



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

TABLE OF CONTENTS

July 1, 2021

COMMISSION/DIRECTOR ITEMS

Approval of Minutes..... 4
 Consent Agenda..... 4
 Commission Committees and Commission Related Boards 5
 Director’s Report 6

PUBLIC PRESENTATION

Presentation by the AGC of Missouri..... 7

MODOT PRESENTATIONS

Update from MoDOT’s Equal Opportunity and Diversity Division 8
 2020-2024 Statewide Transportation Improvement Program 10
 Low Volume Minor Road Investment..... 13
 Condition of State Bridges..... 14
 Bridge Division Update 16
 Consideration of Proposals for the I-70 Rocheport Bridge Design-Build Project 19

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Consideration of Bids for Transportation Improvements 21

PROPERTY ACQUISITION AND CONVEYANCES

Disposal of Excess Property, Olive Street and 22nd Street St. Louis City,
 Excess Parcel Number SL0064 23

REPORTS

Update on Former Willow Springs District Office Complex 25
 Debt Management Report..... 26
 MoDOT Briefing Report 27
 Financial - Budget - Reports – Year-to-Date, Financial Report Period Ending May 31, 2021..... 27
 Consultant Services Contract Report..... 27

**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD VIA VIDEO CONFERENCE AND IN JEFFERSON CITY, MISSOURI,
THURSDAY, JULY 1, 2021**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Thursday, July 1, 2021, via video conference and at the Missouri Department of Transportation, 105 W. Capitol Ave, Jefferson City, Missouri. Michael T. Waters, Jr., Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: John W. Briscoe, Gregg C. Smith, Terry L. Ecker, and W. Dustin Boatwright, P.E. 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.

* * * * *

* * * * *

Patrick McKenna, Director of the Missouri Department of Transportation; Rich Tiemeyer, Chief Counsel for the Commission; and Pamela J. Harlan, Secretary to the Commission, were present on Thursday, July 1, 2021.

* * * * *

-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

APPROVAL OF MINUTES

Upon motion by Commissioner Smith, seconded by Commissioner Briscoe, the Commission unanimously approved the corrected minutes of the regular meeting held on June 2, 2021, and the special meetings held June 1, 2021 and June 14, 2021. 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.

* * * * *

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 1, 2021, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Smith, seconded by Commissioner Briscoe, the consent agenda items were unanimously approved by a quorum of Commission members present.

* * * * *

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 1, 2021, meeting.

Audit Committee – Commissioner Briscoe reported there was no report this month. The next meeting will be in October.

Legislative Committee – Commissioner Briscoe reported Governor Parson will review passed legislation and must determine which bills he will sign into law and which ones he will veto. Presently, the Governor has signed only a handful of the 69 bills into law that were passed this session. These proposals range from the creation of a statewide prescription drug monitoring program to an income tax deduction for the provision of child foster care services. No action has been taken yet on any transportation-related measures, including Senate Bill 262 – the 12.5-cent fuel tax measure. The governor has until July 14 to act on all legislation passed this session. Legislation passed and signed into law by the governor will go into effect on August 28, unless noted otherwise in the legislation. Any bills vetoed by the governor may be overridden by the legislature during their annual “veto” session in mid-September.

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

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Boatwright reported the board held a meeting on June 17 and voted to reduce the actuarial rate of return from 7 percent to 6.5 percent. The employer contribution rate will remain at 58 percent. The board approved all policy changes presented by the Governance Committee. The board approved the requirement to have a 30-day separation of service after retirement before returning to work. The board approved the business plan for FY 2022.

The board approved staff's proposed list of vital signs and performance indicators. According to MPERS staff, the vital signs are intended to be the focus of the Board so that trustees do not get bogged down in items that should not concern an oversight board. Larry Krummen, CIO, reported the fund balance is at \$2.95 million. An Request for Proposal (RFP) for an investment consultant will be issued on July 1. The next board meeting is scheduled for September 23, 2021.

* * * * *

DIRECTOR'S REPORT

During the July 1, 2021, Commission meeting, Director Patrick McKenna provided the following report:

Lloyd Crawford Killed in the Line of Duty – Director McKenna thanked the chairman and the meeting attendees for participating in a moment of silence recognizing the loss of Lloyd Crawford, Platte City Maintenance Supervisor, on June 27, 2021. Safety is so important to the department and the loss of Lloyd is a reminder of the difficult and dangerous work team MoDOT performs each and every day.

