passed during the 2023 legislative session. House Bill 4 authorizes the Office of Administration and the Commission to execute a financing agreement to pledge sufficient state moneys to be the first recourse for payment of the debt service on Commission bonds issued to finance the planning, designing, construction, reconstruction, rehabilitation, and significant repair of Interstate 70 on the State Highway System to provide three lanes of traffic each direction across the state of Missouri. House Bill 4 authorized \$1.4 billion of bonding proceeds available for I-70 projects with the term of each bond issue not to exceed fifteen years and total annual debt service not to exceed \$136 million. The debt service will be paid from future appropriations made by the General Assembly from the state General Revenues to the State Road Fund. This bond issuance is unique because the Commission is using its constitutional authority to borrow, but the legislature has authorized the payment of debt service through general revenue.

The department proposed adding a new bonding program titled “State Appropriations Mega Projects State Road Bonds.” This program is specifically created for when the Governor and General Assembly appropriate state revenues for specific projects like the Improve I-70 program. The department will bring a proposed revised policy that will incorporate these changes for the Commission’s consideration at the October 2023 meeting.

Matt Stoffel, Senior Managing Consultant with PFM Financial, LLC, explained the department can seek incremental bond proceeds with \$400 million in 2023, \$500 million in 2026, and \$500 million in 2028. Mr. Stoffel shared and compared two different scenarios for length of debt and debt service paid. He explained the rapid amortization scenario shortens the term of the debt by eight years and results in over \$300 million less in interest paid.

The department recommended proceeding with a competitive sale for the State Appropriations Mega Projects State Road Bonds, Series A 2023. This issuance is projected to be in compliance with the Debt Management Policy and below the debt limitations. The proposed bond sale schedule will begin with a presentation to the rating agencies on October 16. On October 27, the Series A 2023 ratings will be released. On November 1, the department will seek Commission approval of the resolution authorizing the sale of the bonds. At the December 6 Commission meeting, the department will report the final sale results, with anticipated delivery of the funds on December 14. The Commission's current credit rating remains high with each credit rating agency. These good ratings are anticipated to continue with this new debt issuance. Brenda Morris, Chief Financial Officer, reported while the Commission may issue \$400 million in bonds, an estimate of only \$384 to \$390 million in total will be issued. After the sale, the department will file the necessary Continuing Disclosure/Post-Issuance Compliance reports. The department will also continue to produce its annual debt management report for the July Commission meeting and summarize any debt activity for the year.

Following discussion, the Commission commended the department and its excellent stewardship of the Commission's debt. Commissioner Erdman also noted the creativity it took to develop the mega projects debt program, and the coordinated effort of the department and the Office of Administration on this debt. No action was taken at this meeting as recommendations for action will be made by the department at a later date.

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## **APPROVAL OF MINUTES**

Upon motion by Commissioner Brinkmann, seconded by Commissioner Smith, the Commission unanimously approved the minutes of the regular meetings held on July 12, 2023, and August 2, 2023, and the special meeting on August 1, 2023. 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 September 7, 2023, Consent Agenda**

No items were removed from the consent agenda. Upon motion by Commissioner Brinkmann, seconded by Commissioner Boatwright, the consent agenda items were approved by a quorum of Commission members present. Commissioner Erdman abstained from voting on the agenda item titled Report and Recommendation Regarding Proposed Amended Rulemaking – Railroad Administrative Rules.

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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. A Commissioner also serves on the Missouri Coalition for Roadway Safety Executive Committee. The following committee and board reports were made during the September 7, 2023, meeting.

**Audit Committee** – Commissioner Brinkman stated there was no report this month and the next Audit Committee meeting is scheduled for November 2023.

**Legislative Committee** – Commissioner Boatwright explained his report has two parts: a review of the historic investments the General Assembly made last session, and he introduced MoDOT's proposed 2024 legislative agenda.

Historic investments the General Assembly made in transportation during the 2023 session include:

- \$2.8 billion in general revenues to expand and rebuild I-70 across the state from Blue Springs to Wentzville;
- \$100 million in general revenues for low volume and minor routes; and
- \$50 million in general revenues for safety improvements at railroad crossings.

These were historic investments made in Missouri's infrastructure system and he was pleased to report that this Commission already has plans in place for spending these general revenues.

Last session the Commission and MoDOT were fortunate to work with a coalition of safety advocates to pass legislation that prohibits using a phone while driving; this session the Commission and MoDOT will continue efforts to make roadways safer for children, young drivers, and highway workers who build and maintain roads and bridges. During the 2024 legislative session, safety will be the top priority. A report titled Safer Access for Everyone on the Roadways (SAFER) outlines seventeen legislative countermeasures that have been identified by the National Safety Council and advocates from highway and auto safety organizations. These proposals allow MoDOT and safety advocates from across the state the opportunity to partner with public policymakers to reduce automobile crashes and work toward eliminating traffic fatalities in Missouri. The report targeted four areas of safety that can be improved or resolved by changing current state statutes. These areas are titled: Safer for Our Children, Safer for Our Teens, Safer for Our Highway Workers, and Safer for You. Some of the SAFER recommendations from these national associations range from strengthening the state's current graduated driver license requirements, implementing a booster seat law, and passing a law to make it a primary offense if you do not wear a safety belt when operating a motor vehicle.

