



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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July 12, 2023

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN ST. CHARLES, MISSOURI,
WEDNESDAY, JULY 12, 2023**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, July 12, 2023, at the Embassy Suites Hotel St. Louis-St. Charles, Two Convention Center Boulevard, Windsor I/II Conference Room, St. Charles, Missouri and was available via live stream. Terry L. Ecker, Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: W. Dustin Boatwright, P.E., Gregg C. Smith, Robert G. Brinkmann, P.E., and Warren K. Erdman. There remains one vacant seat.

The meeting was called pursuant to Section 226.120 of the Revised Statutes of Missouri, as amended. The Secretary verified that notice of the meeting was posted in keeping with Section 610.020 of the Revised Statutes of Missouri, as amended.

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Patrick McKenna, Director of the Missouri Department of Transportation; Rich Tiemeyer, Chief Counsel for the Commission; and Pamela J. Harlan, Secretary to the Commission, were present on Wednesday, July 12, 2023.

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

-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

APPROVAL OF MINUTES

The Commission tabled for future consideration the approval of the regular meeting held on June 7, 2023, and the special meeting on June 6, 2023.

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CONSENT AGENDA

Consent Agenda Process

In order to make the most efficient use of Commission meeting time and to ensure Commission members are well informed on issues requiring their action, staff prepares and submits to the Commission members, in advance of their meeting, internal memoranda consisting of advice, opinions, and recommendations related to the items of the Commission meeting agenda. Those items considered by staff to be of a routine or non-controversial nature are placed on a consent agenda. During the meeting, items can be removed from the consent agenda at the request of any one Commission member. The items that are not removed from the consent agenda are approved with a single motion and unanimous vote by a quorum of the members.

Minutes reflecting approval of items on the consent agenda are singly reported herein and intermingled with minutes reflecting action on related subjects that were openly discussed. Reference to “consent agenda” is made in each minute approved via the process described in the paragraph above. Minutes reflecting action on items removed from the consent agenda and openly discussed reflect the open discussion and vote thereon.

Consideration of July 12, 2023, Consent Agenda

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

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees' Retirement System Board of Trustees. A Commissioner also serves on the Missouri Coalition for Roadway Safety Executive Committee. The following committee and board reports were made during the July 12, 2023, meeting.

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

Legislative Committee – Commissioner Boatwright reported that Governor Parson signed the Fiscal Year 2024 Budget into law on June 30. The Governor vetoed a few line-items on the department's operating budget. Many of MoDOT's original budget requests were approved by the Governor with minimal change. In addition to the department's budget request, the following additional items were approved through the legislative process:

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

A week after his budget actions, Governor Parson completed his review process on the other legislative proposals passed by the General Assembly. The Governor signed into law two of the Commission's legislative priorities for the 2023 session, a hands-free measure that will prevent individuals from using electronic devices while driving a motor vehicle, and the creation of a Waterways and Ports Trust Fund for the expenditure of funds for large public capital improvements. The proposals the Governor signed will go into effect on August 28, 2023, unless noted otherwise in legislation.

Commissioner Boatwright stated that it has been a historic year for MoDOT and the Commission in terms of the amount of general revenues entrusted to the department for infrastructure investment statewide. Commissioner Boatwright thanked members of the General Assembly that were present and the transportation advocates across the state of Missouri who supported the additional transportation funding.

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

MoDOT and Patrol Employees’ Retirement System (MPERS) – Commissioner Boatwright reported the board met on June 22, 2023. The board received information regarding Senate Bills 20 and 75 that clarified the administration of the benefits and the staggered terms of elected trustees beginning in 2026. The board adopted a new funding policy, and the board accepted the Fiscal Year 2024 budget. Commissioner Boatwright noted renovations of 1913 William Street remain on hold while the possibility of an alternate office space is investigated. The next Board meeting is scheduled for September 21, 2023.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Brinkmann reported as of July 7, 2023, there have been 424 traffic fatalities in Missouri this year. This is 57 fewer fatalities than the same period last year, a twelve percent reduction. While overall fatalities are down, motorcyclist fatalities remain elevated and are up eleven percent compared to this time last year.

The month of June saw its fewest number of traffic fatalities in over five years. This is an encouraging start to the heavily traveled and often deadly summer months. With road construction and maintenance activities occurring at a record pace, the Commission continues to ask everyone to work with the department to keep roadways, and especially work zones, safe. Buckle up, put the phone down, slow down, and always drive sober.

This summer, the coalition has been working hard to engage Missourians throughout the state with the message of highway safety. Several driving clinics have already been held for new teen drivers, and later this month, the TRACTION teen conference will take place in Cape Girardeau and Kansas City. The TRACTION conference will bring youth from various high schools in the state together to discuss traffic safety, develop an action plan for their community, and implement it during the upcoming school year. These kids are a great example of everyday Missourians doing their part to make Missouri’s roads safer.

Commissioner Brinkmann recently worked with the team asking for more direct urgency placed in our safety messages and paid media. He shared a video that the committee is working on.