Northwest District Engineer – The Deputy Director, Ed Hassinger, announced Marty Liles was named the District Engineer for the Northwest District. He takes over the district from Chris Redline, who was recently promoted to the district engineer for the Kansas City District. Mr. Hassinger said he felt Mr. Liles would successfully lead the Northwest District with his knowledge of MoDOT's operations along with his passion for serving the citizens of the Northwest.

New fiscal year – Director McKenna noted that July 1 is the first day of the new fiscal year. He noted the department's budget is over \$3 billion. This budget includes an increase of \$154 million in spending authority for the construction program to prepare for the increased revenues from the gas tax increase that passed this legislative session. He also noted the budget includes a two percent cost of living adjustment that will take effect in January 2022. He noted however, that action needs to occur more quickly to address salary issues for field crews. MoDOT is on the verge of not having enough maintenance crews to provide the expected level of service during winter operations.

STIP – The Director noted the Statewide Transportation Improvement Program (STIP) is returning for Commission consideration, the first time in a while, as the annual update last year was deferred due to the COVID-19 pandemic. Although the annual update did not occur, regular amendments were presented to keep projects in the process. He thanked the Commission for their work to recognize the need to transition funds to taking care of the system with their policy revision in 2019. He expressed his appreciation for their patience as it takes time for the reallocation of funds to occur and noted that in this STIP that change is finally fully in effect.

Safety – Director McKenna shared an alarming safety concern. Motorcycle fatalities are dramatically climbing in Missouri, up thirty-nine percent so far this year compared to all state traffic fatalities up five percent this year. There have been 57 motorcyclist fatalities so far this year compared to 41 at this time in 2020. Of the total so far this year, 28 motorcyclists were unhelmeted, compared to 2 of the fatalities in at this point in 2020. In August 2020, the state's mandatory helmet law was repealed for those age 26 and older.

Meritorious Safety Awards – Director McKenna recognized two employees from the Monett Maintenance Building in the Southwest District: Maintenance Worker Ryan Rakoski and Senior Maintenance Worker Johnathon Shaner. On May 10, 2021, across from their maintenance building, they heard a loud crash on the south side of Highway 60. Ryan and Johnathon headed outside the building and ran over to the scene. Johnathon went to the lady in a truck on the side of the highway, to check on her well-being. Ryan headed to a FedEx delivery truck, that had gone off the side of the highway, into the neighbor's pond, which is roughly 14 feet deep. The truck was completely underwater. The FedEx driver could not swim and was trying to get out of the truck. Ryan jumped into the pond and swam over to the FedEx truck. Another lady was in the water assisting the FedEx driver. Ryan along with the lady, supported the driver's weight keeping the driver's head above water. After ensuring the lady in the other vehicle was alright, Johnathon ran to the pond, took a johnboat out to the submerged Fed Ex truck, and brought the three people back to shore. Soon thereafter, the fire department arrived and took over care at the scene. The quick thinking of Ryan and Johnathon helped save the Fed Ex driver. The Director thanked both employees for taking action.

* * * * *

PUBLIC PRESENTATION

PRESENTATION BY THE AGC OF MISSOURI

Steve Bubanovich, PE, Chairman of the Heavy/Highway/Infrastructure Division of AGCMO, expressed concerns regarding the highway construction industry. He noted that twenty-four years ago the AGC and MoDOT signed a partnering agreement. This agreement was a commitment from all parties to advance the highway industry together. He explained it may be time to renew the partnering agreement as the industry has evolved and the leaders have changed over time.

Mr. Bubanovich described a variety of issues and hardships currently facing the industry related to the COVID-19 pandemic. The construction industry modifies its schedules based on the delivery of products and equipment, but lately the uncertainty of obtaining and receiving materials and equipment has made it challenging to meet schedules. He noted the shortage of equipment and difficulty of getting equipment when needed. He explained the dramatic increase in steel prices by about \$34 per ton per week, and the difficulty with getting it delivered timely. Prices continue to rise on products such as geo textile fabric. Lumber has fluctuated dramatically during this time and is thankfully dropping in price but remains higher than pre-pandemic pricing. Yellow paint for striping is not available. There remains

uncertainty with how the new administration’s Buy America Act will impact the prices of materials and products, especially products that contain resins, such as the geo textile fabric. The time it takes to ship products whether by ship or truck has increased. The time it takes to ship port to port has doubled. Trucking is unaffordable, unreliable, or unavailable. Shipping by truck is quoted with no guarantees and has increased the length of time for delivery by weeks. All these issues lead to uncertainty for contractors in their long-range planning. These uncertainties can cause projects to be delayed into times with unpredictable weather, carrying over projects while maintaining erosion control devices, and traffic control. These actions lead to increased costs for contractors, too. He expressed his concern that this may result in higher bids which could jeopardize project awards if the STIP estimates are not including any price escalators for these uncertain times.