Another proposal that will be introduced this legislative session is a proposal to expand the state's current definition of "first responder" to include MoDOT workers so they can have access to mental health benefits. In many cases across Missouri, MoDOT staff are the first to arrive upon a serious or fatal automobile crash. You could call them "the first of the first responders". These are the MoDOT men and women who arrive upon a crash scene and jump into action. Their response includes setting up lane closures to manage traffic; holding up tarps or curtains to seal off the view of the crash from passing motorists; getting crash victims out of vehicles and holding their hands until emergency personnel arrive

to aid the injured; or sometimes being the first to find the fatal crash victims. These examples do not include the incidents where MoDOT workers have fought off angry dogs from attacking children, prevented individuals from jumping off bridges, and saved drowning victims whose vehicle has run off the road. And finally, these examples do not include witnessing the crash and death of one of their own co-workers, killed in a fatal work zone accident. These are just some of the reasons why it is so important to help MoDOT’s first responders access mental health resources that could otherwise lead to ongoing post-traumatic stress disorder (PTSD), depression, sadness, and hopelessness. Therefore, MoDOT and the Commission will be seeking legislative relief that will include MoDOT workers as a “first responder” in state statute.

The Commission noted its consent to pursue these legislative proposals with the understanding these initiatives will be shared with Governor Parson to be considered as part of his legislative agenda for 2024 session.

**Missouri Transportation Finance Corporation (MTFC)** – Commissioner Smith stated that there was no report and the MTFC Board meeting is scheduled for October 2023.

**MoDOT and Patrol Employees’ Retirement System (MPERS)** – Commissioner Boatwright reported the board had not met recently; the next Board meeting is scheduled for September 21, 2023.

**Missouri Coalition for Roadway Safety Executive Committee** – Commissioner Brinkmann reported as of Friday, September 1, there have been 613 traffic fatalities in Missouri this year. This is 45 fewer fatalities than the same time period last year. On September 25-27, the Missouri Coalition for Roadway Safety will be hosting its annual Highway Safety and Traffic Conference in Columbia, Missouri. Safety advocates from around the state will gather to discuss the current state of traffic safety and best practices from Missouri and across the country. Nearly 500 people have registered for this year’s conference.

The Coalition Executive Committee met yesterday and discussed ongoing plans for public messaging and paid media related to highway safety. The committee also discussed legislative successes from 2023 and legislative priorities to consider for 2024, including the SAFER package presented this past session. Though pleased to have a new hands-free law in Missouri, the Executive Committee knows there is more work to be done in this area. The committee also heard about great work being done throughout the state to connect with new communities and new organizations in the mission to save lives. The Coalition continues to look for new opportunities to engage all Missourians in highway safety programs and activities. Any organizations interested in doing more to improve highway safety are encouraged to reach out to the Coalition and discuss partnering together.

With just four months to go in the year, it is critical to continue promoting the key messages of Buckle Up, Phone Down, Slow Down, and Drive Sober. On October 25, 2023, Missouri will host the annual Buckle Up Phone Down Day.

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## **DIRECTOR’S REPORT**

During the September 7, 2023, Commission meeting, on behalf of the Director, Ed Hassinger, Deputy Director/Chief Engineer provided the following report:

**Missouri State Fair** – Approximately 100 members of the MoDOT Team worked at the 10-day State Fair interacting with citizens at the Highway Gardens. The MoDOT space on the fairgrounds provides a quiet, shady space to rest and enjoy the garden. The building gives relief from the heat with air conditioning

and restrooms. Information on Buckle Up Phone Down, work zone safety, Amtrak's Missouri River Runner line was available onsite, along with general information about the Traveler Information Map and the new I-70 project. Human Resources and Equal Opportunity and Diversity Division staff were on hand to talk to people about careers and hiring on with MoDOT. The hit with all ages were drunk vision goggles to illustrate the dangers of impaired driving.

**I-70 Kickoff** – On August 14 and 15, bill signing ceremonies were held with Governor Parson and Senator Lincoln Hough in Wentzville, Columbia, and Oak Grove. Mr. Hassinger thanked Vice-Chair Boatwright and Commissioner Brinkmann for attending the event in Wentzville. Public informational meetings are underway in seven locations along I-70. MoDOT is providing basic information about the overall project goals and approximate timeline for the projects. The 200-mile corridor is being broken into six projects. Improve I-70 Program Director Eric Kopinski started the industry process for the first project, which will be from Route 63 in Columbia to Route 54 in Kingdom City. Right now, MoDOT is advertising for Design-Build teams to submit their Statement of Qualifications (SOQs) in order to proceed with the procurement process for this first contract. An update on Improve I-70 will be presented at the October Commission meeting. On August 21, the Improve I-70 team submitted a grant application for the U. S. Department of Transportation Multimodal Project Discretionary grant. The grant stands to leverage the \$2.8 billion of General Revenue into \$3.1 billion, if awarded. Additional funds will facilitate next generation innovations to ensure I-70 is a modern corridor prepared to serve the nation for another 60 plus years.

**Busy Construction Season** – This is the time of year when work zones for construction and maintenance are at their peak. Crews are busy with final striping and mowing activities as the department prepares for winter. Construction contractors are busy working to complete projects before winter or to reach major milestones so there will be minimal lane impacts to drivers through the winter. There are currently nearly 400 active construction contracts across the state. An image of MoDOT's Traveler Information map was displayed to show that on any given day the department could have more than 800 work zones for both the contracted construction projects and MoDOT maintenance activities.

**Quick Hiring Events** – Starting in late July, MoDOT held three rounds of quick hiring events in Northwest Missouri, Kansas City, and St. Louis to fill vacancies especially in maintenance before winter. The Director challenged the Human Resources team and the other departments involved in hiring to streamline the process. It can typically take a couple of months to get hired and even longer to get your first paycheck. The Human Resources team worked with the Fit for Duty team, who handle drug testing and work simulation physicals, to develop a job fair where an applicant can go through everything in one day. Potential candidates can walk in the door, have an interview, get a job offer, do a drug test, and background check and complete a work simulation physical. The following week, these new hires could start work and start earning a paycheck instead of waiting for the results of all the tests. New employees go through a couple weeks of onboarding and safety training so starting immediately puts them on the payroll and the results can come in while they do basic training. With the nine job fairs, MoDOT extended 150 job offers and 129 accepted. As of last week, 81 of those are employed. It was a great effort to try to remove some barriers to the hiring process and get employees on board quickly.

