



**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, JULY 8, 2020**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, July 8, 2020, via video conference and at Missouri Department of Transportation, 105 W. Capitol Ave, Jefferson City, Missouri. John W. Briscoe, Chair, called the meeting to order at 2:00 p.m. The following Commissioners were present via video conference: Gregg C. Smith, Michael T. Waters, Jr., Terry L. Ecker, and Robert G. Brinkmann, P.E. Commissioner Pace tendered his letter of resignation to Governor Parson stating his resignation would be effective on March 6, 2020; at the time of the July 8, 2020 meeting, a replacement had not been appointed.

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, July 8, 2020.

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

**-- CLOSED MEETING --**

**VOTE TO CLOSE MEETING**

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

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

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

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

The Commission met in closed session on Wednesday, July 8, 2020, at 9:00 a.m. and adjourned at 12:00 p.m.

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**-- OPEN MEETING --**

**COMMISSION/DIRECTOR ITEMS**

**APPROVAL OF MINUTES**

Upon motion by Commissioner Smith, seconded by Commissioner Waters, the Commission unanimously approved the minutes of the regular meeting held on June 3, 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 July 8, 2020, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Waters, seconded by Commissioner Ecker, 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 July 8, 2020, meeting.

**Audit Committee** – Commissioner Waters stated there was no report. The next Audit Committee meeting is scheduled for November 2020.

**Legislative Committee** – Commissioner Waters reported that over the last several weeks, Governor Parson has been extremely busy, not only leading the fight against COVID-19 and restarting Missouri's economy, but also ensuring the state stayed within its budget limitations for fiscal year 2020 and making sure the state has enough resources to cover expenditures in the fiscal year 2021 budget.

On June 30, the day before the start of the new fiscal year, the Governor announced several spending restrictions and cuts to Missouri's \$35.3 billion dollar budget. Some of the Governor's cuts to MoDOT's budget included: \$500,000 in General Revenue Funds that was budgeted for a U.S. Route 61 bypass study; \$170,000 from the State Road Fund for on- and off-ramp shoulder repair and maintenance; \$5,000,000 from the State Road Fund for low-volume highway maintenance and repair; and \$1,100,000 in General Revenue funds for airport improvements at the University of Central Missouri in Warrensburg. None of the items were recommended by the Missouri Highways and Transportation Commission.

The Governor had previously restricted general revenue spending for ports of about \$4.1 million for capital improvements; these funds could be released later if the collection of general revenues were to increase.

The Governor has until July 15 to review all other pending legislative proposals that passed during session. Unless an effective date is included in the legislation, all proposals will go into effect August 28.

**Missouri Transportation Finance Corporation (MTFC)** – Commissioner Smith stated there was no report this month, the MTFC will meet in August.

**MoDOT and Patrol Employees’ Retirement System (MPERS)** – Commissioner Briscoe reported the Board met on June 18, 2020. At this meeting the board approved the fiscal year 2021 budget, received the results of the actuarial audit, the fiscal year 2021 business plan was presented, and a couple of board rules were modified.

The primary action taken by a vote of six for and five against to authorize the Chief Investment Officer to borrow for investment purposes up to twenty percent of the value of the assets of the plan or at the time of the vote it was approximately \$470 million. The Director and the Commission have concerns regarding borrowing against the retirement fund. Director McKenna stated there were also dissenting votes on the budget and the asset liability study in addition to the authorization for borrowing. He noted the MPERS budget fails to include all spending, most notably, the exclusion of management fees estimated at \$35 million per year. Concerns about the asset liability study include the percentage invested in alternative investments; up to seventy-two percent of public equities are secured through derivative financial instruments.

Chairman Briscoe noted the next MPERS Board meeting is scheduled for September 24, 2020.

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## **DIRECTOR’S REPORT**

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

**Safety** - Since May, the department has tried to heighten the awareness of highway safety issues with ten statewide news releases about highway safety, and MoDOT’s safety campaigns are a constant focus on the department’s social media platforms.

The department continues to see alarming trends: a decrease in traffic volumes yet a twelve percent increase in traffic fatalities, with seventy percent of those killed not wearing a seatbelt. These statistics are not only tragic, they are entirely avoidable. If everyone involved in these crashes had been buckled, more than 100 people who were killed would still be alive today. For three straight years, the department has seen a decline in traffic fatalities, only to experience this year’s unfortunate increase. Driver’s need to commit to buckle their seatbelts, put their phones down, and slow down. Summer is

also the peak season for highway work zones, and we continue to see disturbing trends there, too, with rampant disregard for speed reductions and lane restrictions, along with general inattention. A few weeks ago, three MoDOT vehicles were hit in the same week in the St. Louis area, two of the three were hit and runs.

The department is reviewing data across the state to see what additional actions can be taken to keep workers, as well as travelers, safe in work zones. One action that is being considered is full road closures in areas that have experienced a high volume of vehicle hits. If that is what it takes to make sure workers go home alive at the end of their shift, that is what the department will do. It is imperative that motorists slow down and focus on the road while driving through work zones, for everyone's safety.

**Transportation Revenue – Shared Work Program** - MoDOT has seen a significant drop in motor fuel tax receipts due to the decline in travel due to COVID-19. In March to address the revenue decline, the department limited discretionary spending on equipment and supplies, travel and other items. The hiring process was slowed down. The department delayed construction on \$360 million of projects, however, it is important to note that all work currently underway will continue. In addition, the department implemented a shared work program and a reduction in pay for others with the goal of retaining jobs in the long run. Eighty percent of our employees opted for a 32-hour work week and the opportunity to draw unemployment and compensation through the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act. The remaining twenty percent are taking a five percent pay cut but are eligible for eight hours of administrative leave for each month of reduced salary. The department took this proactive measure to be able to save state road fund dollars, preserve private sector and public sector jobs, and minimize financial impact to employees by participating in the Shared Work Program. The department anticipates these salary reductions only being in effect until September, unless federal action compensates for the budget shortfalls and shortens the timeline. The reduction of overtime is estimated to save approximately \$3 to \$5 million, and the shared work program/voluntary reduction in pay will result in a savings of about \$15 million.

