



**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, DECEMBER 2, 2020**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, December 2, 2020, via video conference and at the Missouri Department of Transportation, 105 W. Capitol Ave, Jefferson City, Missouri. Michael T. Waters, Jr., Chair, called the meeting to order at 12:00 p.m. The following Commissioners were present: John W. Briscoe, Gregg C. Smith, Terry L. Ecker, and W. Dustin Boatwright, P.E. Commissioner Robert G. Brinkmann, P.E., was absent.

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, December 2, 2020.

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

**-- CLOSED MEETING --**

**VOTE TO CLOSE MEETING**

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

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

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

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

The Commission met in closed session on Wednesday, December 2, 2020 at 8:30 a.m. and adjourned at 11:30 a.m.

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**-- OPEN MEETING --**

**COMMISSION/DIRECTOR ITEMS**

**W. DUSTIN BOATWRIGHT QUALIFIED AS A MEMBER OF THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION**

On September 28, 2020, Governor Mike Parson appointed W. Dustin Boatwright, P.E. of Kelso to the Missouri Highways and Transportation Commission for a term ending March 1, 2025, or until his successor is duly appointed and qualified, vice Michael Pace, term expired. He was duly sworn on

October 5, 2020, on the steps of the Missouri Supreme Court in Jefferson City by Supreme Court Judge Mary Rhodes Russell. The Senate confirmed Mr. Boatwright’s appointment on December 2, 2020.

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**COMMISSION REPORT**

Commissioner Waters recognized and congratulated Director McKenna for five years of service with MoDOT and presented him with his service award. Commissioner Smith shared a video commemorating Director McKenna’s year of leadership as President of AASHTO. The Commission expressed their appreciation for Director McKenna’s work through AASHTO to lead efforts at the national level to improve safety and seek funding for transportation. Director McKenna’s term as AASHTO President began at the annual meeting held in October 2019 at St. Louis and ended during the virtual annual meeting held in November 2020.

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**APPROVAL OF MINUTES**

Upon motion by Commissioner Smith, seconded by Commissioner Ecker, the Commission unanimously approved the minutes of the regular meeting held on November 5, 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 December 2, 2020, Consent Agenda**

Consent agenda item Number 3 Marion-Ralls County Regional Port Authority Creation was pulled for later consideration. Upon motion by Commissioner Smith, seconded by Commissioner Briscoe, the remaining 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 December 2, 2020, meeting.

**Audit Committee** – Commissioner Waters reported the next Audit Committee meeting is scheduled for January 2021.

**Legislative Committee** – Commissioner Briscoe reported the Missouri General Assembly could begin pre-filing legislation for the 2021 legislative session starting December 1. He noted that due to the COVID crisis, it is unknown what legislative proposals will be considered as session could easily be limited to the

bare minimum of business. This could consist of approving the fiscal year 2022 budget and then adjourning. In the meantime, MoDOT staff will continue to pursue legislative sponsors for the Commission's legislative agenda items which include: (1) Prohibiting the use of hand-held electronic wireless communication devices while driving; (2) Working toward the passage of a primary safety belt law; (3) Seeking a legislative change to establish a registration fee based on a motor vehicle's MPG rating which will modernize Missouri's motor vehicle registration fee structure; (4) A revenue increase in the state's fuel tax for transportation-related purposes such as a 10-cent fuel tax increase phased-in over a 5-year time period; and (5) the creation of a flexible benefits pilot program for new employees to allow them the option of receiving a higher salary with reduced benefits. He noted legislative session begins on January 6, 2021.

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

**MoDOT and Patrol Employees' Retirement System (MPERS)** – Commissioner Briscoe reported the Governance Committee met on November 6, 2020. Funston Advisory Services, LLC provided the Governance Committee with an overview of the final governance report. The Committee recommended the Board of Trustees accept the report and implement the recommendations.

As part of the annual board workshop, Mr. Randy Miller and Mr. Rick Funston of Funston Advisory Services, LLC presented the final report – MPERS' Board Governance Effectiveness Review. The results of the report were the following five major themes:

1. Focus on the powers reserved exclusively for the MPERS Board.
2. Improve the ability of the MPERS Board to seek diversity of opinion and then set unified direction and policy on the key issues facing MPERS.
3. Improve the MPERS Board's line of sight/insight into performance.
4. Trust but verify.
5. Improve trustee onboarding and continuing education.

Mr. Miller and Mr. Funston provided the Board with a detailed plan to implement the themes in the report.

Mr. Krummen reported as of September 30, 2020, MPERS' fund value was \$2.47 billion. The MPERS Audit Committee met on November 10, 2020, and the Fiscal Year 2020 audit report was given. MPERS had a clean audit with no findings or recommendations. The Board approved the meeting dates for the 2021 board meetings; the next meeting will be held on February 26, 2021.

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## **DIRECTOR'S REPORT**

During the December 2, 2020, Commission meeting, Director Patrick McKenna provided the following report:

**COVID-19** – The Director announced MoDOT reported the 300<sup>th</sup> positive COVID-19 case involving a team member. The increase in positive cases within MoDOT and the rate at which COVID-19 is surging within the state and its communities is alarming. However, what is also being demonstrated is the incredible resilience of team MoDOT. The Director relayed his appreciation in a Thanksgiving message to employees - that every person has leaned in, figuring out how to work safely, looking out for each other, and continuing to provide essential services to the public. MoDOT is hopeful for the recovery of every infected team member; some have been hospitalized, one of MoDOT's team members has lost a spouse, and one of our own team members lost his battle to this terrible virus.