Commissioner Boatwright thanked Mr. Bubanovich for his presentation and noted that it helps to have open and honest conversation about where we are at today, and that this situation will have an impact on cost of projects and the limited resources available for these projects.

* * * * *

MODOT PRESENTATIONS

UPDATE FROM MODOT’S EQUAL OPPORTUNITY AND DIVERSITY DIVISION

On behalf of the Director, Rudy Nickens, Equal Opportunity and Diversity Director, explained his division includes thought leaders that provide valuable awareness, resources, programs, and tools that educate employees and demonstrate the importance of diversity, inclusion, and equity in the workplace. The division has seven employees with a variety of experience. Mr. Nickens highlighted four areas of focus for his division.

The division is responsible for several accountability and compliance measures. The Affirmative Action Plan was presented to the Commission earlier this year. The division also prepares the Statewide Diversity Plan for the Governor’s office. The division reports on two numbers in the statewide Tracker, Measure 7e, that reports on the percentage of minorities who are employed and the percentage of females

who are employed. Currently, the minority employment is 9.68 percent and the female employment is 17.35 percent. Mr. Nickens noted that sadly these are trending down a little bit when compared to recent reporting periods. The Tracker measure notes the availability of minorities and females to establish an aspirational goal for the department. The division also reports on exit interviews in its Division Tracker. The exit interviews indicate that seventy-two percent of employees who left the department believe MoDOT values diversity and inclusion and eighty percent are satisfied with the department. The number one reason for leaving the department across all demographics is for better pay.

The division addresses workplace culture through a variety of means. Employee resource groups assist in developing an inclusive culture for individuals of different demographics. Some of these groups include Helping Young Professionals Engage (HYPE) and Veterans Engaging Together for Success (VETS). The department also has a mentoring program in place that allows more experienced employees to help develop newer employees. The mentoring program also works well when a younger professional mentors an older employee to share their perspective whether it is using technology in new ways or sharing how to communicate with a different generation. Diversity education events are held throughout the year. During the pandemic the division switched from in person sessions to virtual sessions. Last year there were 26 events held with over 900 attendees. Diversity education events educate employees on important concepts to help create a safe and inclusive workspace. The department also prepares an electronic newsletter titled News You Can Use to share information with employees across the state.

Workforce pipeline development is an important task for the division. Pipeline programs assist in developing the next generation of MoDOT employees. These programs include the Internship Conference, Youth Transportation Conference (YTC), Bring a Child to Work Day, Partners in Education (PIE), Intern Conference, Missouri Mentoring Initiative, and the College Employment Training (CET) Program.

The division also works with organizations within the department in partnership through programs that further the division's mission to promote diversity and inclusion in the department. The division helps with regional diversity and inclusion conferences, women's conferences, veterans' conferences, core workforce training for supervisors and employees, disadvantaged business enterprise symposium, and the maintenance leadership academy.

The division also serves as the department's liaison with external organizations. Some of these liaison roles include the Governor's Council on Disability, Governor's Workforce Diversity Council, and Mid America Association of State Transportation Officials Diversity and Inclusion Committee. There is one internal organization which the division serves in a liaison role with, the Employee Advisory Council (EAC). The EAC assists leadership with cultural diversity, policy review, and communication issues.

Commissioner Smith thanked Mr. Nickens for his presentation. He noted the division serves MoDOT's workforce and plays a vital role in helping make MoDOT a place where everyone wants to work.

* * * * *

2020-2024 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

On behalf of the Director, Eric Curtit, Transportation Planning Director, presented the 2022-2026 Statewide Transportation Improvement Program (STIP) which is developed in coordination with the budget and financial forecast. Mr. Curtit explained the STIP is MoDOT's proposed list of transportation projects for the next five years; this document describes how transportation dollars are being invested and represents MoDOT's commitment to Missourians.