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DIRECTOR’S REPORT

During the July 12, 2023, Commission meeting, Director Patrick McKenna provided the following report:

FY2024-2028 Statewide Transportation Improvement Program (STIP) – The Director stated for several months now he has been sharing the impact of inflation on construction costs. Like many areas of the economy, inflation is impacting transportation in Missouri in higher construction awards. The contracts awarded by the Commission this past year have averaged twenty percent over estimates. The department had to exercise fiscal discipline and account for those increased costs as well as adjust the estimates for the future projects in the Statewide Transportation Improvement Program (STIP). That total inflation over the next five years totals \$1.2 billion. That is basically the equivalent of an entire year of projects the department could have put out for contract. The department will honor its commitments to do the projects already scheduled in the STIP and maintain a fiscally sound program list. The Director noted that thankfully the Commission typically only programs years four and five of the STIP at about

fifty percent. This practice has allowed the department to use those unspent funds to absorb some of this inflation impact. The STIP that will be presented to the Commission at this meeting includes adjusting the schedule for more than 400 projects. The department is committed to building these, but to maintain a fiscally constrained program schedule, these had to be moved to a different fiscal year. The program also includes hundreds of millions of dollars dedicated to annual asset management that is essential to maintaining the state's roads and bridges. He also recognized that the STIP is programmed at ninety percent, which is much higher than the typical fiscally constrained STIP programmed at eighty percent. The Director noted that these are difficult decisions but ignoring the problem would make things worse. This is the department's largest STIP ever, but it includes very few new projects due to inflation and rising project costs.

New I-270 Chain of Rocks Bridge Construction Celebrated – The Director shared about a celebration on June 13, for the Missouri and Illinois partnership to replace the Interstate 270 Chain of Rocks Bridge over the Mississippi River in St. Louis. The Director and Commissioner Brinkmann joined Illinois Governor, J.B. Pritzker at a news conference. The nearly \$500 million bridge construction is split between the two states. The department is also improving the Riverview Boulevard interchange at the Missouri end of the bridge. Construction is scheduled to be completed in late 2026. The Director also noted that the project anticipated the I70 expansion and will be able to connect to the future three lane corridor.

30th Anniversary of Motorist Assist and Transportation Management Centers (TMC) – The Director reported that on June 14, MoDOT staff in Kansas City, St. Louis, and Springfield marked the 30th anniversary of the department's Motorist Assist program that is called Emergency Response. This also marked the anniversary of the department's Transportation Management Centers (TMC). The Director reflected on the fantastic work these staff members do and thanked the Commissioners who attended the events.

The creation of the Motorist Assist program in the Kansas City and St. Louis Districts in 1993 began the department's Traffic Incident Management efforts. MoDOT crews patrolled local interstates to assist stranded motorists and helped get incidents cleared as quickly and safely as possible. In the last 30 years the Motorist Assist program was changed to the Emergency Response Team and expanded into Springfield. MoDOT's 37 Emergency Response Team operators responded to over 54,000 roadway incidents in the last year.

The department also created TMCs, starting with Springfield in 1998, St. Louis in 2000, and Kansas City in 2003. The Director explained that TMCs monitor highway conditions to provide real-time traffic information to help motorists make informed decisions on the best route to travel. TMCs also provide details of incidents to emergency service providers to facilitate the removal of roadway incidents quickly. Springfield's program is known as Ozark Traffic and is a partnership with the City of Springfield. The St. Louis program is known as Gateway Guide. Kansas City's program is known as KC Scout and is a partnership with the Kansas Department of Transportation. The Director congratulated the employees and MoDOT partners who work to keep traffic moving safely and efficiently.

State Employee Appreciation – The Director reported the Governor declared the month of June as State Employee Appreciation Month. The Governor celebrated the 2022 State Team Member of the Month awards and Award of Distinction recipients. MoDOT staff were recognized for the December 2022 State Team Member of the Month and for the Award of Distinction for Public Service. Central District Senior

Maintenance Worker Ed Randolph and Maintenance Workers Wyatt Thompson and Hunter Wissbaum received the December 2022 State Team Member of the Month award for their life saving efforts rescuing a three-year old child and the child’s grandmother being attacked by a dog. St. Louis Senior Highway Designer Glenn Konersmann received the Award of Distinction for Public Service for his work to find a way to identify eligible projects to apply for millions in federal funding.

Intern Conference – The Director reported that every summer, MoDOT employs interns in a variety of positions in all areas of the state. The program enables college students in engineering, business, communications, environmental and other majors to have a chance to work alongside professionals in that field. This has been a great recruiting tool to encourage future full-time employment with MoDOT after graduation. This year’s annual intern conference was held in the last week of June. The Director thanked Commissioners Brinkmann and Boatwright who were able to attend and share their experience and encouragement with the students.

State Budget Approval – The Director reported that on June 30, Governor Parson signed the state’s Fiscal Year 2024 budget. The budget included historic general revenue funding including \$2.8 billion for I-70, \$50 million for railroad safety crossing program, and \$100 million for minor and low volume roads and many more items. The department is excited to move forward with these important projects for the state’s future.