**Veterans Day** – For several years now, MoDOT has honored veterans for their service to our country to ensure our freedom. MoDOT's team could not do that in a personal manner this year, so a video was developed that features a series of testimonials from MoDOT's veterans and expressions of appreciation from MoDOT's leadership.

**Awards and Design-Build Update** – During the AASHTO Annual Meeting, MoDOT won two significant awards: The Buckle Up Phone Down safety campaign won the *President's Award for Highway Safety*, and the MoDOT rail corridor project team won the *President's Award for Rail Transportation* for its efforts to improve rail-highway crossing safety. Also last month, the Mid-America Region of the Design-Build Institute of America awarded the Kansas City District's Interstate 435 South Loop Link design-build project with its *Project of the Year Award*. This area sees traffic in excess of 150,000 vehicles a day, but the project was built under traffic and careful planning and staging minimized traffic impacts. It was the thirteenth design-build project completed by MoDOT, in just over 10 years, and another – the I-44 Project Bridge Rebuild – will be done by the end of the year. Three other design build projects are currently under construction, three are in procurement, and procurement for the Rocheport Bridge will begin in January. Virtually every one of the design-build projects has won some type of regional or national award. This is a testament to how well MoDOT's team has adapted to this project delivery method to bring innovation and value to these important transportation improvements.

**Operations Status – Winter Ops** – The Director reminded the Commission that winter operations could look different this year because of staffing concerns and COVID-19 illnesses and quarantines. Consequently, MoDOT has worked to develop a communications plan that will be used storm-by-storm to evaluate the path of the storm, shifting resources from other locations if needed, or possibly

communicating that response times will be affected and be slower than normal. The department has met with its safety partners, Missouri State Highway Patrol, State Emergency Management Agency (SEMA), and the Department of Public Safety to share this concern, but this year the department has also reached out to the Department of Elementary and Secondary Education and Council of School Superintendents.

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## **PUBLIC PRESENTATIONS**

### **TRIP REPORT**

Rocky Moretti, Director of Policy and Research for TRIP, a national transportation research nonprofit located in Washington, DC, explained his presentation shares the findings of a new report that TRIP has prepared for release and is titled *Missouri Transportation by the Numbers: Meeting the State's Need for Safe, Smooth and Efficient Mobility*. The report provides the latest data on the condition, use, and performance of Missouri's roads, highways, and bridges, including data on road and bridge conditions, traffic safety, traffic congestion, freight, and transportation funding. Mr. Moretti stated this information is of interest to the Commission because the quality of life of the state's residents, visitors, and businesses is significantly affected by the quality of Missouri's transportation system and its ability to provide safe and efficient travel.

The TRIP report finds that Missouri motorists lose \$8 billion annually due to rough roads, traffic congestion, and fatal and serious traffic crashes in the form of additional vehicle operating costs, wasted time and fuel due to traffic congestion, and the economic costs of fatal and serious traffic crashes.

In addition to statewide condition and performance data, the report also includes data for the Columbia, Jefferson City, Kansas City, St. Louis, and Springfield urban areas. Missouri's roads and highways carry 77 billion miles of vehicle travel annually. Vehicle travel in Missouri has increased by 14 percent between 2000 and 2018 – with most of that increase occurring since 2013, with vehicle miles traveled between 2013 and 2018 increasing by 10 percent. The report notes that increasing vehicle travel in Missouri has resulted in significant traffic congestion in its largest urban areas, impacting commuters

as well as businesses. TRIP estimates that the annual cost of traffic congestion in Missouri is \$2.3 billion an hour in the cost of lost time by commuters, wasted fuel, and slowed freight shipments. During the ongoing COVID-19 pandemic, Missouri saw a significant reduction in vehicle travel, but by September vehicle travel had returned almost back to normal.

Missouri maintains a large system of roads and bridges. At 33,838 miles, Missouri's state-maintained roadway network is the seventh largest in the nation, and with 24,494 bridges in Missouri (this includes both state and locally owned bridges), the state has the sixth highest number of bridges among states nationally. Mr. Moretti noted the report includes the latest data on pavement conditions on arterial and collector roads, which are the most heavily traveled roads. The data is not broken down by who maintains these roads and highways (state or local) but provides information on the ride quality or smoothness of pavements on these routes. The data shows that in Missouri, 39 percent of urban pavements and 21 percent of rural pavements are in poor condition, which compares with a national average of 32 percent of urban roads and 13 percent of rural roads being in poor condition. It is critical that transportation agencies have available the resources to provide cost-effective treatments to roads and highways before they deteriorate into poor condition. Research has found that every dollar of deferred pavement maintenance results in an additional four to five dollars in long-term repair costs. Mr. Moretti reported driving on rough roads in Missouri increases costs to the state's drivers in the form of additional vehicle operating costs. TRIP estimates that the average annual cost to Missouri motorists is \$762, higher than the national average of \$603.