Missouri's transportation system is very large including nearly 34,000 miles and almost 10,400 bridges, which takes a combination of highway and bridge construction along with the operations and maintenance plan to take care of the system. Most of the work on 5,500 miles of major highways and roughly 17,500 miles of minor roads is accomplished through the highway and bridge portion of the STIP.

There are also nearly 11,000 miles of low volume minor roads. The bridges on low volume roads are taken care of with the highway and bridge construction program, but the pavements are taken care of through the maintenance and operations budget.

On February 6, 2019, the Commission adopted a revised STIP-Funding Allocation policy. Several changes were made to the policy that will begin to take effect in 2022. This STIP incorporates those policy revisions. Beginning in 2022, an Asset Management funding category will replace the Taking Care of the System funding category. MoDOT's asset management plan will be used to establish the total funding amount for the Asset Management category. The Asset Management category will distribute funding to two subcategories: major bridges and asset management. An allocation to major bridge funding will occur as needed and will be distributed directly to each district. The Asset Management category will be reviewed and updated, if necessary, annually. A System Improvement category will replace the Flexible Funds funding category in 2022. These funds must first be used to meet asset management goals, and then remaining funds may be used for other priorities. The engineering budget will be deducted from the available funding for distribution.

Mr. Curtit noted ninety percent of the projects in this STIP are taking care of the transportation system. While the department is meeting the statewide goal for pavement condition for minor and low volume minor roads, there are different conditions experienced by travelers between districts. In order to close the road condition gap, the department is targeting funding to the worst conditions on minor and low-volume roads. The Asset Management Deficit program will continue to allocate \$10 million per year to assist districts that are unable to meet their asset management goals. Additionally, the Maintenance Asset Management Deficit program will allocate funds to districts with low-volume route conditions that are less than the statewide average. This program allocates \$15 million in fiscal years 2022 and 2023 and \$12.5 million in fiscal year 2024. Together, both programs allocate a total of \$72.5 million for the first three years of this STIP.

Mr. Curtit reviewed the four program areas: highways and bridges, operations and maintenance, multimodal, and local programs. In fiscal year 2022, the highway and bridge construction program is \$1.2 billion of awards. The maintenance and operations plan is funded at \$503 million. The local programs are funded at \$151 million. The multimodal program is funded at \$95 million.

The STIP was developed using an open and engaging public involvement process called the planning framework process. MoDOT district staff work closely with nine metropolitan planning organizations and nineteen regional planning commissions. Across the state that process includes about 1,200 individuals who are regional leaders providing input to the final STIP. Additionally, a thirty-day public comment period took place. There were 243 comments received on this year's STIP that came from 159 sources. One hundred fifteen of the comments supported projects. Forty requests were made for additional improvements. Twenty-three comments expressed appreciation for the public comment period. Twenty comments referenced a project on the high priority unfunded needs list. Ten comments were made regarding multimodal operations. Seven requests were made to add projects to the STIP. Six comments were made regarding transportation funding. Each comment was responded to and shared with the districts and corresponding planning organization.

Mr. Curtit explained the changes for the 2022-2026 STIP. There are 861 projects added to the STIP in comparison to the existing STIP, and that includes 806 asset management projects, 13 system improvement projects, and 42 other projects. There were 28 projects deleted from the STIP; the work is being accomplished in another way. This STIP has a total of 1,434 projects and 443 scoping projects. The multimodal section of the STIP added 20 projects: these include 3 aviation and 17 rail projects. There was one multimodal project deleted; one aviation project was removed. This STIP has a total of 233 transit projects, 39 aviation projects, 102 railroad projects, and 3 waterway projects.

Mr. Curtit reported there were no project changes made to the STIP between the draft that was presented at the May Commission meeting and the final STIP being presented for consideration at this meeting.

Mr. Curtit then recommended the Commission:

- approve the 2022-2026 STIP;
- certify to the Federal Highway Administration and the Federal Transit Administration that the transportation planning process used in the development of the STIP complies with the requirements listed in 23 CFR 450.218(a) and 23 CFR 450.334(a);
- delegate to the Deputy Director/Chief Engineer the authority to approve the addition of scoping projects, hardship right of way purchases, and urgent or emergency projects;
- and delegate to the Deputy Director/Chief Engineer authority to approve fiscally constrained revisions to projects.