The funding for I-70 will address a critical need to add a third lane each direction to the 200 mile segment from Blue Springs to Wentzville. The Director invited Deputy Director / Chief Engineer, Ed Hassinger, to make an announcement regarding the Improve I-70 Program. Mr. Hassinger stated the first step for I-70 was to select a person to lead the charge and a dedicated team to guide the process and the projects that will improve I-70. Eric Kopinski was announced as the Improve I-70 Program Director. Mr. Hassinger also announced Niall Jansson will take over Mr. Kopinski’s role as Project Director on the I-270 design build project.

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PUBLIC PRESENTATIONS

ST. CHARLES COUNTY UPDATE

Steve Ehlmann, St. Charles County Executive, shared with the Commission what is happening in the region and St. Charles County including data about job and population growth. He welcomed the Commission and Director McKenna to St. Charles County. He commended the department and the Commission for their success in getting additional funding for transportation in Missouri. He also shared his appreciation for past collaboration with the department making it possible for the growth of their county.

He shared a little history to help explain why what has been accomplished the past couple of years has been so significant. He noted that in 2010 MoDOT saw that there would be a drought in funding and shifted their focus to maintenance to not let the system deteriorate. He explained St. Charles County had not been supportive of an increase in the gasoline user fee because simply it was tax, but in addition the county continued to complete transportation improvements and progress was still happening. This was made possible because of partnering with MoDOT using county transportation funds and MoDOT funds for transportation improvements.

Mr. Ehlmann congratulated the commission and the department on the achievement of receiving funding for the Improve I-70 Program. He encouraged the commission to consider awarding the first Improve I-70 project in St. Charles to eliminate bottlenecks. He described the need to address the interstate congestion at the railroad bridge and the Wentzville curve bottleneck. He also shared slides of the following unfunded needs: I-70/I-64/US 61 Interchange, Route N, I-70 Foristell interchange at Missouri Routes W and T, and roadside clean up that includes mowing and trash pick-up. He stated the most important unfunded need right now is the I-70 Foristell interchange. He stated that because it is two lanes, it is already a problem with truck traffic, and that the AFG Plant has construction underway. The plant will bring 1,300 new jobs when completed and this will create a tremendous problem as more and more people start needing to use that interchange every day.

He expressed appreciation for the I-70 design-build work MoDOT has underway on the stretch of I-70 between Cave Springs and Fairgrounds Roads. The next project that will come under construction soon is the I-70 South Outer Road from Zumbahl Road to Fairgrounds Road. The county appreciates the continued roadway improvements in the region, and he noted that St. Charles County would not be what it is today, nor would it be what it could be in the future without MoDOT.

Commissioner Brinkmann thanked Mr. Ehlmann for his presentation and partnership with the department.

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EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS

Jim Wild, St. Charles County Executive Director of East-West Gateway Council of Governments, presented to the Commission a wide range of transportation needs for the St. Louis region. He provided statistics about the region including the region consisting of eight counties, with 195 municipalities. The region covers 7,899 square miles and the metropolitan planning organization (MPO) area includes 2.8 million people. The economy of the region generates \$141 billion per year with over 150,000 businesses. Transportation includes 10,612 miles of roads which includes 766 miles of interstate.

Mr. Wild explained the MPO is governed by a board of 24 members that include elected officials and a few citizens from both Missouri and Illinois. He noted the MPO covers a very large area and expressed appreciation for the partnerships with MoDOT's St. Louis district and headquarters.

The MPO works on transportation planning and recently updated their Long-Range Transportation plan for the St. Louis Region. This long-range plan focuses on 12 specific priorities. The transportation priorities are for a system that is (1) safe and secure, (2) provides choices and access for all, (3) is seamless, efficient, and reliable, (4) well maintained, and resilient. Data is an important component, and they have several dashboards that help them understand how the system is performing and how they need to move ahead with making investments in the region.

It is interesting that there is an unprecedented amount of funding coming into the state and region for transportation but because of inflation and other factors they were unable to do a lot of additional projects. In the St. Louis Region, projects are being delayed and inflation is impacting \$364 million in projects.

He shared that more funding is needed in the St. Louis Region. In MoDOT's long range plan, there are \$11.7 billion of investments identified. Only thirty-two percent of those investments are for major projects. While the rest is directed to preserving the system, working on resiliency, replacing

bridges, replacing pavement, and those sorts of things. There are many more needs than are included in the plan.

In the next 10 to 15 years the region has illustrative projects that they will have to make investments in. He mentioned a new Poplar Street bridge in downtown St. Louis, reconstructing I-64 as it approaches that bridge, and updates to Highway N. Mr. Wild stated the region must also do planning to identify what needs are coming up. The 25-year long range plan is updated every four years.

This region includes thirty-three percent of the state's population and produces forty-three percent of the state's gross domestic product. He stated they need to be conscious of making investments in the entire St. Louis Region to help drive up the state and the region's gross domestic product. The region also has thirty-eight percent of the state's employment, forty-five percent of the state's salaries, and forty-one percent of the state's personal income are generated here. Mr. Wild stated that even with this significant monetary contribution to the state, the region receives less than thirty percent of state funding for transportation. He noted that MoDOT's program totals about \$450 million a year in the St. Louis Region but that amount will need to be increased to maintain this region as the population center, job center, and economic center for the state.