The Director was pleased to report that the revenues while down are not as bad as had been anticipated. The transportation revenue report for June indicates a drop of about 80 million gallons of fuel being consumed for the month of April. This aligns with the reduction in traffic volume for the month of April, overall motor fuel revenues were down about twenty-five percent for the month of April. The motor vehicle sales tax revenue was strong in the month of May. Due to the lag in reporting the department has yet to receive reports for motor fuel tax for May and June but anticipate with the economy being opened and traffic volumes increasing, there will be a tapering of the decline in revenues.

Director McKenna reported Senator Blunt is working on a proposal that would provide some flexibility at the federal level to bring the federal share of construction projects up to as much as 100% on a temporary basis as a relief measure for state DOTs. Additionally, the department has been working on a revenue backstop measure through AASHTO and states are updating current revenue information to ensure Congress has the information they need to make informed decisions. The department continues to work with Congress on the federal reauthorization of the next transportation act, the FAST Act will expire on September 30, 2020.

Overall, the Director noted he is cautiously optimistic as we continue to look at transportation revenues.

**Federal Grant** - On a brighter note, Missouri is one of just ten states to receive a \$1 million grant from the Federal Highway Administration to implement technologies that will improve mobility and safety for travelers. The grant will be used for predictive analytics on Missouri's I-270 North project currently underway in St. Louis. The project will use predictive models that consider several different factors, such as traffic volumes, weather, or special events to determine the likelihood of crashes and identify response times.

**Design Build projects** - Earlier this week, the Emery Sapp & Sons team broke ground on the Mineola Hill I-70 Climbing Lanes project in Montgomery County. This project was made possible by the federal Infrastructure for Rebuilding America (INFRA) Grant MoDOT received last summer that will also enable replacement of the I-70 Missouri River Bridge at Rocheport. Great job by project director Brandi Baldwin and her team to get this project ready to go so quickly. The Director was also pleased to report the department proceeded with advertising for the Buck O'Neil Bridge, a design build project in Kansas City that will replace the bridge on Route 169 over the Missouri River. He noted the City of Kansas City has committed \$72.5 million to the cost of this project.

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## **MODOT PRESENTATIONS**

### **GOVERNOR'S FOCUS ON BRIDGES**

On behalf of the Director, Travis Koestner, State Design Engineer, presented a report regarding the Governor's Focus on Bridges (FOB) program. For the fiscal year 2020 state budget the Missouri Legislature included \$50 million in state general revenue to repair or replace forty-five bridges throughout the state. Senate Joint Resolution Number 14 (SJR14) passed to allow the department \$301 million in

bonding revenue to repair or replace 215 bridges throughout the state, contingent on the department receiving collateral funding in the form of a federal Infrastructure for Rebuilding America (INFRA) grant. Bonds funding the 215 bridges would be paid back with state general revenue over a seven-year period. The department was awarded the INFRA grant in July 2019 and therefore was able to issue bonds for the FOB program in November 2019. The department sold \$201 million in bonds at a 1.247 percent interest rate. The department will plan to issue the remaining \$100 million in bonds in November 2021.

Through a combined effort, MoDOT engineers along with consultant engineers designed the first 114 bridges. Bundling some of the bridges together was innovative and led to good competition and pricing for design work by the consultants. Beginning with the August 2019 bid opening, the department started to hire contractors for replacing and repairing the bridges. As of the June 3, 2020 Commission meeting, 114 bridges were awarded and under contract. The department's goal is to accelerate the program and have all jobs awarded by the end of Fiscal Year 2022 placing the project ahead of the scheduled Fiscal Year 2023 last FOB project awards.

Mr. Koestner also provided the status of the budget for the program. He reported that the 114 bridges were budgeted at \$117.1 million and awarded for \$120.8 million, which is about a three percent difference. He described some early bridges that were awarded in the Northwest District came in high due to the impact of flooding in the region. He also explained that the department's Statewide Transportation Improvement Plan (STIP) typically includes a two to three percent inflation factor each year, whereas the FOB program does not include an inflation factor. Mr. Koestner stated he remains hopeful the remaining 136 bridges will come in at or below the remaining budget of \$151 million.

In summary, Mr. Koestner stated he was pleased to report that 114 of FOB bridges have been awarded and 18 are now open to traffic. He also noted that the department remains on track to continue to award the remaining bridges ahead of schedule and within budget.

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## CONDITION OF STATE BRIDGES

On behalf of the Director, Dennis Heckman, State Bridge Engineer, reported on the condition of state bridges. Using MoDOT's Asset Management Plan, investments are being made in bridge replacements, rehabilitations, and preventive maintenance. The department uses MoDOT employees and consultants to conduct bridge inspections. All bridges are inspected every two years; however, bridges in poor condition may be inspected more frequently while good condition may be inspected less frequently. The department uses snooper trucks to assist with their inspections. In central office there are fifteen employees dedicated to bridge inspections. In addition, there are sixty employees in the districts who assist with inspections. A minimal number of consultants are hired to assist with specialty bridge inspections.