**Charitable Campaign and 1033 Benevolent Fund** – The annual Missouri State Employee Charitable Campaign started this week. Last year, MoDOT had a participation rate of nearly nineteen percent, which

was a four hundred fifty percent increase over the previous year. Of all the state agencies, MoDOT was named the most improved last year due to that big jump. This year's campaign theme is Rise Above and will be held from September through the end of October. Along with the pledge cards, MoDOT holds various fundraiser events during this time with the donations going to the campaign. There are hundreds of charities to choose from for whatever interest employees want to support. One of the featured charities in the highlight video this year is the Missouri 10-33 Benevolent Fund. This statewide fund provides financial support to the survivors of public safety officers including MoDOT who've given their lives in service to their fellow citizens. Every year MoDOT employees rise to the needs of others. MoDOT looks forward to this year's campaign activities.

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## **PUBLIC PRESENTATIONS**

### **THE MISSOURI UNIVERSITY OF SCIENCE & TECHNOLOGY ENTERPRISE**

Kamal Khayat, Vice Chancellor for Research and Innovation and the Vernon and Maralee Jones Endowed Professor of Civil Engineering, shared about the research and growth at the university. When highlighting the growth of the university he explained the 153-year-old institution has some of the most highly sought after students, with successful alumni who continue to serve and donate to the university. The university continues to provide an exceptional return on investment for students, providing an affordable education that leads to successful employment. Many faculty are recognized for their research. The university continues to receive significant funding for research from both the private and public sectors. The university has many partnerships seeking research grants, including MoDOT with the Missouri Center for Transportation Innovation.

Mr. Khayat described the Kummer gift and its threefold purpose to elevate Missouri University of Science & Technology, create broad STEM outreach, and drive economic development. The Kummer gift has led to the creation and construction of three facilities on campus. The Missouri Protoplex will enable the testing and prototyping for Missouri manufacturers. This facility will include advanced manufacturing for steel, aerospace, and ultra-high temperature materials. The Bioplex will combine the areas of medicine, life sciences, environment, engineering, and computational and physical sciences. The facilities will promote research partnerships with medical centers and businesses alike. Historically, the university

focused on mining, and that focus on critical minerals continues today. The Semiplex will provide a center for the discovery, processing, and production of critical minerals. These critical minerals are rare earth minerals that are essential in microelectronics, the military, and for energy (oil, gas, nuclear, and renewable).

The university has also invested in transportation infrastructure facilities including the Clayco Advanced Construction and Materials Laboratory. The university has identified a couple of focused transportation areas including sustainable and resilient infrastructure, resource sustainability, energy, and environment. The university is seeking additional faculty in these areas.

The university has been a part of the federal University Transportation Center (UTC) program and encourages collaboration with other departments of transportation and UTCs. This effort helps both governmental agencies and the transportation industry. It also produces an experienced workforce as research and training involves undergraduate, graduate, and post-doctoral graduate students. He shared a couple of projects as examples of UTCs. Mr. Khayat expressed his appreciation for the continued partnership with MoDOT so that together we can produce research to improve transportation facilities.

Commissioner Boatwright thanked Mr. Khayat for his presentation and for sharing the research facilities on a tour yesterday. It is exciting to see what the future holds for the next generation of engineers from the university.

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## **MERAMEC REGIONAL PLANNING COMMISSION UPDATE**

Bonnie Prigge, Executive Director for the Meramec Regional Planning Commission, shared about the importance of regional planning commissions and the planning framework process in serving the citizens of Missouri. Regional Planning Commissions (RPCs) are the place where cities and counties come together to improve our regions and our state. There are 19 RPCs in Missouri; 17 are rural and 2 are urban. The Meramec RPC (MRPC) serves eight counties and has a population of almost 200,000.

She shared how Interstate 44 bisects the region, and Highway 63 is a key north south corridor and is a priority for the region.

She described all the activities that the MRPC is part of including planning for economic development, transportation, broadband, and others. The MRPC assists with grant writing and grant administration for project development, as well as business loans. The MRPC also addresses environmental and housing issues.

For the area of transportation planning, the MRPC coordinates the Transportation Advisory Committee that is responsible for the identification and prioritization of transportation needs. The MRPC participates in regional prioritization and identifies the top transportation improvements needed which include US 63 and Highway 50 improvements. The MRPC is part of MoDOT's unfunded needs planning process and helps with prioritizing off system bridge projects. The MRPC works with transit services in the region. The MRPC coordinates efforts that promote bicycle and pedestrian facilities that promote active living plans. The MRPC also has a highway safety education component including coordinating the Central District Coalition for Roadway Safety activities to promote safe driving habits.

Ms. Prigge concluded her remarks with a discussion about the planning framework, which is the Missouri process for planning and delivering transportation projects. The MRPC is fortunate to have the planning framework, as it is a vital tool for selecting the right transportation projects. Planning cannot happen in a vacuum, and the planning framework brings together and seeks input from planning partners, transportation users and the public. The best planning involves multiple stakeholders and explores many ideas, and then narrows those down to what is achievable, given the resources available. The planning framework does this. RPCs worked in partnership with MoDOT to develop this process some 25 years ago, and Ms. Prigge was a part of that effort. The planning framework still works today. It brings transparency to the process and provides opportunities for input to ensure the best expenditures of limited funds for the most needed transportation improvements.

Commissioner Brinkmann thanked Ms. Prigge for her presentation and expressed a keen interest in their safety coalition efforts.