MoDOT is not only East-West Gateway's partner, but they also partner with local municipalities. About twenty-five percent of the programs the MPO approves each year are local projects. He stated that there has been difficulty in the last couple of years getting local funding spent. This problem is associated with an increase in inflation, decreased staff and consultants, and increased construction costs. They were informed by the department in May that \$167 million in funding needed to be obligated. Mr. Wild was pleased to announce that about \$151 million will be obligated by the end of August, and by the end of the calendar year, another \$13 to \$15 million will be obligated. He expressed appreciation for the relationship with the staff at MoDOT and their assistance to get funds obligated. He noted that every relationship has its ups and downs, and we are currently in the up cycle. He thanked the Commission and the department

for everything they have done in the St. Louis Region and looks forward to working even more closely in the future.

Commissioner Boatwright thanked Mr. Wild for his presentation and partnership with the department. He noted how important it is to obligate local funds so that Missouri can make the most of every federal dollar available to the state whether it be through August redistribution or losing unobligated funds. Local funding has been an issue for a couple of decades and making sure those funds are obligated is critical. He thanked Mr. Wild for the work that he had done to get those local funds obligated and noted he hopes next year all funds are obligated and this is no longer an issue.

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PUBLIC COMMENTS

COMMENT REGARDING THE INTERCHANGE ON I-70 AT 40/61

Alderman Robert Hussey, City of Wentzville, thanked the Commission for their service to the citizens of the state and for the future improvements coming to I-70. He shared his concerns about the 40/61 and I-70 interchange as the next bottleneck that needs to be addressed. He encouraged the Commission to incorporate the interchange in the design to make the traffic flow better. Alderman Hussey thanked the Commission for their consideration.

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COMMENT REGARDING THE IMPACT OF THE IMPROVE I-70 PROGRAM

Keldon Lashley, Church of Christ, Wright City thanked the Commission for their time. He stated his concerns regarding the Church of Christ in Wright City that is located at the top of the ramp on I-70 where the bridge narrows, and inquired what will happen at this location when the interstate becomes three lanes? He would like to know what is being considered and what impact there will be on the church which is at the 200-mile marker. Director McKenna suggested the I-70 Program Coordinator, Eric Kopinski, visit with Mr. Lashley. The Director acknowledged this is a good comment and the department

has not done public outreach yet but needs to do a significant public outreach on the entire corridor. He stated the department would typically have more notice of an investment of this size, but it has come up quickly. He stated that public outreach would start in earnest. This is a series of projects over the course of the next seven years. The department understands the need for public outreach and working with community members and impacted property owners. Chairman Ecker thanked Mr. Lashley for his public comment and noted this is the time and place to bring those concerns forward.

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MODOT PRESENTATIONS

DELEGATION OF AUTHORITY REGARDING MEMORANDUM OF UNDERSTANDING WITH OFFICE OF ADMINISTRATION FOR THE IMPROVE I-70 FUNDS

Interstate 70 remains a vital east-west corridor that supports economic activity in Missouri and across the country. Approximately 56,000 vehicles travel on I-70 daily, twenty-five percent of which are commercial vehicles. On some segments this percentage is as high as forty percent. Improving I-70 fulfills a critical and mostly unfunded need for the state.

This historic investment began with Governor Parson's call on the General Assembly to make a generational investment to widen and rebuild the I-70 corridor demonstrating his ongoing commitment to transportation. The General Assembly demonstrated their support for improving I-70 through passage of MoDOT's fiscal year 2024 appropriations bills. These bills, approved by Governor Parson, provide unprecedented levels of general revenue for the costs to plan, design, construct, reconstruct, rehabilitate, and repair three lanes in each direction on approximately two hundred miles of I-70.

The General Assembly appropriated \$1,400,000,000 from general revenue to the Office of Administration (OA) I-70 Project Fund and a subsequent transfer to the State Road Fund I-70 Project Fund for expenses related to the Improve I-70 Project pursuant to an agreement between MoDOT and

OA. In order to implement the transfer of these funds, the department drafted a Memorandum of Understanding (MOU) setting forth the terms, conditions, and responsibilities of each party and requiring OA to transfer funds into the State Road Fund I-70 Project Fund upon evidence of an awarded contract by the Missouri Highways and Transportation Commission.

Another part of funding for the Improve I-70 program will be through bonding. Once a financing agreement between OA and the Commission has been executed, the Commission will then be able to issue state road bonds in one or more series to provide funds in the amount of \$1,400,000,000. The purpose of these funds is to pay the remaining portion of the costs of planning, designing, constructing, reconstructing, rehabilitating, and repairing three lanes in each direction on I-70. The debt service of the I-70 Project State Road Bonds will be paid from funds provided through the annual appropriation process from the General Revenue Fund to the State Road Fund.

The Director expressed the department's appreciation for Governor Parson's support and commitment to transportation and the General Assembly's investment in this important piece of the state's transportation infrastructure. The Director recommended the Commission authorize MoDOT's Director, Deputy Director/Chief Engineer, or Chief Financial Officer to execute the MOU, subject to approval as to form by the Chief Counsel's Office.