It takes continual investment and effort to minimize the deterioration of Missouri's 10,397 bridges. Bridges are categorized as typical or major and subsequently have different impacts on cost and detours and public convenience. A typical bridge is less than 1,000 feet long; a major bridge is over 1,000 feet long. Missouri has 209 major bridges; while they make up only two percent of the number of state bridges, they represent twenty-five percent of the deck area. Typical bridges usually cost about \$1 million to replace whereas a major bridge costs about \$200 million to replace. It would cost \$7 billion to replace all 209 major bridges. When a bridge is closed the detour varies, but normally a typical bridge detour is about five to ten miles, whereas a major bridge detour could be a fifty to eighty-mile detour. Mr. Heckman reported there are forty major bridges that are more than sixty years old and approaching the end of the period of time they were built to last. Director McKenna expressed concern that major bridges are a financial challenges the state of Missouri is unprepared to entirely address.

Mr. Heckman reviewed the health of Missouri's bridge inventory. Bridges are rated good, fair, or poor. Poor bridges are safe, but they take a lot more maintenance, must be inspected more frequently, and may have weight limits on them. Currently, there are 893 poor bridges on the state system compared to

909 one year ago. Unfortunately, the trend line is indicating an increase in the number of poor bridges in the future. There are currently 1,081 weight-restricted bridges on the state system compared to 1,131 one year ago. This slight improvement is due to the multi-year effort to replace the bridge deck on weight restricted bridges improving the condition and removing the weight restriction. There are currently 338 bridges that fall under both the categories of poor condition and weight-restricted.

Part of the reason for the increase in poor bridges is due to the decade the bridges were built. About sixty percent of Missouri's bridges are older than their intended useful life of fifty years. The wave of bridges built in the 1950's and 1960's are reaching the end of their intended useful lives. He reported there are 47 bridges that are 100 years old or older, however, it is disturbing to report there are 626 bridges that are 90 years old or older. Typically, the older a bridge is the more work it requires to keep it open.

Bridges are a challenging part of asset management. They require preventive maintenance, rehabilitation, and replacement. There is an alarmingly increasing rate in the wave of major bridges that are aging out over the next twenty years. The department's asset management plan looks out over a ten-year period on how to address these major bridge needs statewide. There are three major bridge projects in the 2020-2024 STIP for replacement: the Buck O'Neil Bridge over the Missouri River on Route 169 in the Kansas City District in 2020, the Rocheport Bridge over the Missouri River on Interstate 70 in the Central District in 2021, and the Route 86 Bridge over Table Rock Lake in the Southwest District in 2022. Mr. Heckman noted there are several major bridges that need replacement but are currently unfunded. These projects include the Chester Bridge in the Southeast District, the Chain of Rocks Bridge in St. Louis, the Route 291 Bridge over the Missouri River in Kansas City, the Route 62 Bridge over the St. Francois River in the Southeast District, and the Route 92 Bridge over the Missouri River in Kansas City.

With limited resources available to spend on bridges, funds are distributed to keep the good and fair bridges in those conditions while trying to address the poor bridges. Resources are distributed with sixty percent to replace bridges, fourteen percent for bridge deck replacement, and twenty-six percent for

other maintenance work to clean, seal, paint, and repair bridges. The department also looks for innovations to help extend the life of bridges and stretch the available resources. Some innovations currently being tested include epoxy coated rebar and a stainless steel like rebar; both products resist rusting. He noted the pricing for these products are beginning to come down. Another innovation is the use of clear deck forms that allows visual inspection of the underside of the bridge.

Commissioner Smith thanked Mr. Heckman for his presentation and encouraged the department to continue to do what they can to keep the bridges open and remove the weight restrictions.

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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.

In response to the financial impacts of COVID-19, eighteen applications totaling \$46.2 million, which had not yet advanced to the construction phase were delayed until fiscal year 2021 to help close out the fiscal year 2020 budget. In order to deliver the projects that were previously approved by the Commission at the January and April meetings, the re-appropriation of \$50 million was needed in state fiscal year 2021. Unfortunately, due to budget constraints, the fiscal year 2021 General Revenue funding available for the Governor’s Transportation Cost Share Program is \$25.0 million less expenditures from fiscal year 2020.

Due to the reduction in funds available for this program, the previously awarded projects were reviewed and recommended to the Cost Share Committee again based on their original ranking and

included two projects that were given notice to proceed with construction in fiscal year 2020. MoDOT worked collaboratively with DED to determine which previously awarded projects will be funded.

Mr. Hood recommended approval of the award of \$25,000,000 in General Revenue funds under the Governor’s Transportation Cost Share Program for the nine applications submitted by the Cost Share Committee from their June 18, 2020, meeting. The Governor’s Office and DED support the recommendation. The department will notify the remaining eleven applicants about the status of the projects. Following discussion, and upon motion by Commissioner Waters, seconded by Commissioner Ecker, the Commission unanimously approved the award of \$25,000,000 in General Revenue funds for nine applications 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.

| <b>Governor’s Transportation Cost Share Program<br/>Funding Recommendation</b> |   |                                |
|--|---|--------------------------------|
| <b>Project Sponsor</b>   | <b>Project Description</b>                                      | <b>Recommended<br/>Funding</b> |
| Fenton Land Investors, LLC   | North Highway Drive and Assembly Parkway improvements in Fenton | \$2,814,674                    |
| City of St. Charles  | New Town Blvd improvements                                      | \$967,500                      |
| City of St. Charles  | Riverpointe roadway construction                                | \$5,000,000                    |
| St. Charles County   | Route A improvements for the GM Wentzville Assembly Plant       | \$3,500,000                    |
| City of Ozark  | McCracken Road and North 3rd Street improvements                | \$726,800                      |
| City of Parkville  | Route 9 and 6th Street vehicular and pedestrian improvements    | \$400,000                      |
| Pettis County  | New Route 65 interchange north of Sedalia for Industrial Park   | \$8,290,950                    |
| City of Creve Coeur  | Route 67 and Old Olive Road intersection improvements           | \$575,100                      |
| City of Poplar Bluff   | Route 67 four-laning  | \$2,724,976                    |
|  | <b>Total Funds Recommended</b>                                  | <b>\$25,000,000</b>            |