The latest data for bridge conditions indicates that nine percent of Missouri's bridges are structurally deficient, meaning that there is significant deterioration to the major components of the bridges. This is higher than the national average of seven percent. A TRIP report earlier this year on the Interstate Highway System found that Missouri ranked sixth nationally for the highest share of its Interstate bridges rated structurally deficient – five percent. The new TRIP report also notes that 40

percent of Missouri's bridges are at least 50 years old – an age at which most bridges need significant rehabilitation and in some cases replacement.

Traffic safety is also a significant concern in Missouri with traffic crashes in Missouri claiming the lives of 4,431 people between 2014 and 2018, an average of 886 people per year. Missouri's traffic fatality rate is above the national average. In 2018, the state's fatality rate was 1.20 deaths per every 100 million miles of vehicle travel, compared to a national average of 1.13. The fatality rate on Missouri's non-interstate rural roads in 2018 was nearly double that on all other roads in the state (1.76 fatalities per 100 million vehicle miles of travel versus 0.91). The level of roadway safety has a significant impact on the number and severity of traffic crashes and the number of injuries and fatalities for motorists and non-motorists alike. Safety improvements including rumble strips, paved shoulders, improved lighting and intersection design, pavement surfaces designed to improve traction, and enhanced pedestrian and bicycle facilities can significantly improve safety.

The report also found that annually \$469 billion in goods are shipped to and from sites in Missouri, with 71 percent being shipped by trucks and 19 percent by multiple modes, including trucks. The report also found that the value of freight shipped to and from sites in Missouri in inflation-adjusted dollars is anticipated to increase by 81 percent by 2045.

The level of efficiency of Missouri's transportation system plays a significant role in determining the competitiveness of Missouri's businesses. The TRIP report notes that nearly 1.3 million full-time jobs in Missouri in key industries like tourism, retail sales, agriculture, and manufacturing are dependent on the quality, safety, and reliability of the state's transportation.

As Missouri strives towards economic recovery in the wake of the ongoing COVID-19 pandemic, investment in the state's roads, highways, and bridges have been found to be vital in supporting jobs. According to a report by the American Road & Transportation Builders Association, the design, construction, and maintenance of transportation infrastructure in Missouri support approximately 79,000

full-time jobs across all sectors of the state economy. Highway access also has a significant impact on the competitiveness of a region's economy. Not surprisingly, highway accessibility was ranked the number one site selection factor in a 2020 survey of corporate executives by Area Development Magazine.

The TRIP report also noted that Missouri is highly reliant on the federal surface transportation program, which expires in September 2021, as a source of funding for its highway capital projects – approximately \$1 billion per year. From 2014 to 2018, federal funds provided for highway improvements or the equivalent of 85 percent of the amount of Missouri state capital outlays on road, highway and bridge projects, including construction, engineering and right-of-way acquisition. From 2014 to 2018, the federal government provided \$1.17 for road improvements in Missouri for every \$1.00 state motorists paid in federal highway user fees, including the federal state motor fuel tax

TRIP continues to provide ongoing public education on these issues in Missouri and several nearby states all which face challenges in providing adequate resources for road, highway and bridge repairs and improvements.

Chairman Waters thanked Mr. Moretti for his presentation noting this is the information the public needs to understand the desperate need for transportation funding in Missouri.

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## **MODOT PRESENTATIONS**

### **UPDATE ON MODOT'S KANSAS CITY DISTRICT**

On behalf of the Director, David Silvester, Kansas City District Engineer, provided a brief overview of the current state of roads, bridges, and safety improvements in the Kansas City District. The Kansas City District is focusing its Statewide Transportation Improvement Program (STIP) funds and all available operation funds on maintaining existing roads and bridges and limited safety improvements. The Kansas City 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 Kansas City District proudly supports the MoDOT values of safety, service, and stability and serves more than 1.5 million Missourians in nine counties.

There are currently 601 employees that make up the district. There has been an increase in recent years in difficulty to recruit engineers, leading to an increase in open positions. Currently, there are fifteen open engineering positions in the district in construction, design, and traffic. It has also been challenging to recruit maintenance workers for the upcoming winter weather season. Maintenance is starting the winter season with fifty open positions, although Human Resources is diligently working to advertise and fill as many as possible before winter weather begins.

Mr. Silvester explained the KC SCOUT is Kansas City's bi-state traffic management system. It manages traffic on more than 300 miles in the greater Kansas City metro area. The traffic management center uses almost 300 cameras and approximately 80 message boards to monitor and maintain traffic flow. In early May, KC SCOUT conducted a 48-hour test and went completely remote. The test worked well and was the first time for it to ever operate one hundred percent remotely. The transportation management center currently operates with about 80 percent of its employees working remotely while 20 percent work onsite.

The Kansas City District maintains 7,670 lane miles of interstates, major, and minor routes; including Interstates 70, 29, 35, 49, 435, 470, 635, and 670, and U.S. Routes 50, 65, 69, 56, 71, 24, and 40. Kansas City District interstates are maintained at 98 percent good condition in the rural areas and 87 percent in the urban area, the statewide goal is 90 percent. Major roads are maintained at 93 percent good condition in the rural areas and 86 percent in the urban area, the statewide goal is 90 percent. There are 94 percent of minor roads in the rural areas of the Kansas City District in good condition and 76 percent in the urban area are in good condition, the statewide goal is 80 percent. For the district's low volume roads, there are 83 percent in the rural areas and 69 percent in the urban area that are in good condition, the statewide goal is 70 percent. The district also has 1,433 bridges, with 90 bridges in poor condition.