Commissioner Erdman thanked Director McKenna for his presentation and stated this is the most recent example of innovative problem solving that he has seen since he has been on the commission. He noted that the legislative process can be complicated and when doing an unprecedented project of this size, it is going to be difficult. It is an innovative way of providing accountability to the General Assembly and provides MoDOT with the certainty of funding to enter contracts to complete projects. He acknowledged Chief Financial Officer Brenda Morris and Director McKenna for thinking of the idea of using this accounting protocol that is enshrined in the draft MOU as innovative problem solving and a good example of MoDOT working with the legislature to find a way to make things work.

Following discussion and upon motion by Commissioner Erdman, seconded by Commissioner Boatwright, the Commission unanimously approved the recommendation and authorized MoDOT's Director, Deputy Director/Chief Engineer, or Chief Financial Officer to execute the MOU, subject to approval as to form by the Chief Counsel's Office.

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IMPROVE I-70 PROJECT CONTRACT AUTHORIZATIONS

On behalf of the Director, Eric Kopinski, I-70 Program Coordinator, explained Interstate 70 remains a vital east-west corridor that supports economic activity in Missouri and across the country. Approximately 56,000 vehicles travel on I-70 daily, twenty-five percent of which are commercial vehicles. On some segments this percentage is as high as forty percent. Improving I-70 fulfills a critical and mostly unfunded need for the state.

This historic investment began with Governor Parson's call on the General Assembly to make a generational investment to widen and rebuild the I-70 corridor demonstrating his ongoing commitment to transportation. The General Assembly demonstrated their support for improving I-70 through passage of MoDOT's fiscal year 2024 appropriations bills. These bills, approved by Governor Parson, provide unprecedented levels of general revenue for the costs to plan, design, construct, reconstruct, rehabilitate, and repair three lanes in each direction on approximately two hundred miles of I-70.

The General Assembly appropriated \$1,400,000,000 from general revenue to the Office of Administration (OA) I-70 Project Fund and a subsequent transfer to the State Road Fund I-70 Project Fund for expenses related to the Improve I-70 Project pursuant to an agreement between MoDOT and OA. To implement the transfer of these funds, the department drafted a Memorandum of Understanding (MOU) setting forth the terms, conditions, and responsibilities of each party and requiring OA to transfer funds into the State Road Fund I-70 Project Fund upon evidence of an awarded contract by the Missouri Highways and Transportation Commission.

Mr. Kopinski presented the Improve I-70 contracts listed below for the Commission's consideration and award, contingent upon two actions that must take place: (1) the execution of the Memorandum of Understanding with the Office of Administration and (2) the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund.

- The amount of \$1,500,000 from the existing professional services contract 2023-02-75992. A supplement to the contract also adds Job Number JST0019, Jackson I-70, to the contract. Services for this contract include environmental reevaluation, survey and work for preliminary design to prepare for projects from Blue Springs to Odessa in Jackson and Lafayette Counties on I-70.
- The amount of \$4,100,000 from the existing professional services contract 2021-07-64360 and its supplements. A supplement to the contract also adds JST0021, Boone I-70, and JST0017, Cooper I-70, to the contract. Services for this contract include environmental reevaluation, survey and work for preliminary design to prepare for a potential design-build project from Route BB to Route Z in Boone County.
- The amount of \$5,300,000 from the existing professional services contract 2022-05-70017 and its supplements. A supplement to the contract also adds JST0018 and JST0020, Warren I-70, to the contract. Services for this contract include environmental reevaluation, survey and work for preliminary design to prepare for projects from Warrenton to Wentzville in Warren and St. Charles Counties on I-70.

Mr. Kopinski also recommended the Commission authorize:

- (1) the Director, Deputy Director/Chief Engineer, or Chief Financial Officer or their designee to request the transfer of funds from the OA I-70 Project Fund to the SRF I-70 Project Fund.
- (2) the Director, Deputy Director/Chief Engineer, or Chief Financial Officer or their designee to execute the contracts and documents that are part of the Improve I-70 Project, subject to approval as to form by the Chief Counsel's Office.

Director McKenna congratulated and thanked Mr. Kopinski again for stepping up as the Improve I-70 Program Coordinator. He noted that Mr. Kopinski's guidance and experience of the Improve I-70 team gave him confidence that this project will be successful.

After consideration, and upon motion by Commissioner Boatwright, seconded by Commissioner Brinkmann, the Commission took the following action.

1. Awarded the contracts listed above contingent upon (1) the execution of the Memorandum of Understanding with the Office of administration and (2) the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund.
2. Authorized the Director, Deputy Director/Chief Engineer, or Chief Financial Officer or their designee to request the transfer of funds from the OA I-70 Project Fund to the SRF I-70 Project Fund.
3. Authorized the Director, Deputy Director/Chief Engineer, or Chief Financial Officer or their designee to execute the contracts and documents that are part of the Improve I-70 Project, subject to approval as to form by the Chief Counsel's Office.

Commissioners Smith and Boatwright congratulated Mr. Kopinski on being named to lead this incredibly challenging Improve I-70 program and how the Commission is excited to watch him move this project forward, and shared with him that he has the Commission's support of his efforts on the Improve I-70 program.