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**MEDICAL PLAN FUNDING RECOMMENDATIONS FOR CALENDAR YEAR 2021**

On behalf of the Director, Ashley Halford, Medical and Life Insurance Plan Board Chair, shared the contribution recommendations for the medical and life insurance plan. Contributions are based on projected funding necessary to provide medical and life insurance benefits to employees, retirees, vested

annuitants, and the dependents of these groups of MoDOT, the Missouri State Highway Patrol (MSHP), and the MoDOT and Patrol Employees' Retirement System (MPERS). The MoDOT/MSHP Medical and Life Insurance Plan Board of Trustees (Board) provides recommendations based upon an actuarial review. AON Hewitt Consulting conducts an actuarial review and analysis of medical plan funding on a semi-annual basis. Based upon the June 24, 2020 review, the Board made recommendations for plan funding for calendar year 2021. The recommendations are projected to maintain adequate funding for medical plan costs.

Ms. Halford reported the plan changed administrators for 2019 with a switch from Aetna to Anthem. This has been a beneficial change, even though medical claims are up, costs are down by \$10 million. Anthem has been an engaged partner helping the department move the needle on wellness activities and encouraged use of programs such as Life Health online that provides 24/7 medical care via the internet, a valuable benefit during the COVID-19 pandemic. Anthem has also introduced the Naturally Slim program which provides employees with weight loss strategies and on-line coaching, and employees are losing weight. This service is a free benefit for employees. Another wellness program that has seen tremendous participation is the walker tracker, this program includes three challenges where employees can compete individually and as groups.

Ms. Halford noted the plan has provided employer sponsored health benefits for over 43 years. The plan is governed by a Board of Trustees composed of four active MoDOT employees, two active Patrol employees, and one retiree from each agency. These Board members are recommended by either the MoDOT Director or the MSHP Superintendent, respectively, and require approval by the Commission. MoDOT's Assistant to the Chief Administrative Officer serves as the Chairman of the Plan Board of Trustees.

The plan offers two options. One option is the Preferred Provider Organization (PPO) with a \$600 annual deductible; as of May 1, 2020, there are 12,861 subscribers in the PPO option. There is also a High

Deductible Health Plan (HDHP) offered in conjunction with a health savings account (HSA). As of May 1, 2020, there are 392 subscribers in the HDHP option. About sixty-five percent of the plan serves active employees, about ten percent serves pre-65 retirees, and about twenty-five percent are the Medicare population.

Ms. Halford reported in order to maintain a sufficient, affordable, and sustainable health care benefit for both the active employees and retirees, the commission adopted the strategy to move to a split of premium costs where the employees pay twenty percent and the employers pay eighty percent. This strategy also resulted in retirees receiving a two percent contribution toward medical premiums per year of service that is capped at fifty percent. This strategy remains in place although the premium cost distribution changed in 2018 when the employers absorbed all necessary increases in plan funding for active employees while sharing the increase with retirees. This resulted in employees paying 18 percent of the premium cost while the employers are paying 82 percent of the premium cost. For calendar years 2019 and 2020 there were no premium increases.

The report explained the prescription drug plan costs continue to rise. Last year the plan exceeded \$31 million in prescription costs, largely due to the cost of specialty medications. These are the drugs that are used to treat cancer, rheumatoid arthritis, multiple sclerosis, and hepatitis C. Specialty drugs are .87 percent of total claims, but account for over 45 percent of total drug plan spending. This trend is a serious issue for health insurance plans nationwide with no apparent strategy to combat the trend in the foreseeable future.

The report also noted while the number of medical claims are up, the costs are down. The number of medical claims increased 13.5 percent in 2019 compared to 2018. The cost of those medical claims decreased from \$97.9 million in 2018 to \$88.6 million in 2019.

Although the plan has had some financial challenges in the past, the commission has been able to adequately fund the medical plan and as a result regained financial stability. Ms. Halford was pleased to

report the total net position at the end of 2019 is \$42.8 million and is positive progress. She also shared the plan actuary projects retained earnings and the Board has established a goal for retained earnings as a percentage of total expense to be near fifteen percent. The actuary projected retained earnings will attain that fifteen percent goal in 2025, the plan is projected to be at thirty percent in 2021.

Ms. Halford noted this year's report includes information regarding the impact of the COVID-19 pandemic. She reported the plan provides 100% coverage for any sort of COVID-19 screening and antibody test through the end of the calendar year. In addition, the plan opened the Live Health online and tele-health benefit at 100% coverage. Ms. Halford reported as of July 7, 2020, there have been 339 tests administered, with 32 positive tests. There are currently 7 in-patient hospitalizations with one in Intensive Care Unit (ICU). The longest hospital stay has been 16 days and the shortest was 1 day. Total COVID claim costs are at \$384,000. COVID-19 reports are received weekly and they have slowly and steadily increased since April. It was anticipated that the retiree population would be more vulnerable to the disease and result in more hospitalizations, but the data indicates that the largest segment of the population is in the 45-54 year-old range and the next highest range is in the 18-26 year-old populations.