In 2020, there were 37 construction projects completed, and 25 underway, for a total of 62 construction projects. The Kansas City District has several critical projects recently completed or underway: the I-435 Design Build project, the I-70/I-435 project, the I-435 Bridge rehab, and the Buck O'Neil Bridge/169 Design Build project. The district has a total of 27 bridges in the Governor's Focus on Bridges program. Thirteen bridges have been awarded, ten of which have been constructed; there remain fourteen projects to be let under this program.

Mr. Silvester reviewed the typical list of work accomplished by the district's maintenance forces. This list includes chip seal, patching/pavement repair, edge rut repair, sweeping, culvert repair, mowing, noxious weed control, and litter pickup. Mr. Silvester highlighted a couple of those items including the patching and pavement repair work. He explained the district spent over \$6.5 million for that type of work; it is a major part of the work the department does to keep the roads safe for operation. He also highlighted litter pickup. He explained the department spent nearly 13,000 labor hours picking up litter along the road. Keeping the right of way clean is an everyday challenge and the time spent doing so is very significant.

He then explained there are many unfunded transportation needs in the district. He described seven of those projects. Interchange improvements on I-70 in Lafayette County at Route 131 in Odessa. Constructing a new interchange on US Route 65 in Pettis County north of Route 765 to Route 50 in Sedalia. Intersection improvements on Route 240 in Saline County at Route C in Slater. Upgrading signals on Route 13 in Ray County at Main Street and South Street in Richmond. Corridor improvements on I-70 in Jackson County from downtown Kansas City to I-435. Corridor improvements on I-70 in Jackson County from I-435 to I-470. He noted these projects are needed to help with traffic flow and safety improvements.

Mr. Silvester explained that safety is one of the department's three pillars. Fatalities are significantly higher on Kansas City District roadways compared to the same time in 2019. There have

been 161 fatalities in 2020, compared to 128 in 2019, this is a 26 percent increase. There is also an increase in the percentage of those fatalities that were unbuckled, with the measurement rising from 63 percent in 2019 to 71 percent in 2020. He also reported there have been 12 truck-mounted attenuator hits, and 41 statewide. He noted that driver behavior changes are necessary to improve safety on the roadway. People need to slow down, pay attention to driving, and buckle up.

Commissioner Smith commended the district for their work on the recent projects on I-435 and noted that he is looking forward to the projects coming up including the bridge on 210 and the Buck O'Neil project. Commissioner Ecker commended staff for their efforts with litter pickup and especially the litter caused by the homeless encampments under bridges. He noted that is the department going above and beyond and wished there was some way the department could be reimbursed for that work.

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#### **UPDATE ON MODOT'S NORTHWEST DISTRICT**

On behalf of the Director, Chris Redline, Northwest District Engineer, and Marty Liles, Northwest Assistant District Engineer, presented a brief overview of the current state of roads, bridges, and safety improvements in the Northwest District. The Northwest District proudly supports the MoDOT values of safety, service, and stability and serves more than 271,000 Missourians in 20 counties in the Northwest part of Missouri. Agriculture is a large industry in the region that includes a higher population of cattle than people with 560,000 head, and over 3 million acres in agricultural production.

The Northwest District is authorized 493 employees and currently has 475 employees. Turnover is a significant issue as the district's rate is approaching 20 percent. It is difficult to hire engineers leading to seven open engineering positions. It has also been challenging to recruit maintenance workers for upcoming winter operations. Going into winter, the district is currently looking for 43 additional maintenance workers. The Northwest District has had 80 separations the past 10 months and 50 employees are now eligible to retire.

The Northwest District maintains 5,625 centerline miles of highway, including Interstates 29 and 35. Based on 2019 data, 89 percent of Northwest District major roads are in good condition (statewide goal 90 percent), 77 percent of minor roads are in good condition (statewide goal 80 percent), and 53 percent of low volume roads are in good condition (statewide goal 70 percent). There are 1,359 bridges in the Northwest District, 214 of which are in poor condition. The district engineer noted there are factors that contribute to the roadway conditions in the district including poor aggregate that is impacted by the freeze thaw cycles of harsh winters, and limited bidders in the region that apply upward pressure on construction pricing.

In 2020, there were 68 STIP construction projects completed, underway, or starting. Under the Governor's Focus on Bridges Program the Northwest District has a total of 48 bridges, 36 have been awarded and 20 bridges have been reopened to traffic. Twelve bridges remain to be let between now and Fiscal Year 2022. The district focused resources on taking care of the pavement on I-35, resurfacing 110 lanes miles and providing customers with a smooth road for several years to come. This project applied a 1.75-inch asphalt overlay for a project cost of a little over \$18 million. The district also accomplished its pavement improvement plan with over 1,110 miles of pavement improved on interstates and major routes as well as minor routes.