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CONSIDERATION OF PROPOSALS FOR THE I-55 JEFFERSON COUNTY CORRIDOR DESIGN-BUILD PROJECT

On behalf of the Director, Deputy Director/Chief Engineer Ed Hassinger and Project Director Justin Wolf described the project that will construct an additional lane northbound and southbound on I - 55, replace and rehabilitate bridges, and construct an interchange at US 67 and Route CC.

Project Goals

MoDOT established the following goals for the project which were used in evaluating and determining the Best Value Proposal:

1. Deliver the Project within the program budget.
2. Maximize reliability and safety on I-55 and US 67.
3. Provide a durable and maintainable transportation system compatible with regional development.

4. Construct the project safely and minimize impacts to customers.
5. Complete the project on schedule utilizing a diverse workforce.

MoDOT's External Civil Rights Division established a 12 percent disadvantaged business enterprise goal for construction work and an 18 percent disadvantaged business enterprise goal for professional services for the project. The best value proposer will be required to meet federal workforce goals per trade of 14.7 percent minority and 6.9 percent female.

Procurement Process

By Commission action on June 2, 2022, the Commission approved the use of design-build for the I-55 Jefferson County Corridor Design-Build Project. Since then, MoDOT's design-build team has been working through the procurement process. Two teams were prequalified on March 6, 2023, to compete for the contract. The Request for Proposals was issued March 20, 2023. The MoDOT Design-Build team held eight confidential discussions with each team over a period of eight weeks to discuss their proposal ideas. Final proposals were submitted by the teams on June 9, 2023. The MoDOT design-build team reviewed and evaluated the proposals. The two teams that submitted proposals include:

- The Millstone Weber Team – major participants include Millstone Weber and Jacobs.
- The KCI Construction Team – major participants include KCI, Wilson and Company, and Bartlett and West.

Evaluation

The items that were evaluated by the MoDOT design-build team included: Project Definition (70 points available) and Maintenance of Traffic (30 points available) for a total of 100 points. Project Director Wolf provided a summary of the proposals submitted by each team and the total points awarded to each team as outlined below.

- The Millstone Weber Team – 65.7 points
- The KCI Construction Team – 78.8 points

Commission Consideration and Action

Project Director Wolf recommended KCI as the best value proposer. Their proposal included:

- Additional lane on I-55 in both directions from Route Z to US 67
- I-55/US 67: partial cloverleaf, two roundabouts, dual lane ramps
- Route CC/US 67: grade separated interchange with stop-controlled intersections
- 14 bridges replaced, 12 bridges rehabilitated, one new bridge
- Two lanes open on I-55 and US 67 during daytime hours

Chairman Ecker thanked Project Director Wolf for his presentation and the MoDOT design-build team for their work on this project to date.

After consideration, Commissioner Brinkmann moved that the Commission adopt staff recommendations to award the KCI design-build team for submitting the best value proposal for the I-55 Jefferson County Corridor Design-Build Project; authorize the director, deputy director/chief engineer, or their designee to negotiate and execute a contract with KCI subject to approval as to form by the Chief Counsel's Office; and authorize payment of the agreed stipend to the one unsuccessful proposing team. This motion was seconded by Commissioner Boatwright. The Commission unanimously approved the motion.

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UPDATE FROM MODOT'S ST. LOUIS DISTRICT

On behalf of the Director, Tom Blair, St. Louis District Engineer, provided to the Commission an overview of the current state of roads, bridges, projects, workforce, and other critical issues in the St. Louis District. The district is focusing its Statewide Transportation Improvement Program (STIP) funds and all available operation funds on maintaining existing roads and bridges, completing the ADA plan, limited safety improvements and limited system improvements. The district's operating budget addresses activities including winter operations, emergency and flood response, traffic incident management, traffic signal operations, mowing, litter removal, sweeping, signing and striping, in addition to maintaining roads and bridges.

The St. Louis District is home to approximately 2.5 million Missourians in the City of St. Louis, St. Charles, Franklin, Jefferson, and St. Louis counties. The district maintains about 6,000 lane miles of interstates, major, and minor routes. Current pavement conditions for the district include 3,622 miles of major routes and interstates at eighty-three percent good condition. Minor routes include 2,181 lane miles and are in seventy percent good condition. Low volume routes include 134 lane miles and are at seventy-five percent good condition. The district maintains 1,166 bridges. Current bridge conditions for the district are seventy-one percent in fair condition, twenty-six percent in good condition, three percent in poor condition. Twenty-six percent of vehicle miles traveled in the state of Missouri, on the state transportation system, occur in the St. Louis District. That is 14 billion miles a year.

Mr. Blair explained the Draft 2024-2028 STIP for the St. Louis District includes 245 projects valued at \$2.3 billion, this will include work on 349 St. Louis bridges and 939 centerline miles (4,184 lane miles) of pavement. The district continues to use an approach of balancing preservation, rehabilitation, and replacement work on bridges. This balanced approach is to make progress in meeting or exceeding asset management bridge targets and prevent an increase in poor condition bridges within the district this year.

Mr. Blair reported on the district's design and construction work explaining there are 63 active construction projects totaling \$880 million. This year, the design staff is currently working on 78 projects totaling \$526 million. Additional work is necessary for projects including the management of right of way. For fiscal year 2023, the district cleared 178 Parcels from 21 total projects. The St. Louis District also sold 23 excess properties for a total of \$841,470.