Chairman Waters thanked Mr. Curtit for his presentation and expressed appreciation for staff work during the past year to prepare more than 572 amendments. It was quite an unusual year not to receive and approve a new STIP program, but even during the COVID-19 pandemic the work continued. After further discussion and consideration, and upon motion by Commissioner Smith, seconded by Commissioner Briscoe, the Commission unanimously approved the recommendations as outlined above.

* * * * *

LOW VOLUME MINOR ROAD INVESTMENT

On behalf of the Director, Eric Schroeter, Assistant Chief Engineer, presented a series of maps that graphically depicts how the department is applying asset management deficit funds to take care of the minor road system. These maps are broken down by district and planning partner. Planning partners are key to getting public input on transportation improvements. The projects depicted on these maps are fiscally constrained, the money is scheduled for the year it is anticipated to be received. The projects on the maps represent \$4.3 billion of work. The maps also highlight when the work will be done whether it

is a STIP project being completed by a contractor or a project being tackled by MoDOT's operations. The projects depicted include 742 road construction projects and 378 bridge projects. The maps also depict traffic volume and road condition. Due to the COVID-19 pandemic, road condition was not able to be collected on all routes in 2020, but staff are working on getting current road condition information in 2021. Included with the maps is a table that summarizes the number of projects, number of bridges, miles of roadway, and dollars spent by each district and planning partner. The department anticipates the conversation on low volume minor roads will continue once the Commission has had an opportunity to review and digest this information. Commissioner Boatwright commended the staff on preparing these maps, it really helps to be able to see what work is planned for the coming years across the state.

* * * * *

CONDITION OF STATE BRIDGES

On behalf of the Director, Eric Schroeter, Assistant Chief 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. The department uses specialized equipment called 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 10,399 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 207 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 207 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. Schroeter 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 challenge the state of Missouri is unprepared to entirely address.

Mr. Schroeter 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 837 poor bridges on the state system compared to 893 one year ago. There are currently 963 weight-restricted bridges on the state system compared to 1,081 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 323 bridges that fall under both categories of poor condition and weight restricted.

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. 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 significant major bridge projects in the 2022-2026 STIP for replacement: the Route 86 Bridge over Table Rock Lake in the Southwest District in 2022; the Route 79 bridge over Lyon Street, Warren Barrett Drive, Burlington Northern Santa Fe Railroad and Bear Creek in the Northeast District in 2023; and the I-270 Chain of Rocks Bridge over the Mississippi River in St. Louis in 2024.

Mr. Schroeter noted there are several major bridges that need replacement but are currently unfunded. These projects include the Route 51/Chester Bridge in the Southeast District, 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. Another innovation is the use of MMA Overlay to seal the bridge deck to add life to the bridges.

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

* * * * *

BRIDGE DIVISION UPDATE

On behalf of the Director, Bryan Hartnagel, Assistant State Bridge Engineer, presented an update on the Bridge Division. Mr. Hartnagel expressed appreciation for the opportunity to talk about what the 88 bridge employees do for the citizens of the state of Missouri. On March 15 of every year MoDOT submits the national bridge inventory for Missouri. The department has 10,399 MoDOT bridges. In addition, the department is the lead for the inspection and load rating of 14,160 non-state bridges.

Mr. Hartnagel described the different areas in the bridge division. The bridge management area consists of 28 employees. Of those employees, 16 are field employees that do inspections. The bridge management area prepares the bridge inventory, determines load ratings, and determines weight restrictions on posted bridges. They also work on super load permits; a super load is greater than 160,000

pounds. In 2019, staff prepared 2,458 super load permits which was a record year. Then in 2020, despite working from home due to the pandemic, staff prepared 3,645 super load permits, setting yet another record. The department has three underwater bridge inspection units to help with inspections. There are staff who are scuba certified to do the underwater bridge inspections. Every bridge must be inspected every 2 years, if the condition is poor then the bridge may be inspected more frequently. Central Office bridge division has the responsibility for about 1,000 bridges, the inspection crew visits about 500 of those bridges per year.

Preliminary design section has 7 employees. Preliminary designers determine the bridge type, size, and location which includes the hydraulics. They determine the scope of work for rehabilitations. They also prepare cost estimates for districts rehabilitation and design of bridges.

The plans production section consists of 30 employees and 70 consultant firms. They produce the plans for the monthly lettings the commission considers each month. There are engineers, designers, and technicians in the plans production section.