Ms. Halford stated the outlook for the medical plan is good with a stable financial status. The plan is currently ahead of where the actuary anticipated it would be, and as a result the recommendations are projected to provide adequate funding while maintaining an appropriate plan premium stabilization reserve. The premium stabilization reserve goal is established based on guidance from the plan actuary and is set aside to prevent dramatic fluctuations in necessary plan premiums. This recommendation is to continue offering two plan options, the Preferred Provider Option (PPO) and the High Deductible Health Plan (HDHP) with a Health Savings Account (HSA), with no premium increases for all rate categories in calendar year 2021, and to approve an increase to the employer contribution into the HSA for an individual subscriber to \$500 and for all other rate categories to \$1,000.

After further discussion and consideration, and upon motion by Commissioner Smith, seconded by Commissioner Brinkmann, the Commission unanimously approved the medical and life insurance plan recommendations to: (1) continue offering two plan options PPO and HDHP with a HSA with no changes in Plan design; (2) not increase medical plan premiums for all rate categories in calendar year 2021; and (3) increase the annual employer contribution into the HSA for an individual subscriber to \$500 and for all other rate categories to \$1,000. Commissioner Brinkmann thanked Ms. Halford for her presentation and for the good stewardship she has led so that the health care coverage can continue at no additional cost to the employee or employer.

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**ADMINISTRATIVE RULES/POLICIES**

**COMMISSION POLICY REVISION – STATE AND LOCAL GOVERNMENT ENTITIES – FEDERAL AID FOR LOCAL JURISDICTIONS POLICY**

Following a comprehensive review of all Commission policies, on November 7, 2013, the Commission formally compiled and adopted the Commission policies that the department currently operates under today. In addition to the Commission’s periodic review, there are occasions where a policy may need to be updated. The department is revising this policy to add the delegation of authority for execution of documents. The modifications are noted in green text for new language, and red strike through text for deleted language.

On behalf of the Director, Pamela Harlan, Secretary to the Commission, recommended the State and Local Government Entities – Federal Aid for Local Jurisdictions policy be revised as indicated with the green text for new language and red strike through text for deleted language:

**Category:** STATE AND LOCAL GOVERNMENTAL ENTITIES  
**Subcategory:** ~~Local Roads~~-Local Governmental Entities  
**Sub-Subcategory:** ~~Federal Aid for Local Jurisdictions~~

**FEDERAL AID PROGRAM FOR LOCAL JURISDICTIONS**

With regard to federal aid to local jurisdictions, the jurisdictions involved will provide all costs to match federal funds for projects on the local road systems, including design, right-of-way, and construction, not covered by federal funds

participation. No portion of the cost of a project on the local highway system will be borne by the Commission. Commission cost participation may be applicable to local projects if the improvement is on the State Highway System. [Agreements, applications, and related documents with local jurisdictions for federal aid may be executed by any member of the Executive Committee.](#)

### Executive Committee

For purposes of this policy the term Executive Committee includes the individuals who fill the positions of Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, Chief Safety and Operations Officer, Chief Administrative Officer, and Chief Financial Officer.

Effective Date: ~~September 13, 1973~~ July 8, 2020  
Supersedes Policy Dated: ~~September 13, 1973~~ ~~March 11, 1971~~  
Last Reaffirmed: November 7, 2013  
Date of Origin: April 9-10, 1969

Related Commission Actions: April 9-10, 1969 – TOPICS; March 11, 1971; September 13, 1973; November 7, 2013 – Comprehensive Policy Review; [July 8, 2020 – revised to delegate authority to execute documents related to the federal aid program.](#)

Via approval of the consent agenda, the Commission unanimously approved the policy revisions described above.

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## **REPORT AND RECOMMENDATION REGARDING FINAL ORDER OF RULEMAKING-SKILL PERFORMANCE EVALUATION CERTIFICATES FOR COMMERCIAL DRIVERS RULE**

On behalf of the Director, Jerica Holtsclaw, Motor Carrier Services Director, presented the final orders of rulemaking for 7 CSR 10-25.010, Skill Performance Evaluation Certificates for Commercial Drivers. At the March 4, 2020, meeting, the Commission authorized the filing and publication of proposed amended rule CSR 10-25.010, Skill Performance Evaluation (SPE) Certificates for Commercial Drivers. 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 April 15, 2020 to May 15, 2020, to submit comments in support of or in opposition to the notice of amended rulemaking. No comments were received during the public comment period.

The following is a summary of the significant changes to the rule. These rules are being amended to allow persons with a hearing deficiency or impairment to apply for an exemption from the hearing

requirement in order to drive a commercial motor vehicle (CMV) in intrastate commerce. The modification will specify the physician specialties whose opinions will be accepted for the SPE application process. The amended rule clarifies the state of Missouri will not grant an exemption for a seizure condition in Missouri intrastate operations, although the federal exemption process allows persons with seizure conditions to be considered for interstate CMV operation.

The department supports this final order of rulemaking for Skill Performance Evaluation Certificates for Commercial Drivers. After consideration, the Commission via approval of the consent agenda, unanimously approved the final order of rulemaking and authorized the Secretary to the Commission to file the final order 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 Call H02 has 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 June 19, 2020, letting, as recommended and noted in Table I below.