He highlighted several district projects including the following: I-270 North, I-70 Cave Springs/Fairgrounds, Muegge Road at 364/94, I-255/Jefferson Barracks Bridge, I-55 Bridges, Route P/Mackenzie, St. Charles Rock Road, and Route 30 and Route 47 bridges. He commended the district's program delivery team for producing amazing results this year.

The district is working to deliver visible results in its litter and sweeping operations. Roadside litter and debris along the roadway is on the rise in the St. Louis area; and the amount of time and resources the team spends on these two tasks is not enough to keep the area clean. Mr. Blair reported, that to date, the district's maintenance team spent over 14,000 labor hours picking up roadside litter in 2023. Those efforts are also supplemented with contracted litter pickups and Adopt-A-Highway volunteer efforts. The district's 16 mowing contracts, largely focused on interstate corridors, are picking up approximately 30 tons of litter per mowing cycle. An additional 28 tons of litter per month is being collected by a litter only contract focused on 65 interstate miles. This focused effort on the interstates is along all of I-170, I-70 from Wentzville to downtown, I-44 through depressed section onto I-55 to I-255. MoDOT's St. Louis team swept over 1,000 lane miles in March and April 2023, collecting 3,200 tons of debris. For the first time ever, MoDOT has been able to supplement with a contracted sweeping service on I-70 in St. Louis. The district also has important community partners in adopt-a-highway groups where volunteers help with this effort. There is a lot of work involved in operating the transportation system in the St. Louis district. Litter and road debris is significant and there are a tremendous amount of resources used to pick up tons of trash routinely.

Safety is a priority. The district is concerned about safety due to roadway fatalities and work zone crashes. Crashes involving MoDOT truck mounted attenuators (TMA), while actively protecting crews, have unfortunately continued to increase in the district. In 2022, 36 TMAs were struck statewide and 16 of the crashes occurred in the St. Louis district. So far in 2023, 17 TMAs have been struck in the St. Louis district.

The district is experiencing a rise in the volume and complexity of permits and traffic study requests. The district handles on average about 22,000 requests per year for utility locates in the right of way. In 2022, the district responded to 24,214 utility locate requests and over 11,000 so far in 2023. These requests strain the limited staff available in maintenance and the district has had to adapt and get

help from signals and lighting crews to be able to meet the requirements for Missouri One Call for immediate and timely responses.

The district is managing a growing amount of permitted changes to Missouri’s transportation system. Mr. Blair reported in 2022 the district issued 1,444 permits. In 2023, 664 permits have been issued which puts them on pace to issue 1,600 permits in the St. Louis Region in 2023. The local business and residential developments are growing in complexity; therefore, the St. Louis team has completed 116 complex development reviews and 16 Federal Highway Administration access justification reports.

The district joined in the statewide celebration of the 30th anniversary for the department’s Emergency Response Program. The program started in St. Louis thirty years ago. At that time, the district employed eight operators, monitoring three interstate routes in the morning and evening. Now the district employs 20 operators and 3 supervisors, monitoring 225 miles, 24 hours a day, 7 days a week. On an average day, the team has 71 assists. He stated the men and women serving in these roles are heroes who show up and play a critical role in everyone getting home safely and keeping traffic moving. In addition to the emergency operators on the road, the district also operates the Traffic Management Center (TMC). The St. Louis TMC monitors traffic for the district and serves as MoDOT’s 24/7 hub for after-hours statewide calls and incident management. The district’s customer service team has answered nearly 60,000 calls so far this year and generated approximately 10,000 call reports.

In the area of recruitment and community outreach, Mr. Blair reported that every week the district hosts one public meeting, and they attend one public meeting hosted by community partners. The district is also focused on recruiting and is continually looking for their next career employees.

Commissioner Brinkmann thanked Mr. Blair for his presentation and noted how much it helps to see how much is going on out in the districts, especially with how much you have been able to do without much money. Now we are getting some money and we are going to expect a lot more!

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CONDITION OF STATE BRIDGES AND BRIDGE DIVISION UPDATE

On behalf of the Director, Bryan Hartnagel, State Bridge Engineer, provided to the Commission a presentation regarding the continual investment and effort to minimize the deterioration of the state's 10,424 bridges. Using MoDOT's Asset Management Plan, investments are being made in bridge replacements, rehabilitations, and preventive maintenance.

Mr. Hartnagel 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 804 poor bridges on the state system compared to 823 one year ago. On average about 102 bridges are added to the poor condition list, so to reduce that number you must improve that many bridges and more.

When reviewing the wave of bridges by decade, he noted about fifty-two percent of our bridges are older than their intended useful life. The department was able to remove 57 bridges from that list last year, so we are making progress. The department has 935 weight restricted bridges and those are the bridges that have a sign on them stating the weight that can be hauled across the structure. The department has updated the load rating policy in coordination with the Federal Highway Administration (FHWA) requirements, so this number is likely to increase. He noted the department is now re-rating all bridges accordingly. Mr. Hartnagel explained there are 313 bridges that are considered both in poor condition and weight restricted.