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## **MODOT PRESENTATIONS**

### **STATE OF THE CENTRAL DISTRICT**

On behalf of the Director, Mabelle Watkins, Central District Engineer, presented a brief overview of the current state of roads, bridges, projects, and other critical issues in the Central District. The Central District is focusing its Statewide Transportation Improvement Program (STIP) funds and all available operation funds on maintaining existing roads and bridges, as well as making significant safety and capacity improvements. The Central 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 Central District proudly supports the MoDOT values of safety, service, and stability while serving more than 668,495 Missourians in 18 counties in the heart of Missouri. The Central District maintains 11,495 lane miles of interstates and major, minor, and low volume routes. Interstates and major routes in the region include Interstates 70 and 44, and US Routes 63, 54, and 50.

The Central District's major roads are maintained at 90.4 percent good (statewide goal 90 percent); 79.3 percent of its minor roads are in good condition (statewide goal 80 percent) and 76.1 percent of its low volume roads are in good condition (statewide goal 70 percent). The Central District has 1,283 bridges, 96 of which are in poor condition.

Success in the region depends on good partnerships. Central District's Planning Partners include Meramec Regional Planning Commission, Lake of the Ozark Council of Local Governments, Mid-Mo Regional Planning Commission, Columbia Area Transportation Study Organization, and Capital Area Metropolitan Planning Organization. These five entities do the heavy lift of identifying transportation

needs and prioritizing those needs. Collectively we work together to identify the transportation needs for the district.

The results of the planning work have led to many critical high impact projects in the Central District recently completed or underway. The Lance Corporal Leon Deraps Interstate 70 Missouri River Bridge project near Rocheport was awarded for \$218 million. There is a pavement rebuild and roadway improvement project on Interstate 44 between Rolla and St. James totaling \$50 million in contract award for resurfacing 28 miles, bridge rehabilitations, culvert extensions, and reconstruction of 8 miles of eastbound lanes from Rolla to St. James. Another project will provide safety improvements to multiple intersections on Route 54 near Lake of the Ozarks. In Holts Summit, there is a project that will provide interchange improvements at Route 54/ Route OO. The district has several roadway resurfacing projects, nearly 900 miles. Progress is being made on the Governor's Rural Roads program.

Central District has a total of 40 bridges in the Governor's Bridge Program, all of which have been completed. Ms. Watkins shared a list of bridge improvements completed or underway including Route 163 in Boone County at Bonne Femme Creek, Cooper County Route 7 at Petite Saline Creek, Howard County US 40 at Salt and Bonne Femme Creeks, Callaway County Route J at Millers Creek, and Moreau River Bridge on US 50 in Cole County.

There are several ADA improvement projects located in many different communities, including Bland, Bourbon, Eldon, Fulton, Hermann, Holts Summit, Jamestown, Jefferson City, Latham, Potosi, Rich Fountain, Rolla, Rosebud, St. James, Steelville, Stover, and Vienna. These projects improve sidewalks and crosswalks for citizens with disabilities.

The Central District operations has completed 99.4 miles of scratch and chip roadway surface treatment with maintenance crews in Boone, Callaway, and Cole Counties. This improves the riding surface and appearance of the roadways. This work is in addition to the chip and seal program underway.

Several projects have transitioned off the High Priority Unfunded Needs List and are now included in the STIP and are under development. One of these projects is the U.S. Route 63 realignment from U.S. Route 50 to south of Westphalia. Another couple of projects have been incorporated into the Improve I-70 program and will be a part of the first project in that program. It will improve the interchange at Interstate 70 and U.S. Route 63 in Columbia adding that third lane from Columbia to Kingdom City where another interchange will be addressed at Interstate 70 and U.S. Route 54. There is an interchange at U.S. Route 63 and Route AC (Grindstone Parkway) interchange in Columbia that is included in the STIP. On U.S. Route 54 at Jefferson City a project will widen the route north of the Senator Blunt Missouri River bridge. A project located in Camdenton on Route 54 will widen the route.

Central District is committed to improving safety for system users and employees through efforts such as corridor safety improvements, system-wide safety program, coalition collaboration, partnering with communities and effective safety expectation meetings at the start of every shift.

Central District maintains a strong recruitment and outreach program through efforts including internships; community college, trade school, and targeted high school career fair participation; JAG event participation; location-specific hiring events; Bring a Child to Work Day; STEM outreach on large projects; and collaboration with the University of Missouri on Capstone Projects each semester.

Chairman Ecker thanked Ms. Watkins for her presentation.

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## **MULTIMODAL OPERATIONS DIVISION RAIL CROSSING PROJECT UPDATE**

On behalf of the Director, Jerica Holtsclaw, Multimodal Operations Engineer, reported on rail crossings in Missouri. Commissioner Erdman recused himself from the meeting for this agenda item. Missouri currently has over 3,300 public rail crossings in the state with 1,422 of them being passive crossings, this means there are no warning devices such as lights and gates. Out of the 1,422 passive crossings 47 of them fall on one of the passenger rail lines, all 47 are on the local system and not on state

system. There are no passive road/rail crossings on the passenger rail line on the state highway system. There are 22 passive crossings on the freight rail lines on the state highway system.

Crossing safety can be improved in a variety of ways, including upgrading the warning equipment, geometric design changes, and closing crossings. Crossings along passenger rail corridors present the greatest risk to human life based on the number of people passing through those crossings compared to the number of people passing through crossings along freight rail corridors. All passenger rail corridors also carry freight but not all freight corridors carry passenger trains. Improving and closing crossings along passenger rail corridors will provide the maximum impact to safety and provides the greatest opportunity to reduce rail crossing injuries and death.