**Table I  
Award of Contracts  
June 19, 2020, 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             | I-229        | Andrew, Buchanan           | J1I3233        | \$5,599,536.83         | \$0.00                       | Herzog Contracting Corp.                | Coldmill and Resurface  |
| A02             | 36           | Caldwell, Linn, Livingston | J1P3236        | \$9,448,285.27         | \$0.00                       | Emery Sapp & Sons, Inc.                 | Coldmill and Resurface  |
| G03^            | 54           | Vernon                     | J7P3174        | \$3,995,008.28         | \$0.00                       | Radmacher Brothers Excavating Co., Inc. | Bridge Deck Replacement |
| G04^            | 266          | Greene                     | J7P3190G       | \$501,235.69           | \$0.00                       | Mera Excavating, LLC                    | Bridge Replacement      |
| H02*            | AB           | Howell                     | J9S3616        | \$373,921.40           | \$0.00                       | H.R. Quadri Contractors, LLC            | Grading and Pavement    |
|                 |              |                            | <b>Total:</b>  | <b>\$19,917,987.47</b> | <b>\$0.00</b>                |   |                         |

^ Focus on Bridges Program

\* Call H02 – Funding by Howell County (J9S3616) \$150,000.00

**Commission Consideration and Action**

After consideration, and upon motion by Commissioner Brinkmann, seconded by Commissioner Smith, the Commission took the following action with no abstentions:

1. Awarded contracts to the lowest responsive bidders for bids received on the June 19, 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.

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**2020-2024 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**

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 thirty-two highway and bridge projects, as noted in Table I below.

**Table I  
2020 – 2024 STIP  
Highway and Bridge Construction Schedule**

**July Amendment  
Project Additions and Modifications**

| <b>District<br/>County<br/>Job No.</b> | <b>Route</b>       | <b>Description of<br/>Improvement/Location</b>   | <b>Tentative<br/>Award<br/>State Fiscal<br/>Year<br/>and Change<br/>by<br/>Type</b> | <b>Change in<br/>Construction<br/>and<br/>Right of Way<br/>Funds<br/>(Dollars in<br/>Thousands)</b> | <b>Change in<br/>Engineering<br/>Funds<br/><br/>(Dollars in<br/>Thousands)</b> |
|--|--------------------|--|---|---|--|
| NW<br>Mercer<br>J1S3396                | US 136             | Section 14 streambank protection project at bridge over Weldon Fork. Corps of Engineers to design and administer project. Cost shown represents MoDOT's share. Payment to Corps for design work. Project involves bridge A3767.                                | 2021 CN<br>2021 RW  | \$221   | \$20   |
| NE<br>Montgomery<br>J2P3090            | MO 19              | Interchange improvements over I-70 near New Florence. Project involves bridge A0986. \$443,195 Love's and \$807,000 Open Container funds.  | 2023 CN<br>2021 RW  | \$11,243  | \$1,509  |
| NE<br>Montgomery<br>J2I3226Z           | IS 70              | Payback for MTFC loan to add eastbound and westbound climbing lanes, replace westbound bridge over Loutre River Overflow from 1.1 miles east of Route N to 0.3 mile west of Route 161 near Mineola. Total cost of \$3,878,000 with payments from 2024 to 2030. | 2024 CN   | \$554   | \$0  |
| KC<br>Cass<br>J4P3248                  | MO 2               | Pavement resurfacing and shoulder replacement from Kansas State line to I-49.  | 2021 CN   | \$1,580   | -\$10  |
| KC<br>Cass<br>J4S3483                  | MO 58              | Payment to the city of Belton to modify intersection configuration and add pedestrian trail from I-49 to west of Powell Parkway. \$1,023,690 Cost Share funds.   | 2022 CN   | \$1,024   | \$15   |
| KC<br>Clay<br>J4S3386                  | CST NE<br>53RD TER | Bridge replacement over I-435, 0.8 mile south of Route 69 and 0.7 mile north of 48th Street. Project involves bridge A1666.  | 2021 CN<br>2021 RW  | \$1,176   | \$376  |
| KC<br>Jackson<br>J4S3246               | MO 150             | Pavement resurfacing from 0.1 mile east of Andrews Road to 0.2 mile west of Byars Road.  | 2021 CN   | -\$2,205  | -\$50  |
| KC<br>Jackson<br>J4I3233               | US 24              | Route marking designation changes on Independence Avenue from Ewing Avenue to Potter Avenue, on I-435 from Route 24 to I-70, on I-70 from I-435 to Route 24, and various locations in the Kansas City area to accommodate the route designation change.        | 2021 CN   | -\$2,846  | \$20   |