There are 4 liaison engineers that represent a geographical portion of the state. They administer consultant contracts for STIP projects. Assist with district asset management plans. Identify needs for major bridges; each have districts with border states they work with. They assist districts with high level bridge scoping and estimating.

Mr. Hartnagel reviewed how much work the Bridge Division accomplishes each year. Bridge work is typically about twenty percent of the construction program, or about \$200 million of bridge work each year when not replacing major bridges. In house staff can design about \$60 million per year, the remainder of that is outsourced to consultants to design. There are 70 prequalified consultant firms to do bridge design, ten of them are disadvantaged business enterprises (DBE). MoDOT has a statewide goal of 12.45 percent DBE consultant work.

There is a review section with 5 staff. They conduct final plans review for all bridge designs. They produce the final cost estimates for the bid process. They create the special provisions, working days estimates, and bid analysis.

The fabrication section has 4 employees. They check shop drawings for prestressed concrete bridges and steel girders. They travel throughout the United States wherever the contractors decide to have the materials fabricated. One shop is here in Jefferson City, others could be in Arkansas, Wisconsin, Pennsylvania, and the like.

The development section is made up of 4 employees, which includes 3 engineers and one technician. This section keeps the department up to date on AASHTO codes and the Engineering Policy Guide. They also make sure the bridge design software is current.

The bridge division has developed partnerships and reaches out to partners regularly. Some of the organizations the division works with includes Association of General Contractors, American Council of Engineering Companies, Federal Highway Administration, and bordering states. Building these relationships leads to better projects for the citizens of Missouri.

Mr. Hartnagel reviewed innovations the division is testing, seeking improvements to bridges. Some of these innovations include ultra-high-performance concrete overlays, galvanized rebar, clear cast deck forms, and fiber reinforced polymer rebar. The division is also exploring single span bridge standards to reduce design time on common bridge types. Standard single spans are designed for 40 to 120-foot length bridges in 5-foot span increments on a variety of roadway widths. This standard design is the division being innovative in its use of limited resources.

Commissioner Boatwright thanked Mr. Hartnagel for his presentation and inquired about bridge design. Mr. Hartnagel explained all bridge design is accomplished by Central Office.

* * * * *

CONSIDERATION OF PROPOSALS FOR THE I-70 ROCHEPORT BRIDGE DESIGN-BUILD PROJECT

On behalf of the Director, Ed Hassinger, Deputy Director/Chief Engineer, and Brandi Baldwin, Project Director, described the project that will remove and replace the Missouri River Bridge on I-70 at Rocheport, remove and replace the Route BB overpass, accommodate six-lanes of traffic on I-70, and improve safety and reliability.

Project Goals

The goals of the design-build project are to construct a new Missouri River Bridge that is high quality, durable, and low maintenance that improves safety and reliability; for the project to be delivered under program budget; minimize traffic impacts during and after construction while maximizing safety and capacity; maximize safety for workers while beating the project completion deadline of December 31, 2024; deliver the project with a diverse workforce that fosters future DBE and workforce development; demonstrate a commitment to quality and innovation in all phases of the project.

MoDOT's External Civil Rights Division established a ten percent disadvantaged business enterprise goal for construction work and a fifteen percent disadvantaged business enterprise goal for professional services for the project. The best value proposer will be required to meet federal workforce goals per craft of 6.3 percent minority and 6.9 percent female. There is an on-the-job training goal for four construction trainees and one design trainee at 1,000 hours each.

Procurement Process

By Commission action on September 6, 2019, the Commission approved the use of design-build for the Interstate 70 Rocheport Bridge Design-Build Project in Cooper and Boone Counties. Since then, MoDOT's design-build team has been working through the procurement process. Four teams were prequalified on March 2, 2021, to compete for the contract. The Request for Proposals was issued March 12, 2021. The MoDOT Design-Build team held confidential discussions with each team to discuss

their proposal ideas. Final proposals were submitted by the deadline on June 11, 2021. The MoDOT design-build team reviewed and evaluated the proposals. The four teams that submitted proposals include:

- **Traylor-Ames Joint Venture Team** - Traylor Brothers, Inc.; Jacobs Engineering Group, Inc.; Ames Construction, Inc.
- **American Bridge/Garver Team** - American Bridge Company; Garver, LLC; Hg Consult, Inc.; Terracon
- **Rocheport Bridge Constructors** - Massman Construction Company; HNTB Corporation; Emery Sapp & Sons, Inc.
- **Lunda Team** - Lunda Construction Co.; Parsons Transportation Group, Inc.; Dan Brown & Associates; Hugh Zeng United

Evaluation

The items that were evaluated by the MoDOT design-build team included: Project Definition (50 points available), Safety (25 points available), Quality (5 points available), Public Involvement (5 points available), Wetland and Stream Impacts (5 points available), and Price Allocation (10 points available). Ms. Baldwin provided a summary of the proposals submitted by each team and the total points awarded to each team as outlined below.