The typical upgrade of a single crossing costs between \$400,000 to \$500,000. This means Missouri has around a \$700 million dollar issue to tackle. Each year the Multimodal Division receives approximately \$1.5M of state funds from the Grade Crossing Safety Account and those funds are generated by a 25-cent motor vehicle registration fee/ renewal fee. In addition, the department receives \$6 million of federal Section 130 funds which are for railway safety. That totals to \$7.5 million in combined funds that are available each year to focus on rail crossing safety.

The department supports the Governor's initiative to improve roadway/rail crossing safety and appreciates the General Assembly's General Revenue (GR) investment to accelerate rail crossing improvements. In 2023, the General Assembly appropriated \$50 million of General Revenue to improve road/rail crossing safety. These funds may be spent to improve or close crossings on or off the state highway system.

As a result of this additional funding, the department has created the Rail Crossing Safety Program. It is anticipated the railroads will share in the costs for safety improvements at grade crossings around the state. First, MoDOT hired a consultant to study the three passenger rail lines in Missouri, this includes the Southwest Chief, Missouri River Runner, and the Texas Eagle. That study is complete. The

department is also conducting studies on the four freight rail lines. Like the passenger rail line study, it too will focus on data driven safety analysis. The department created a signing program that is available now so that local entities can order advanced warning signs to place near roadway/rail crossings. The department is also applying for federal grants to leverage the state funds being provided. The rail crossing safety projects will be bundled along the corridors that have been studied to make the most of the funds that are available.

The department has the results of the passenger rail crossing study which recommends 27 crossings be upgraded with active warning devices, 17 crossings for closures, 2 crossings with a security gate system, conversion of 3 crossings from public crossings to private crossings, and 3 crossings will remain with passive enhancements. Recommendations vary in complexity and cost; the cost of what is referred to as Tier 1, is work to be completed in this first year, and totals \$18.5 million. Tier 1 work includes the 47 local crossings plus 5 state crossings that had previously been scheduled for safety improvements.

Since the department has the final recommendations from the passenger rail study, it is starting the public involvement process. The department will work with local road authorities and railroad owners in the communities that want to make their crossings safer to quickly get to work and make as many of these improvements in the first year. Closing crossings can be unpopular. Local public agencies can be hesitant to close crossings under their jurisdiction, even when no need exists to maintain the crossing because of other crossings in the area. Railroads support closing as many crossings as possible. The ability to make these improvements quickly will depend on the cooperation from the communities and the railroad companies.

Ms. Holtsclaw noted that in addition to these passenger rail crossings, additional work is underway to study the 4 freight rail corridors to develop future corridor bundle projects to make additional crossing safety improvements around the state. Funding for this additional work will come from a variety of revenue sources including a portion of the \$50 million in General Revenue, cost share with the railroad

companies, and potential federal funds through grants. The department is in the process of applying for these grants so it is unknown at this time how much funding will be made available from the federal grant program to help leverage the available state funds.

Commissioner Boatwright thanked Ms. Holtsclaw for her presentation. He noted the Commission's appreciation for the Governor's attention to the needs of rail crossing safety in Missouri, and the work the department has done to move forward quickly to make these important safety improvements.

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#### **UPDATE ON MODOT'S WORKFORCE**

On behalf of the Director, Ashley Halford, Human Resources Director, reported on current workforce related trends, statistics, and strategies. Across all constituencies, the expectation remains that MoDOT's workforce has the talent necessary to serve Missouri citizens and safely deliver results but at the least cost possible. She began her presentation with the tools that are being used to monitor the department in terms of employment.

In April 2018, MoDOT procured the services of TransPro/Advanced Management Consulting to provide the department with an organizational assessment and succession plan. This report confirmed several things about MoDOT, but one of the biggest concerns the report confirmed was that MoDOT was in the middle of a workforce crisis. MoDOT understands it is not the only one in the middle of a workforce crisis but must continue taking both traditional and innovative approaches to ensure the department has a knowledgeable and skilled workforce ready to meet the demands of the present day and the future. Thanks to the Commission's leadership and support, MoDOT has been able to take steps to reduce turnover and increase employee retention and engagement.

MoDOT's employee turnover rate was exceptionally high for fiscal year 2022. For fiscal year 2023 turnover was 13.97 percent, down from 18.94 percent in fiscal year 2022. The total cost of turnover

for fiscal year 2023, which includes hard costs, soft costs, and leave pays, was \$46.56 million, down from \$55.37 million in fiscal year 2022.

MoDOT continues to lose employees faster than they can be hired. The department remains in a position to fill jobs with applicants who might not have otherwise risen to the top of the applicant pool in the past. This has led to significant numbers of employee relations challenges, workplace disruption, impact on morale, and the potential impact on the number of employees who choose to seek a career in supervision with MoDOT. Employees burn out and workplace stress due to staffing shortages and employees being asked to do more to cover gaps is undoubtedly taking a toll on the department. Districts like St. Louis and Kansas City continue to have the highest levels of turnover, even after placing a large focus on these areas when it comes to recruitment and increased salaries. In fiscal year 2022 the department had 611 new hires, whereas there were 919 separations. Increases in separations bring increases in the cost of turnover. Ms. Halford noted there is good news, for fiscal year 2023, decreased separations have lowered turnover costs from the previous year, and the department is making progress.

The majority of turnover continues to be seen in maintenance. This is the boots on the ground maintenance including crew leaders and below. Maintenance represents approximately fifty-one percent of total employment, with Operations, Program Delivery, and Administration representing forty-nine percent. Maintenance separations for 2022 represent fifty-eight percent of the total separations, with the other categories representing forty-two percent. There are five job titles where the largest number of resignations occur; these include maintenance worker, senior maintenance worker, intermediate maintenance worker, maintenance crew leader, and bridge maintenance worker.

It is important to look at the tenure of the department as the department now has the largest STIP in its history to deliver. Fifty-six percent of MoDOT's workforce has less than ten years of experience. While that holds promise for the future of MoDOT, we have a lot of projects that need to be delivered in the next five to ten years with experienced staff delivering the program.