| <b>District<br/>County<br/>Job No.</b> | <b>Route</b>                       | <b>Description of<br/>Improvement/Location</b>  | <b>Tentative<br/>Award<br/>State Fiscal<br/>Year<br/>and Change<br/>by<br/>Type</b> | <b>Change in<br/>Construction<br/>and<br/>Right of Way<br/>Funds<br/>(Dollars in<br/>Thousands)</b> | <b>Change in<br/>Engineering<br/>Funds<br/>(Dollars in<br/>Thousands)</b> |
|--|------------------------------------|---|---|---|---|
| KC<br>Jackson<br>J4P3015               | US 24                              | Bridge replacements and roadway grade improvements at Union Pacific Railroad, Drainage Ditch & Fire Prairie Creek from west of Osage Street to 1 mile west of Route H and from Burnley Road to 0.2 mile west of Osage Street. Involves bridges J0806, J0807, J0810 and J0844. | 2021 CN   | \$3,875   | -\$21   |
| KC<br>Jackson<br>J4I3222               | IS 70                              | Pavement resurfacing and guardrail from Route 7 to Horseshoe Creek Bridge.  | 2021 CN   | \$1,684   | \$0   |
| KC<br>Platte<br>J4I3200                | MO 92                              | Realignment of ramps, grading, drainage, signing, bike and pedestrian facilities and traffic signal upgrade at I-29 in Platte City. Project involves bridge A4170. \$1,896,000 city of Platte City, \$1,725,000 STG Urban and \$973,000 Cost Share funds.                     | 2021 CN<br>2020 RW  | -\$3,223  | -\$5  |
| KC<br>Platte<br>J4S3477                | CST N<br>PLATTE<br>PURCHAS<br>E DR | Reconstruct Route 152 and Platte Purchase interchange. \$459,068 Cost Share funds and \$5,006,414 Tax Increment Financing Commission funds.   | 2021 CN<br>2021 RW  | \$5,629   | -\$7  |
| KC<br>Platte<br>J4S3477Z               | CST N<br>PLATTE<br>PURCHAS<br>E DR | Payback to Tax Increment Financing Commission of Kansas City to reconstruct Route 152 and Platte Purchase Interchange. \$2,273,673 Cost Share funds.  | 2022 CN   | \$2,274   | \$1   |
| KC<br>Various<br>J4P3060               | Various                            | Job Order Contracting for asphalt pavement repair at various locations on major and interstate routes in the urban Kansas City District.  | 2022 CN   | \$2,544   | \$6   |
| CD<br>Cooper<br>J5I3358Z               | IS 70                              | Payback for MTFC loan to construct new Missouri River bridge at Rocheport. Total cost of \$60,739,000 with payments from SFY 2024 to SFY 2030.  | 2024 CN   | \$8,677   | \$0   |
| SL<br>Franklin<br>J6P3543              | MO 185                             | Pavement preservation treatment on various routes in the St. Louis District.  | 2021 CN   | \$525   | \$35  |
| SL<br>Franklin<br>J6S3591              | RT CC                              | Pavement resurfacing on various routes in the St. Louis District.   | 2021 CN   | \$369   | \$58  |
| SL<br>Jefferson<br>J6S3517             | RT H                               | Pavement resurfacing, guardrail upgrades and add shoulders from Washington County line to Route 21. \$802,000 Open Container funds.   | 2021 CN<br>2021 RW  | \$4,223   | \$292   |

| <b>District<br/>County<br/>Job No.</b> | <b>Route</b> | <b>Description of<br/>Improvement/Location</b>   | <b>Tentative<br/>Award<br/>State Fiscal<br/>Year<br/>and Change<br/>by<br/>Type</b> | <b>Change in<br/>Construction<br/>and<br/>Right of Way<br/>Funds<br/>(Dollars in<br/>Thousands)</b> | <b>Change in<br/>Engineering<br/>Funds<br/>(Dollars in<br/>Thousands)</b> |
|--|--------------|--|---|---|---|
| SL<br>Jefferson<br>J6S3575B            | RT W         | Pavement preservation treatment from Route 109 to Route 30 and on Route FF from Route F to Route 109.  | 2021 CN   | \$713   | \$107   |
| SL<br>St. Charles<br>J6P3518           | MO 370       | Payment to City of St. Peters to construct ramp from eastbound Salt River Road to westbound Route 370. Project involves bridge A5493. \$1,780,169 Cost Share funds.  | 2022 CN   | \$1,780   | \$19  |
| SL<br>St. Charles<br>J6S3520           | RT K         | Payment to the city of O'Fallon to build one-way outer roads, add U-turn ramps and relocate exit ramps between Woodlawn and Route K. \$1,096,503 Cost Share funds.   | 2021 CN   | \$1,097   | \$15  |
| SL<br>St. Louis<br>J6I3546             | IS 270       | Pavement preservation treatment from Route D to I-44 and Route 340 to I-270.   | 2021 CN   | \$1,416   | \$94  |
| SL<br>St. Louis<br>J6I3544             | IS 55        | Pavement repairs from Weber Road to Lindbergh Boulevard.   | 2021 CN   | \$788   | \$48  |
| SW<br>Bates<br>J7S3481                 | RT M         | Replace culvert 0.5 mile north of the Osage River.   | 2021 CN   | \$154   | \$33  |
| SW<br>Greene<br>J8P3087D               | US 160       | Add intersection turn lanes on West Bypass at Route 744 (Kearney Street) in Springfield. \$252,530 city of Springfield and \$1,010,120 city of Springfield STBG-Urban funds.   | 2022 CN<br>2021 RW  | \$2,015   | \$281   |
| SW<br>Greene<br>J8P3197                | US 60        | Railroad crossing safety improvements at various locations from County Rd. 194 west of Republic to O'Neal St. and at BNSF railroad crossings on Main Street, Hampton Avenue, Hines Street and Route 174 in Republic. \$565,402 Consolidated Rail Infrastructure and Safety Improvements Program and \$565,402 Grade Crossing Safety Account. | 2022 CN   | \$1,040   | \$100   |
| SW<br>Greene<br>J8S3204                | RT ZZ        | Pavement preservation treatment on Wilson Creek Boulevard from Route M to Farm Road 194 (County Line Road) in Republic.  | 2021 CN   | \$82  | \$20  |
| SW<br>Jasper<br>J7I3482                | IS 44        | Pavement resurfacing on westbound lanes at Route 66/Loop 44 east of Duenweg.   | 2021 CN   | \$545   | \$62  |