Northwest Maintenance Operations completed 100 percent of the planned chip seals. This included the completion of 250 lane miles, and placement of 67,901 tons of asphalt hot mix repairs. This was a significant accomplishment given COVID process changes and being short on staff.

Mr. Liles provided an update on the I-229 bridge commonly referred to as the "Double Decker". The bridge is 6,659 feet long. Twenty-one different project alternatives have been narrowed down to a few. MoDOT is currently conducting an environmental assessment and is continuing to engage stakeholders and the community to identify the best alternative.

Fatalities are higher on Northwest District roadways compared to the same time in 2019. There have been 38 fatalities in 2020, compared to 35 in 2019. There is also an increase in the percentage of those fatalities that were unbuckled rising from 63 percent in 2019 to 67 percent in 2020. Driver behavior continues to be a primary factor in those who do not buckle up and are driving distracted.

Commissioner Ecker thanked the district for accomplishing the roadway repairs with the limited resources and staffing during the COVID-19 pandemic. He also inquired about the timeline on the I-229 bridge.

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## **ANNUAL PRESENTATION TO THE JOINT COMMITTEE ON TRANSPORTATION OVERSIGHT**

On behalf of the Director, Eric Schroeter, Assistant Chief Engineer; Julie Stotlemeyer, Assistant State Design Engineer-LPA; and Todd Grosvenor, Financial Services Director, shared the department's annual report with the Commission. Mr. Schroeter explained the Missouri Department of Transportation's Annual Report is a collection of four comprehensive documents which include the Citizen's Guide to Transportation Funding, the MoDOT Results Document, the Financial Snapshot and the Comprehensive Annual Financial Report. MoDOT's Year in Review looks back on the highlights of the year, from the completion of major projects to national awards won by the department. The Director will present the annual report to the Joint Committee on Transportation Oversight in late January or early February 2021.

Mr. Schroeter began with some highlights of 2020. The greatest challenge of 2020 was battling a global pandemic and the resulting economic downturn while still delivering vital transportation projects. In April, despite the virtual shutdown of the state, MoDOT staff quickly went to work to help keep people, goods and services moving, while maintaining the safety and health of employees, partners and the traveling public. MoDOT coordinated with the governor's office and other state and federal agencies to enable emergency flow of goods through Missouri, including relaxing the hours of operation for motor

carriers and easing restrictions to allow for heavier-than-normal truckloads of supplies and equipment. This allowed some relief from empty grocery store shelves and making sure personal protective equipment was delivered to front line workers. MoDOT also took steps to keep vital highway construction and maintenance programs running, while social distancing, wearing face coverings and working remotely.

Despite the pandemic, MoDOT was able to deliver a strong construction season. Projects included:

- Progress on the Governor's Focus on Bridge program to repair or replace 250 poor bridges across the state, with 76 bridges completed and 37 currently under construction.
- Work on the eastbound and westbound climbing lanes on I-70 at Mineola Hill.
- The \$278 million I-270 North Project, which is MoDOT's largest single project in the past decade, began in the spring and promises many economic and safety improvements for the area.
- The complete reconstruction of the I-435 and I-70 partial turbine interchange in Kansas City – the first of its kind in the area. The \$47 million project was completed two months early despite the pandemic and a Super Bowl champion season for the Kansas City Chiefs in nearby Arrowhead Stadium.

The department has a new five-year highway safety plan called *Show Me Zero* that was developed in coordination with safety partners to address strategies to get to zero fatalities. Potential advances to motorist safety took a couple of hits this year as Missouri's elected officials approved legislation to repeal the state's mandatory motorcycle helmet law. Though seat belt usage is at an all-time high in the state, fatal traffic crashes continue to rise with an increase of 81 more lives lost in November compared to the same time last year. There is some good news on the safety front though. MoDOT's popular Buckle Up Phone Down (BUPD) safety initiative continues to gain momentum at the national level. Five other states have adopted the BUPD program, and seven more states have expressed an interest in the BUPD message and logo. This is largely due to the director's leadership during his tenure as AASHTO president where he made safety one of his core messages.

The Citizen's Guide serves as the core document of the Accountability Report. The document is updated each year through a collaborative effort by Financial Services, Transportation Planning, Communications, and others. The update this year was made more difficult by the COVID-19 pandemic with employees working from home. The following are a few highlights of the Citizen's Guide. One interesting update this year is to the "funding buckets" infographic. It shows where Missouri's transportation funding comes from and how it is distributed. This year's revenue buckets reflect the additional funds received through bonding and general revenue for the governor's Focus on Bridges program. Another noteworthy update to this year's edition is additional reporting on MoDOT's workforce composition. Last year, MoDOT added Disadvantaged Business Enterprise (DBE) and contractor workforce data to the Citizen's Guide. This year, MoDOT added data for the composition of the department's workforce.