It is important to understand that nearly half of the workforce will be eligible to retire in the next ten years. Between 2023 and 2026, there will be an average of 261 additional employees eligible to retire each year. As of January 1, 2023, there were 454 retirement eligible employees, representing 10.2 percent of the salaried workforce. By January 1, 2028, an additional 635 employees, or 14.2 percent of the workforce, will become eligible to retire. The number of employees who are eligible to retire remains a concern for the department due to the impact on turnover rates and succession planning. Loss of this experience could impact the department's ability to deliver the biggest STIP in the history of the department.

Ms. Halford then shifted the focus of the presentation from the tools to monitor employment to what is being done for retention and recruitment efforts with the department. The biggest reason employees leave the department is for a better salary. Ms. Halford described the pay improvements that have occurred in 2022 and 2023. These include a two percent cost of living adjustment (COLA) on January 1, 2022, that was provided for all state agencies. Then on March 1, 2022, there was a 5.5 percent COLA for all state agencies, and other specific increases for eligible employees that was for MoDOT only. A market adjustment increase was implemented on July 1, 2022, for only MoDOT employees, while the department could not afford to fund 100 percent of the market adjustment, this was a significant adjustment for employees. Then on March 1, 2023, an 8.7 percent COLA was implemented for all state agencies. In an effort to continue with funding the market adjustment, on August 1, 2023, specific target increases, and structure updates were implemented for MoDOT. These pay improvements have helped MoDOT be competitive in the overall market. Although the schedule may be competitive, applying periodic market adjustments to shift the entire structure, as well as moving employees through their salary ranges, is important to maintain competitiveness and improve hiring and retention going forward.

Ms. Halford shared a graph that displayed MoDOT's salary distribution from 2014 to 2023. The graph shared the history of salary adjustments, but it also showed the progress that could be made if the

market adjustment was fully funded. She noted while the department has made significant progress, there is still progress to be made to get to a healthy midpoint on salary.

The impacts of the market adjustment have been positive. Results indicate the department's midpoints remain competitive with the overall market. Although the salary schedule may be competitive, applying periodic market adjustments to shift the entire structure, as well as moving employees through their salary ranges, is important to maintain competitiveness and improve hiring and retention going forward.

Ms. Halford reported the industry and MoDOT need competent staff for not only the larger STIP, but the Improve I-70 program, the largest aviation program, and winter operations. MoDOT held a maintenance hiring blitz in August 2023 to get the staff needed for winter operations. The department also continues its outreach efforts through the Jobs for America's Graduates (JAG) program.

She reported on a couple of organizational changes that include elevating the safety group at the department from a unit to a division level. Additionally, the department is implementing a training team to make sure employees are receiving the training they need to go home safely every day.

Ms. Halford reviewed additional impacts of the market adjustment. When hiring, MoDOT is receiving a better quality of applicant pools. The department had a successful intern program this summer. The department has been using position control to make the most of funding available for salaries and benefits. The department has a better understanding of position control and how to operate in it. Workplace culture improvements continue with regard to safety, diversity and inclusion, and employee development. The department's implementation of its safety program has been changing the workplace culture. Recruitment and retention of good employees representing all the communities MoDOT serves continues to be an organizational challenge.

The next steps for continuing to improve employment at MoDOT are the proposed fiscal year 2025 appropriations requests, implementation of the full salary structure, continued within grade movement,

and additional staffing for major projects. She thanked the Commission for the market adjustments that have been made to date and how the department's employees appreciate the improvements. Recruitment and retention have slowly improved as a result of the market adjustment salary increases, continued advocacy for legislative approval of MoDOT's pay strategy is critical to the department's future success.

Commissioner Brinkmann thanked Ms. Halford for her presentation, he expressed concern regarding succession planning and the gap in experienced employees. He also shared his continued interest in the JAG program.

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**ADMINISTRATIVE RULES**

**REPORT AND RECOMMENDATION REGARDING PROPOSED AMENDED RULEMAKING – RAILROAD ADMINISTRATIVE RULES**

On behalf of the Director, Eric Schroeter, Assistant Chief Engineer, presented to the Commission proposed changes to administrative rule 7 CSR 265-8, Railroad. These rules are proposed for amendment to update references to the latest editions of manuals and revisions to the Railroad-Highway Crossing application. Under section 536.175, RSMo, the Commission is required to review each of its rules in the *Code of State Regulations*, as a result of this review, these rule changes are being proposed for consideration. The public will have an opportunity to submit comments in support of or in opposition to the proposed amended rulemaking. All comments received from the public will be considered and summarized in the final order of rulemaking.

After consideration, the Commission, via approval of the consent agenda, found substantial evidence that the proposed amended rulemaking is necessary to carry out the purposes of sections 389.610 and 389.992-994, RSMo, that grant the Commission's rulemaking authority, and authorized the Secretary to the Commission to file the notice of proposed amended rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in the *Missouri Register*, and

authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, Chief Administrative Officer, or Chief Safety and Operations Officer to execute documents to initiate the rulemaking process. Commissioner Erdman abstained from voting on this agenda item.

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**BUSINESS ISSUES**

**MISSOURI DEPARTMENT OF TRANSPORTATION FISCAL YEAR 2025 AMENDED APPROPRIATIONS REQUEST**

On behalf of the Director, Todd Grosvenor, Financial Services Director, presented the fiscal year 2025 amended appropriations request for \$8.3 billion. MoDOT’s fiscal year 2025 appropriations request was approved by the Commission on August 2, 2023. The fiscal year 2025 amended appropriations request includes revised amounts for the Multimodal program. The original fiscal year 2025 appropriations request did not include an additional \$10.0 million of general revenue to match potential federal rail discretionary grants or the reduction of \$4.4 million for amounts already spent in previous fiscal years.