- **Traylor-Ames Joint Venture Team** – 67.0 points
- **American Bridge/Garver Team** – 68.6 points
- **Rocheport Bridge Constructors** – 81.4 points
- **Lunda Team** – 85.9 points

Commission Consideration and Action

Ms. Baldwin recommended the Lunda Team as the best value proposer. Their proposal included:

- 2 river bridge structures, with three 12-foot lanes each direction and 12-foot and 8-foot shoulders
- Overlay on the deck to extend the life of the deck and provide additional friction
- Three 12-foot driving lanes in project limits
- Widened 12-foot shoulders in new construction areas
- 1.75-inch mill and fill overlay in project limits, upgraded guardrail and median protection
- Upgraded public communication technology
- Eastbound climbing lane
- Overlay on westbound decline to improve friction
- First bridge will be built to the north offline and opened to traffic in late spring 2023, current alignment bridge will then be replaced with a new structure on alignment, reducing maintenance of existing bridge by over one year

- The final solution improves crashes by 40.3 percent within the project limits and by 46.6 percent on the bridge

Chairman Waters thanked Ms. Baldwin for her presentation and the MoDOT design-build team for their work on this project to date. After consideration, Commissioner Briscoe moved that the Commission adopt staff recommendations to approve the Lunda design-build team for submitting the best value proposal for the I-70 Rocheport Bridge design-build project on I-70 in Boone and Cooper counties; authorize the Director, Deputy Director/Chief Engineer, or their designee to negotiate and execute a contract with the Lunda Team subject to approval as to form by the Chief Counsel's Office; authorize payment of the agreed stipend to the three unsuccessful proposing teams; and found and determined the recommended location and design would best serve the interest of the public. This motion was seconded by Commissioner Boatwright. The Commission unanimously approved the motion.

* * * * *

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 June 18, 2021, letting, as recommended, and noted in Table I below. (2) Rejection of bids received on Call H01 due to excessive bids per Section 102.15 of the Missouri Standard Specifications for Highway Construction, as recommended and noted in Table II below. (3) Concur in award to the lowest responsive bidder for the bids received by the City of O'Fallon, as recommended and noted in Table III below.

**Table I
Award of Contracts
June 18, 2021, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A02	136	Daviess	J1P3435	\$325,130.30	\$0.00	Phillips Hardy, Inc.	Scour Repair
	I-35	Mercer	J1I3434				
A03	149	Various	J2MAMD08	\$6,037,883.29	\$0.00	Magruder Paving, LLC	Resurface
	Various		J1MAMD01				
A04	6	Grundy, Sullivan	J1P3303	\$1,289,003.70	\$0.00	Vance Brothers, Inc.	Scrub Seal
A05	169	Buchanan	J1M0264	\$173,331.46	\$0.00	Phillips Hardy, Inc.	Repair Damaged Culvert
B01	A	Lewis	J2MAMD01	\$2,493,120.89	\$0.00	Magruder Paving, LLC	Resurface
	B	Scotland	J2MAMD13				
	H	Clark	J2MAMD14				
B03	Y	Randolph	J2MAMD16	\$810,773.28	\$0.00	Capital Paving & Construction, LLC	Resurface
C01	13	Lafayette	J3S3209	\$688,470.00	\$0.00	J M Scheidle, LLC	Slide Repair and Alternate Culvert Pipe Replacement
C02	Various	Johnson	J3MAMD01	\$1,799,291.19	\$0.00	Magruder Paving, LLC	Fixed Price Variable Scope - Resurface
		Cass	J4MAMD01				
D01	BB, NN	Moniteau	J5MAMD01	\$851,747.93	\$0.00	Capital Paving & Construction, LLC	Resurface
	JJ	Morgan	J5MAMD02				
D02	Various	Callaway	J5MAMD04	\$1,389,777.00	\$0.00	Pace Construction Company	Resurface
F01	364	St Charles	J6P3482	\$379,965.84	\$0.00	L.F. Krupp Construction, Inc. dba Krupp Construction	Median Barrier Installation
F02	I-44 OR	St Louis	J6S3476	\$4,078,080.97	\$0.00	N.B. West Contracting Company	Coldmill and Resurface
F03	Various	Franklin	J6MAMD02	\$1,014,413.59	\$0.00	Microsurfacing Contractors, LLC	Fixed Price Variable Scope - Resurface
G01	I-44	Various	J7Q3414B	\$214,525.00	\$0.00	Capital Electric Line Builders, Inc.	ITS improvements
	Various		J8Q3181B				
S01	Various	Various	J0M0063	\$608,000.00	\$0.00	Raising Solutions, LLC	On-Call Slab Stabilization
TOTAL				\$22,153,514.44	\$ 0.00		