The Citizen's Guide is the core document of the annual accountability report, and this is the fifth year the department has prepared this document. Segments of the Citizen's Guide help educate legislators, partners, and the general public on the challenges faced by the department. The Citizen's Guide gives comparisons of Missouri to surrounding states and details where the state stands nationally in terms of system size and revenue. Missouri has the seventh largest system in the United States but ranks 45<sup>th</sup> in revenue per mile. This helps illustrate where Missouri is with transportation funding compared to the rest of the country. An example of how the document helps people understand the situation and challenges when it comes to the value of the department's operations budget is how it describes the vast majority of the state's system is maintained by MoDOT's own workforce. Last year, MoDOT invested nearly \$550 million in the operations budget. Several infographics give readers a comparative illustration to help them better understand the sheer magnitude of this task. These images include how MoDOT's crews place enough asphalt to do a one-inch overlay from Los Angeles to Washington D.C., or 2,300 miles. During

an average winter MoDOT crews plow the distance from the earth to the moon and back 13 times, or 6 million miles. Crews mow enough roadsides to cover 300,000 football fields.

Finally, one of the most important messages shared by the Citizen’s Guide addresses unfunded needs. There is no shortage of transportation needs across the state. In fact, Missouri has \$825 million per year in unfunded high-priority needs.

Mr. Grosvenor explained the Financial Snapshot provides answer to frequently asked questions regarding MoDOT’s finances. The first section is entitled transportation funding. It provides historical five-year revenue and expenditure tables, overviews of federal aid and bonding programs, and revenues shared with local governments. All that information is used to come up with “what if” scenarios for potential revenue options whether it is an increase in gas tax or adjusting the gas tax to the consumer price index. He noted this document also includes information about MoDOT’s construction program, user fees and rates, facts about vehicles, drivers and gallons of fuel, as well as potential revenue options related to those fees.

Ms. Stotlemeyer described how the MoDOT Results document helps citizens and partners understand how MoDOT delivers results through accountability, innovations, and efficiency. The publication shows that the department delivers these measurable results while being good stewards of the state’s transportation dollars. It shares this information under the three pillars of the organization: Safety, Service, and Stability. Since 2017, MoDOT has documented more than \$5.3 billion in one-time or on-going savings. This includes redirection of \$268 million in efficiency savings in 2020 to roads and bridges and \$747 million in savings to customers. In the last 13 years, efficiencies and safety enhancements resulted in an estimated 754 lives saved.

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## **BUSINESS ISSUES**

### **THE CLARK LANE TRANSPORTATION DEVELOPMENT DISTRICT, CONSIDERATION OF THE PROJECT AND APPOINTMENT OF AN ADVISOR**

On behalf of the Director, Michelle Watkins, Central District Engineer, advised the Commission that in response to a petition filed by Donna Jean Armstrong Trusts, on May 15, 2020, the Circuit Court of Boone County established the Clark Lane Transportation Development District (TDD) as a new political subdivision on July 31, 2020. The proposed project includes: (a) construction of surface water drainage structures and collection facilities, construction of extension of the two way left turn lane on St. Charles Road, construction of a truck apron in the southwest portion of the roundabout at St. Charles Road and Clark Lane, construction and various improvements to medians, construction of service roads, and construction of off-site improvements; (b) reimbursement to various parties for traffic studies, traffic impact studies, and for costs expended in anticipation of or in connection with the design of the above improvements; (c) payments for necessary right of way acquisitions, easements, construction of pedways, sidewalks, surface water drainage facilities, and all other necessary for roadways, required payments to the Missouri Highways and Transportation Commission, and payments for necessary civil engineering fees, professional fees, permit costs, and costs of obtaining federal and state licenses and permits. The Commission does not own any real property and no state roadway is located within the proposed TDD boundaries.

In keeping with Sections 238.220.4 and 238.225.1, RSMo, the Commission via approval of the consent agenda, (1) appointed the Central District Engineer, or her designee, as the Commission advisor to the Clark Lane TDD board of directors, and (2) found the upgrades to the area noted above, to be a necessary and desirable extension of the state highways and transportation system, subject to the TDD making any revisions on the plans and specifications required by the Commission and subject to the TDD entering into a mutually satisfactory agreement with the Commission regarding development and future

maintenance of the project. In keeping with the Commission’s Execution Documents Policy, and Financial – Project Funding and Financing Alternatives – Transportation Development Districts Policy, any member of the Executive Committee may execute the related agreements.

\* \* \* \* \*

**THE FOURTH STREET TRANSPORTATION DEVELOPMENT DISTRICT, CONSIDERATION OF THE PROJECT AND APPOINTMENT OF AN ADVISOR**

On behalf of the Director, Tom Blair, St. Louis District Engineer, advised the Commission that in response to a petition filed by the City of Eureka, 5<sup>th</sup> Street Properties, LLC, QuikTrip Corporation, and Goldenberg Associates, LLC on April 2, 2020, the Circuit Court of St. Louis County established the Fourth Street Transportation Development District (TDD) as a new political subdivision on July 30, 2020. The proposed project includes improvements to Route 109 and Fourth Street including, but not limited to, (a) widening of East Fourth Street and a lane addition, (b) improvements to the intersection of East Fourth Street and Route 109, (c) other transportation improvements in relation to the QuikTrip located at East Fourth Street and a to be constructed restaurant and/or retail and/or commercial development to be located on East Fourth Street, (d) construction of parking lots and related road and landscape improvements, and (e) accompanying grading, drainage, pavement, curb and curb cuts, gutter, sidewalks, stormwater facilities, structures (including any architectural treatments related thereto), signing, striping, lighting, traffic signals, landscaping, irrigation systems, utility relocation or other similar or related infrastructure or improvements in connection with items (a) through (d). The Commission does not own any real property and no state roadway is located within the proposed TDD boundaries