Mr. Grosvenor recommended approval of the amended proposed fiscal year 2025 appropriations request totaling \$8.3 billion. Via approval of the consent agenda, the Commission unanimously approved the amended proposed fiscal year 2025 appropriations request totaling \$8.3 billion as noted in the table below.



**Fiscal Year 2025 Amended Appropriations Request  
By Appropriation Detail**  
(Dollars in Thousands)

<u>Appropriations</u>	<u>Fiscal Year 2023 Actual Expenditures</u>	<u>Fiscal Year 2024 TAFP<sup>1</sup> Budget</u>	<u>Fiscal Year 2025 Appropriations Request</u>
Administration	\$ 22,455	\$ 29,894	\$ 31,341
Safety and Operations <sup>2</sup>	\$ 524,764	\$ 548,775	\$ 516,921
Program Delivery <sup>2,3</sup>	\$ 1,845,660	\$ 5,581,929	\$ 5,798,018
FFIS	\$ 90,906	\$ 120,043	\$ 123,221
Multimodal <sup>2</sup>	\$ 111,396	\$ 364,134	\$ 529,443
Fringe Benefits	\$ 210,672	\$ 263,041	\$ 285,352
Refunds and Transfers <sup>4</sup>	\$ 698,073	\$ 1,021,745	\$ 1,048,366
<b>Total MoDOT Appropriations Request</b>	<b>\$ 3,503,926</b>	<b>\$ 7,929,561</b>	<b>\$ 8,332,662</b>

- <sup>1</sup> Fiscal year 2024 Truly Agreed to and Finally Passed (TAFP) budget.
- <sup>2</sup> Includes federal funds MoDOT pays to contractors and providers for goods and services.
- <sup>3</sup> Includes appropriations for Contractor Payments, Design and Bridge Consultant Payments, Accelerated Program, Right of Way and Federal Pass-Through.
- <sup>4</sup> Appropriation request amount is \$1 in the event the appropriation is needed.

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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 A06 and A10 have local funding as noted in the tables 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 August 18, 2023, letting, as recommended, and noted in Table I below; (2) Rejection of Call F05 for bids received at the August 19, 2022, letting, due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II below; and (3) Concur in award of a Governor’s Cost Share project for the addition of a turn lane to Archer Road from I-70 Outer

Road in Foristell by Warren County from the bids they received on August 29, 2023 as noted in Table III below.

**Table I  
Award of Contracts  
August 18, 2023, Bid Opening**

<b>Call No.</b>	<b>Route</b>	<b>County</b>	<b>Job No.</b>	<b>Bid Amount</b>	<b>Non-Contractual Costs</b>	<b>Contractor</b>	<b>Description</b>
A01	C, Bus 36, 69, LP 35, 121	Clinton, Dekalb	J1P3267	\$2,735,695.81	\$0.00	Ideker, Inc.	Resurface
A02	169	Worth	J1P3304	\$4,050,992.03	\$0.00	Herzog Contracting Corp.	Resurface
A03	36	Livingston	J1P3318	\$6,285,420.20	\$0.00	Magruder Paving, LLC	Coldmill and Resurface
A04	59, 752, LP 29	Andrew, Buchanan	J1P3406	\$3,965,150.40	\$0.00	Herzog Contracting Corp.	Resurface
A05	169, 59, 48, 45, CC, E	Andrew, Buchanan, Dekalb, Gentry	J1S3324	\$10,178,461.23	\$0.00	Herzog Contracting Corp.	Coldmill and Resurface
A06*	59	Atchison, Holt	J1S3325	\$12,268,585.82	\$0.00	Herzog Contracting Corp.	Resurface and ADA Improvements
	159	Holt	J1S3329				Resurface
	59	Atchison, Holt	J1S3326				
A08	YY	Gentry	JNW0007	\$1,260,065.00	\$0.00	Gene Haile Excavating, Inc.	Bridge Replacement
A09	Y, DD, FF, 130, YY, MM, V	Chariton, Grundy, Linn, Livingston	JNW0027	\$7,373,065.45	\$0.00	Magruder Paving, LLC	Resurface
A10*	AC	Buchanan	JNW0102	\$1,466,723.47	\$0.00	Herzog Contracting Corp.	Intersection and ADA Improvements
A11	RA, T, P, BB, E, H, A, K	Andrew, Buchanan, Daviess, Dekalb, Gentry	JST0048	\$8,403,343.13	\$0.00	Herzog Contracting Corp.	Resurface
B01	149	Macon	JNE0138	\$788,629.10	\$0.00	E & C Bridge, LLC	Bridge Replacement
B02	3	Randolph	J2S3448	\$2,670,937.40	\$0.00	Emery Sapp & Sons, Inc.	Relocate Road and Slide Repair
B03	A, AA, BB, Y	Audrain, Montgomery, Pike	JST0052	\$4,797,407.40	\$0.00	Magruder Paving, LLC	Resurface