| <b>District<br/>County<br/>Job No.</b> | <b>Route</b> | <b>Description of<br/>Improvement/Location</b>   | <b>Tentative<br/>Award<br/>State Fiscal<br/>Year<br/>and Change<br/>by<br/>Type</b> | <b>Change in<br/>Construction<br/>and<br/>Right of Way<br/>Funds<br/>(Dollars in<br/>Thousands)</b> | <b>Change in<br/>Engineering<br/>Funds<br/>(Dollars in<br/>Thousands)</b> |
|--|--------------|--|---|---|---|
| SW<br>Jasper<br>J7S3430                | LP 49        | Payment to City of Joplin for intersection improvements at Range Line Road and 15th Street in Joplin. \$432,443 Cost Share funds.  | 2021 CN   | \$432   | \$10  |
| SW<br>Jasper<br>J7S3378                | RT HH        | Payment to the City of Carthage for addition of roundabout at I-49 southbound exit ramp and Dr. Russell Smith Way in Carthage. \$1,333,841 Cost Share funds.   | 2021 CN   | \$1,334   | \$5   |
| SW<br>Lawrence<br>J7P3433              | US 60        | Railroad crossing safety improvements at various locations from Western Avenue in Marionville to County Road 194 west of Republic. \$1,553,971 Consolidated Rail Infrastructure and Safety Improvements Program and \$1,553,971 Grade Crossing Safety Account. | 2022 CN<br>2021 RW  | \$2,815   | \$281   |
| SW<br>Polk<br>J7S3368B                 | RT Z         | Culvert replacement over Pratter Branch 0.2 mile west of Rock Prairie. Project involves culvert W0507.   | 2024 CN<br>2023 RW  | \$424   | \$109   |
|  |              |  | <b>Total:</b>   | <b>\$51,959</b>   | <b>\$3,423</b>  |

Via approval of the consent agenda, the Commission unanimously approved the amendment to the 2020 – 2024 STIP as noted in the tabulations above. Commissioner Brinkmann abstained from voting on Job Number J6I3546, Route 270 in St. Louis County.

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## **PROPERTY ACQUISITION AND CONVEYANCES**

### **CONSIDERATION OF LEASE AMENDMENT #6 FOR FORMER WILLOW SPRINGS DISTRICT OFFICE COMPLEX**

On behalf of the Director, Eric Schroeter, Assistant Chief Engineer; Brenda Harris, Assistant to the State Design Engineer-Right of Way; and Terri Parker, Assistant Chief Counsel-Project Development, reported on June 8, 2011, the Commission approved the closure of the former Willow Springs District Office Complex. As a result of this closure, the Commission directed staff to utilize the district office complex for the benefit of the local community by promoting economic development and establishing a

business incubator to create new jobs through the city's economic development group.

Staff provided the Commission an update regarding the Willow Springs complex and requested consideration to waive reasonable progress requirements, consider maintenance costs, and waive secondary insurance requirements.

On February 1, 2012, the Commission entered into a Lease with Option to Purchase Agreement with the City of Willow Springs for the former Willow Springs District Office Complex with a 10-year term ending March 31, 2022. The total economic development goal of \$1,305,630 (89 percent of the appraised value) required at least 80 percent of 1/10 of the purchase price or \$104,450.40 reasonable progress annually. From 2012 through March 31, 2020 the City of Willow Springs has met a total economic goal of \$651,593.02. The city has a remaining balance of \$654,036.98. The city has not met the reasonable progress goal for 2019 in the amount of \$104,450.40. However, the city achieved \$60,346.91 towards the 2019 goal. There are no other parties interested in purchasing the Willow Springs facility and the city's physical presence provides regular maintenance and upkeep as well as prevents vandals and ongoing deterioration of the site. The department recognizes that the city continually works towards meeting the agreed upon 2022 goal and is willing to: waive the 2019 reasonable progress requirement, waive the secondary insurance requirement, and allow facility upkeep costs to be credited towards the goal. Via approval of the consent agenda, the Commission unanimously approved the request from the city of Willow Springs to: waive progress for the 2019 and 2020 reporting period, consider upkeep and maintenance costs, and waive the secondary insurance which duplicates coverage on the facility.

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-- **REPORTS** --

**REPORTS**

The Commission received the following written reports.

**DEBT MANAGEMENT REPORT**

Todd Grosvenor, Financial Services Director, provided an update on Missouri Highways and Transportation Commission outstanding debt. The Commission's Debt Management Policy ensures each long-term financing is completed in compliance with laws and industry standards and in an efficient manner. The policy helps to attain the goal of maintaining optimum credit ratings and minimizing borrowing costs. The Debt Management Policy limits the amount of debt the MHTC can issue by capping annual debt service to no more than five percent of annual total road and bridge revenue. New or additional funding sources, such as Amendment 3, 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 in the policy. MHTC's estimated debt obligations are projected to be below the five percent limitation and the MHTC is in compliance with the policy.

Between December 2000 and December 2019, the MHTC issued \$3,990,565,000 in new money bonds and \$1,631,660,000 in refunding bonds. As of June 30, 2020, the amount of outstanding bonds is \$1,624,190,000. The current outstanding bonds are projected to be paid in full on May 1, 2033. Bond-financing allowed the Missouri Department of Transportation to provide much needed infrastructure improvements to the traveling public sooner than pay-as-you-go funding allowed. Building projects sooner results in cost savings by reducing project inflation costs, while advancing economic development, improving safety and addressing congestion. MoDOT staff will continue to work with the Bond Trustee to ensure: (1) bondholders are paid on time; (2) certain financial and operational information is disclosed on an ongoing basis as required; and (3) the MHTC stays in compliance with its Master Bond Indentures.

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**MODOT BRIEFING REPORT**

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

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**MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT –  
FISCAL YEAR 2020, YEAR-TO-DATE, PERIOD ENDING MAY 31, 2020**

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date May 31, 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 May 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 381 active contracts held by individual engineering consultant firms prior to May 1, 2020. Five engineering consultant services contracts were executed in May 2020, for a total of \$1,022,619. There were no new non-engineering consultant contract executed in May 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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