In keeping with Sections 238.220.4 and 238.225.1, RSMo, the Commission via approval of the consent agenda, (1) appointed the St. Louis District Engineer, or his designee, as the Commission advisor to the Fourth Street TDD board of directors, and (2) found the upgrades to the area noted above, to be a necessary and desirable extension of the state highways and transportation system, subject to the TDD

making any revisions on the plans and specifications required by the Commission and subject to the TDD entering into a mutually satisfactory agreement with the Commission regarding development and future maintenance of the project. In keeping with the Commission’s Execution Documents Policy, and Financial – Project Funding and Financing Alternatives – Transportation Development Districts Policy, any member of the Executive Committee may execute the related agreements.

\* \* \* \* \*

### **MARION-RALLS COUNTY REGIONAL PORT AUTHORITY CREATION**

Missouri has 17 public port authorities and one tri-state port commission. Fifteen of the port authorities have boundaries contiguous with one or more county boundaries. The Marion County Port Authority was approved as a political subdivision on August 5, 1988. The Marion County Commission, the Ralls County Commission, and the Marion County Port Authority signed an Intergovernmental Cooperation Agreement creating the Marion-Ralls Regional Port Authority on July 28, 2020. The prior Marion County Port Authority will be dissolved when the Commission approves the new Marion-Ralls Regional Port Authority. The new regional port authority will encompass all of both Marion and Ralls Counties. The larger port district will allow the new regional port authority to use mechanisms such as the Advanced Industrial Manufacturing (AIM) Zone, the Port Improvement District (PID), and a Foreign Trade Zone (FTZ) in both Marion and Ralls Counties.

These entities have submitted a regional port authority application to the Missouri Highways and Transportation Commission, in accordance with Section 68.060 RSMo, for approval to become a political subdivision of the state. The statute authorizes the Commission to accept applications, conduct hearings, and approve or disapprove applications for approval of local or regional port authorities as political subdivisions of the state. On behalf of the Director, Michelle Kratzer, Multimodal Operations Director, recommended the Commission approve the application of the Marion-Ralls County Regional Port Authority to become a political subdivision of the state. This item was pulled from the consent agenda

for additional discussion and consideration. Following discussion, and upon motion by Commissioner Briscoe, seconded by Commissioner Smith, the Commission unanimously approved the application of the Marion-Ralls County Regional Port Authority to become a political subdivision of the state.

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**FISCAL YEAR 2021 BUDGET AMENDMENT**

On behalf of the Director, Todd Grosvenor, Financial Services Director, recommended increasing disbursements by \$3.9 million for the fiscal year 2021 budget. Mr. Grosvenor also recommended transfers between operating budget categories to address changing priorities and provide greater flexibility to districts and divisions in funding program priorities. The amended fiscal year 2021 budget totals \$3,159,604,000.

Via approval of the consent agenda, the Commission unanimously approved the fiscal year 2021 budget amendment described above.

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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.

Mr. Koestner recommended: (1) Award of contracts to the lowest responsive bidders for bids received at the November 20, 2020, letting, as recommended and noted in Table I below.

**Table I  
Award of Contracts  
November 20, 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	33	Dekalb	J1S1045	\$1,240,969.97	\$0.00	Emery Sapp & Sons, Inc.	Resurface

Call No.	Route	County	Job No	Bid Amount	Non-Contractual Costs	Contractor	Description
A02	46	Nodaway	J1S3221	\$936,740.76	\$0.00	Herzog Contracting Corp.	Resurface
A03	59	Andrew	J1S3299	\$526,122.62	\$0.00	Herzog Contracting Corp.	Resurface
C01	50	Pettis	J3P3080	\$1,803,500.09	\$0.00	Emery Sapp & Sons, Inc.	Coldmill and Resurface
			J3P3080B				Add Turn Lane
C02^	41	Saline	J3P3093	\$1,294,337.00	\$0.00	Lehman Construction, LLC	Bridge Deck Replacement
C03	131	Johnson, Lafayette	J3S3083	\$4,959,293.43	\$0.00	Radmacher Brothers Excavating Co., Inc.	Resurface and Add Shoulders
C06	92	Clay	J4P3213	\$7,777,777.77	\$0.00	Ideker, Inc.	Resurface, Add Shoulders, and Lane Widening
C07	150	Jackson	J4S3246	\$1,419,919.79	\$0.00	J. M. Fahey Construction Co.	Pavement Improvements
C08	12	Jackson	J4S3328	\$1,268,980.49	\$0.00	Superior Bowen Asphalt Company, LLC	Resurface
D01	50	Morgan	J5P3199	\$4,627,341.97	\$207.60	Capital Paving & Construction, LLC	Intersection Improvements
	50	Moniteau, Morgan	J5P3272				Resurface and Guardrail Improvements
	87	Moniteau	J5S3267				
D02	5	Laclede	J5P3379	\$3,131,619.27	\$0.00	Magruder Paving, LLC	Alternate Resurfacing
D03	E,740	Boone	J5S3318	\$3,785,886.98	\$0.00	Capital Paving & Construction, LLC	Coldmill and Resurface
F01	I-70	St Charles	J6I3356	\$3,559,777.00	\$0.00	Pace Construction Company	Coldmill and Resurface
F02	I-55	St Louis	J6I3544	\$688,187.50	\$0.00	Parking Lot Maintenance, LLC	Pavement Improvements
F03	I-270, I-64	St Louis	J6I3546	\$593,593.93	\$0.00	Sweetens Concrete Services, LLC	Pavement Improvements
F04	94	St Charles	J6M0275	\$158,858.25	\$0.00	K.J.U., Inc. dba K.J. Unnerstall Construction Co.	Pavement and Drainage Improvements
F05	366	St Louis City	J6S3425	\$1,194,742.28	\$0.00	Microsurfacing Contractors, LLC	Resurface