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
B05	C, K, N, P, OR 61	Clark, Knox, Lewis	JST0054	\$7,062,939.82	\$0.00	W. L. Miller Company	Resurface
C01	13	Lafayette	JKR0141	\$4,840,780.14	\$0.00	Ideker, Inc.	Resurface
	I-70 OR	Jackson	J4S3411				
	FF	Jackson	J4S3361				
C03	7	Cass, Jackson	J4S3408	\$6,867,346.82	\$0.00	Ideker, Inc.	Coldmill and Resurface
D1A	52	Benton, Morgan	JSR0158	\$9,839,802.61	\$0.00	Magruder Paving, LLC	Resurface
	T	Morgan	J5S3398				
D1B	AA, D, DD, HH, MM, N, NN, WW, RA, OO	Morgan	JST0055				
	W, KK	Moniteau, Morgan	JCDM0012				
F01	I-170, N	St Louis	J6M0288	\$989,799.00	\$0.00	Gershenson Construction Co., Inc.	Channel Armoring and ADA Improvement
F03	D	St Charles	JSL0004	\$843,541.50	\$187.25	Widel, Inc.	Culvert Replacement
F04	Various	Franklin, Jefferson, St Charles, St Louis, St Louis City	JSLM0020	\$645,000.00	\$0.00	Road Runner Safety Services, Inc.	Job Order Contract for Sign Maintenance
G01	376	Taney	J7P3533	\$10,735,356.08	\$0.00	Capital Paving & Construction, LLC	Coldmill and Resurface
	86	Barry, Stone, Taney	J7S3492				Resurface
	86	Barry	J7S3500				Resurface and ADA Improvements
	F	Barry	J7S3491				
	MO 13	Stone	J7P3394				Resurface
G02	A, H, U, V	Christian, Stone, Taney	JST0044	\$3,049,000.00	\$0.00	Capital Paving & Construction, LLC	Resurface
H01	160	Howell, Oregon	J9P3614	\$8,260,100.10	\$0.00	H.R. Quadri Contractors, LLC	Resurface and 2 Culvert Extensions
			<b>TOTAL</b>	<b>\$119,378,142.51</b>	<b>\$187.25</b>		

\* Call A06 - Funding by City of Fairfax - \$40,654.03 (JIS3325)

Funding by City of Mound City - \$50,565.03 (JIS3326)

\*\* Call A10 - Funding by Herzog Contracting Corp. and the Governor's Cost Share

**Table II**  
**Rejection of Bid**  
**August 19, 2022, Bid Opening**

Call No.	Route	County	Job No.	Description
F05	370	St. Charles	J6M3422	Drainage Improvements

**Table III**  
**Concur in Award**  
**August 29, 2023, Warren County Bid Opening**

Route	County	Job No.	Bid Amount	Contractor	Description
I-70 OR*	Warren	JNE0167		Karrenbrock Construction, Inc.	Intersection Improvements at Archer Road
Archer Road**		2021-ED-01			Intersection Improvements at Heartland Drive

\* I-70 OR – MoDOT Cost Share/Economic Development Program 100% – \$1,151,883.40 (JNE0167)

\*\* Archer Road – Warren County Community Block Grant Project – \$618,453.85 (2021-ED-01)

**Commission Consideration and Action**

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

1. Awarded contracts to the lowest responsive bidders for bids received at the August 18, 2023, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown in the above tabulation.
2. Rejected Call F05 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II above.
3. Concurred in the award of bids received by Warren County for the addition of a turn lane to Archer Road from I-70 Outer Road in Foristell as noted in Table III above.

Commissioner Erdman abstained from calls A03, B03, and C01.

During the budget update, Mr. Koestner reminded the Commission that the districts continue to monitor their budgets closely and update the lists of projects that are at risk should inflation impacts continue as the previous two years. The projects provided in this list may be moved for consideration in a later year when there is budget available to do the project.

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**2024-2028 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**

On behalf of the Director, Ed Hassinger, Deputy/Director Chief Engineer, requested approval to revise the 2024-2028 Statewide Transportation Improvement Program (STIP) that was approved in July 2023, for the implementation of two highway and bridge projects, as noted in Table I below.

**Table I  
2024 – 2028 STIP  
Highway and Bridge Construction Schedule  
September Amendment  
Project Additions and Modifications**

<b>District County Job No.</b>	<b>Route</b>	<b>Description of Improvement/Location</b>	<b>Tentative Award State Fiscal Year and Change by Type</b>	<b>Change in Construction and Right of Way Funds (Dollars in Thousands)</b>	<b>Change in Engineering Funds (Dollars in Thousands)</b>
KC Clay 4P3468	IS 435	Bridge rehabilitation over Parvin Road and over West 48 <sup>th</sup> Street. Project involves bridges A1667 and A1674.	2025 CN	\$2,333	\$189
SW Newton SR0171	IS 44	Bridge rehabilitation on westbound bridge over Rte. 86 (Main Street) in Joplin. Project involves bridge L0857.	2024 CN	\$2,733	\$375
			<b>TOTAL:</b>	<b>\$5,066</b>	<b>\$564</b>

Via approval of the consent agenda, the Commission unanimously approved the amendment to the 2024 – 2028 STIP as noted in the tabulation 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><b>County</b></u> St. Louis	<u><b>Route</b></u> N	<u><b>Job Number</b></u> J6S3519
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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 them to be filed as necessary for the condemnation of right of way.

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**PROPERTY ACQUISITION AND CONVEYANCE**

**CONSIDERATION OF EXCESS PROPERTY, OLD ROUTE 66 IN LACLEDE COUNTY, EXCESS PARCEL NUMBER CD-1021**

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

On behalf of the Director, Mabelle Watkins, Central District Engineer, recommended conveyance of 0.80 acres of land located at Old Route 66 and crossing the Gasconade River in Laclede County, to the Route 66 Association of Missouri, Inc. for a consideration of \$1.00.

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

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-- **REPORTS** --

**REPORTS**

The Commission received the following written reports.

**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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**MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2024**

Todd Grosvenor, Financial Services Director, submitted a written financial report for the fiscal year to date July 31, 2023, 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 July 2023, 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 582 active contracts held by individual engineering consultant firms prior to July 1, 2023. Fifteen engineering consultant services contracts were executed in July 2023, for a total of \$9,263,043. There were zero non-engineering consultant contracts executed in July 2023. Mr. Koestner noted the budget for design and bridge consultants is \$110 million. As of the date of this report the total expenditures are \$4.3 million.

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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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