**Table II
Rejection of Bids
June 18, 2021, Bid Opening**

Call	Route	County	Job No.	Description
H01	51	Perry	J9P3585	Bridge Rehabilitation

**Table III
Concurrence in Award
City of O’Fallon Bid Opening**

Route	Counties	Job No.	Bid Amount	Contractor	Description
DD	St. Charles	J6S3509*	\$3,328,844.67	NB West Contraction Company	Intersection Improvements

*MoDOT Cost Share – \$959,078.00

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received at the June 18, 2021, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Rejected the bids received on Call H01 due to excessive bids per Section 102.15 of the Missouri Standard Specifications for Highway Construction, as recommended and noted in Table II above.
3. Concurred in award of contract to the lowest responsive bidder for bids received by the City of O’Fallon, as recommended and noted in Table III above.
4. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

* * * * *

PROPERTY ACQUISITION AND CONVEYANCES

DISPOSAL OF EXCESS PROPERTY, OLIVE STREET AND 22ND STREET ST. LOUIS CITY, EXCESS PARCEL NUMBER SL0064

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 5.13 acres of land located in the southwest quadrant of I-55 and Route M in Jefferson County, to Great American Holding, LLC for a consideration of \$543,500.00.

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

* * * * *

-- **REPORTS** --

REPORTS

The Commission received the following written reports.

UPDATE ON FORMER WILLOW SPRINGS DISTRICT OFFICE COMPLEX

On behalf of the Director, Eric Schroeter, Assistant Chief Engineer; and Brenda Harris, Assistant to the State Design Engineer-Right of Way, 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. 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 reasonable progress annually. From 2012 through March 31, 2021 the City of Willow Springs has met a total economic goal of \$806,149. The city has a remaining balance of \$499,481. The city has met the reasonable progress goal for 2020 in the amount of \$154,556 despite the pandemic and several winter weather events which caused extensive damage to a couple of the facilities on site. Staff reported the city requested consideration of costs incurred for upkeep and storm damage over the last nine years in the amount of \$72,799. The city has also hired a consultant to complete a feasibility report to determine if it is in the city's best interest to continue pursuing the purchase of the former Willow Springs District Office Complex. The city intends to decide before the March 31, 2022 deadline. 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 toward meeting the agreed upon 2022 goal

* * * * *

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, 2021, the amount of outstanding bonds is \$1,408,715,000. In fiscal year 2021, \$215.5 million of principal was paid off through scheduled debt service payments. MoDOT’s fiscal year 2022 budget includes \$292.2 million for debt service on outstanding bonds. 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 Commission’s financial advisor to monitor refinancing opportunities that provide cost savings to the

department. 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.

* * * * *

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.

* * * * *

FINANCIAL - BUDGET - REPORTS – YEAR-TO-DATE, FINANCIAL REPORT PERIOD ENDING MAY 31, 2021

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date May 31, 2021, with budget and prior year comparisons.

* * * * *

CONSULTANT SERVICES CONTRACT REPORT

Travis Koestner, State Design Engineer, submitted a written report of consultant contracts executed in the month of May 2021, 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 254 active contracts held by individual engineering consultant firms prior to May 1, 2021. Three engineering consultant services contracts were executed in May 2021, for a total of \$1,056,934. Eleven non-engineering consultant contracts were executed in May 2021, for a total of \$1,950,960.

* * * * *

* * * * *

By unanimous consensus of all members present, the meeting of the Commission adjourned.

* * * * *

* * * * *

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.

* * * * *