Call No.	Route	County	Job No	Bid Amount	Non-Contractual Costs	Contractor	Description
G01	I-44	Jasper	J7I3482	\$5,813,642.96	\$0.00	Emery Sapp & Sons, Inc.	Resurface
	I-49	Jasper, Newton	J7I3361				Pavement Improvements
		Newton	J7I3361B				Resurface and Pavement Improvements
G03^	BB	Vernon	J7P3190J	\$1,341,897.27	\$0.00	Mera Excavating, LLC	Bridge Replacement
	K		J7P3190H				
G05	65	Christian	J7P3235	\$2,387,521.49	\$0.00	Leo Journagan Construction Co., Inc.	Coldmill and Resurface
			J8P3116				
G06	13	Polk, St Clair	J7P3276	\$7,065,487.34	\$0.00	Capital Paving & Construction, LLC	Coldmill and Resurface
		Greene, Polk	J7P3277				
		Greene	J8P3118				
G07	249	Jasper	J7P3407	\$317,932.00	\$0.00	Leavenworth Excavating & Equipment Company, Inc.	Job rder Contract for Slide Repair
G08	Various	Christian, Lawrence, Dade, Newton	J7P3417B	\$1,509,21.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal Coat
	ZZ	Greene	J8S3204				
G09	Various	Newton, Polk, Stone, Webster	J7P3424	\$1,333,333.00	\$0.00	The Truesdell Corporation of Wisconsin, Inc. dba Truesdell Corpora	High Friction Surface Treatment
		Christian, Greene	J8S3193				
G10	60	Greene	J8P3032B	\$13,663,250.00	\$0.00	Hartman and Company, Inc.	Interchange improvements
			J8P3122				Coldmill and Resurface
G11	D	Greene	J8S3152	\$965,609.00	\$0.00	Lehman Construction, LLC	Bridge rehabilitation
H01	US 63	Howell	J9P3394	\$1,755,000.00	\$0.00	Pace Construction Company	Coldmill and Resurface
H02^	W	New Madrid	J9S3329	\$1,526,000.00	\$0.00	Pace Construction Company	Superstructure Replacement
	Z,W		J9S3596				3 Superstructure Replacements
H03^	ZZ	Dunklin	J9S3368	\$349,628.84	\$0.00	Joe's Bridge & Grading, Inc.	Bridge Rehabilitation

Call No.	Route	County	Job No	Bid Amount	Non-Contractual Costs	Contractor	Description
H04	BUS 60	Butler	J9M0280	\$86,604.29	\$0.00	L& B Services, LLC	Signal Improvements
			<b>TOTAL:</b>	<b>\$436,233.13</b>	<b>\$ 207.60</b>		

^ Focus on Bridges Program

**Commission Consideration and Action**

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

1. Awarded contracts to the lowest responsive bidders for bids received at the November 20, 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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**APPROVAL OF PLANS FOR CONDEMNATION**

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

<u>County</u>	<u>Route</u>	<u>Job Number</u>
Cass	58	J4S3272
Cass	58	J4S3273
Saint Louis	180	J6S3048
Jackson/Cass	7	J4S3326

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

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**PROPERTY ACQUISITION AND CONVEYANCES**

**CONSIDERATION OF DISPOSAL OF EXCESS PROPERTY, ROUTE 141 IN ST. LOUIS COUNTY, EXCESS PARCEL NUMBER E6-0863**

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

On behalf of the Director, Tom Blair, St. Louis District Engineer, recommended conveyance of 1.81 acres of land located in the northeast quadrant of Route 141 and Big Bend Boulevard in St. Louis County, to Gracor Development, LLC for a consideration of \$495,000.

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 two briefing reports for the past month.

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**FINANCIAL ACCOUNTABILITY REPORT – QUARTERLY REPORT**

Todd Grosvenor, Financial Services Director, provided the Commission the written Quarterly Financial Accountability Report for the period ending September 30, 2020.

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**FINANCIAL - BUDGET - REPORTS – YEAR-TO-DATE, FINANCIAL REPORT PERIOD ENDING OCTOBER 31, 2020**

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date October 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 October 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 374 active contracts held by individual engineering consultant firms prior to October 1, 2020.

Eleven engineering consultant services contracts were executed in October 2020, for a total of \$728,738.

There was one new non-engineering consultant contract executed in October 2020, for a total of \$132,160.

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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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