Bridges are categorized as typical or major and subsequently have different impacts on cost, 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 211 major bridges. Mr. Hartnagel reviewed the major bridge replacement projects funded in the current Statewide Transportation Improvement Program (STIP). The funded projects include: the I-270 Chain of Rocks Bridge over the Mississippi River in St. Louis year 2024; Route 291 over Missouri River in Kansas City year 2026; Route 29 North and South Viaduct approaches to the Kit

Bond Bridge in Kansas City over the Missouri River year 2028; and Route 92 Centennial Bridge over Missouri River in Kansas City year 2028. He then reviewed the top unfunded major bridge replacements which includes: Route 229 in St. Joseph, Route 160 over Bull Shoals Lake in the Southwest District, Route 24 over the Mississippi River in the Northeast District, and Route 136 over the Missouri River in the Northwest District.

The presentation also provided an overview of the responsibilities and accomplishments of the Bridge Division. Mr. Hartnagel explained the Bridge Division is divided into two areas. One area is Bridge Management, which conducts inspections, produces the national bridge inventory report for Missouri, addresses load rating and permitting, and works with local public agencies. In the Bridge Management section, employees work closely with the Motor Carrier Services employees to analyze super loads. The department averages about 200 super load permits per month. The other area is Project Delivery, which completes preliminary and hydraulic designs, produces plans, provides reviews for project work, develops standards for Missouri, liaisons with consulting engineers, and conducts fabrication inspections. The section provided \$67 million worth of internal project work compared to \$52 million in Fiscal Year 2022.

The department uses MoDOT employees and consultants to conduct bridge inspections. All bridges are inspected every two years; however, bridges in poor condition may be inspected more frequently while good condition bridges may be inspected less frequently. In May 2021, there was a crack discovered on the I-40 Bridge, the Hernando de Soto Bridge that connects West Memphis Arkansas to Memphis Tennessee. The crack was a result of a butt weld of T-1 steel. The FHWA then required all butt welds of T-1 steel to be inspected. The department hired consultants to inspect Missouri's five bridges with butt welds of T-1 steel: Daniel Boone; Blanchette, Caruthersville; and the Double Decker in St. Louis. There are also employees who assist with underwater inspections.

With limited resources available to spend on bridges, funds are distributed to keep the good and fair condition bridges in those conditions while trying to address the poor bridges. Mr. Hartnagel noted the Commission would act on the STIP later which includes work on 1,150 bridges totaling \$1.7 billion in construction funds programmed. Resources are distributed with fifty-five percent to replace bridges, thirty percent for rehabilitation projects, five percent for bridge deck replacement, and ten percent for preventive maintenance projects.

He highlighted some bridge construction success stories. The design build project for the bridge on I-70 at Rocheport is making significant progress. The department has awarded all 250 of Governor Parson's Focus on Bridges Program projects, and 232 of those projects are completed.

In collaboration with consultant and contractor partners, the department hosted the Missouri Bridge Conference on October 19, 2022, in Columbia. The all-day conference focused on construction and bridge related topics and featured six vendor booths for 172 attendees. The department also hosted the American Association of State Highway and Transportation Officials (AASHTO) Committee on Bridges and Structures, May 21-25, 2023, in Kansas City. Mr. Hartnagel noted that all 50 states are invited to the AASHTO conference and that 47 states were in attendance.

Commissioner Boatwright thanked Mr. Hartnagel for the presentation and commented that the review of Missouri's bridges is a huge job and the professionalism and work done at the department is appreciated. He stated the decline on Missouri's poor condition bridges is exciting.

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2024-2028 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

On behalf of the Director, Eric Curtit, Transportation Planning Director, presented the 2024-2028 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.

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 72 comments received on this year's STIP that came from 53 sources. Twenty-four requests were made to add projects to the STIP. Fourteen of the comments supported projects. Fourteen comments opposed projects. Ten comments were regarding project implementation. Four comments requested additional project information. Two comments were made regarding multimodal improvements. Two comments identified projects. One comment requested an additional improvement. One comment recommended continuing to take care of the existing system. Each comment was responded to and shared with the districts and corresponding planning organization.

Mr. Curtit reviewed the four program areas: highways and bridges, operations and maintenance, multimodal, and local and other programs. In fiscal year 2024, the highway and bridge construction program is \$2,035 billion in awards. The maintenance and operations plan is funded at \$630 million. The local and other programs are funded at \$300 million. The multimodal program is funded at \$186 million.

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, and most of the work on those roads is accomplished through operations and maintenance work. Asset management is the focus of the 2024-2028 STIP, it is what customers requested and ensures Missouri's roads and bridges are in good condition.

This STIP has seventy-seven percent of projects focused on Asset management, seventeen percent on system improvements, and six percent on other projects. The first three years of the 2024-2028 STIP will improve 19,750 miles of pavements and 815 bridges. This STIP includes \$1.74 billion in investment on the minor and low volume minor systems. MoDOT's continued investment in these systems has led to an improved condition on low volume routes from seventy percent good condition to seventy-four percent good condition. The additional investments made in this STIP should lead to another increase in this percentage.

The Commission's funding distribution policy provides predictable funding levels to all areas of the state and allows for multi-year planning. For Fiscal Year 2024 the construction program totals \$1.508 billion for the construction program. These funds are then distributed on objective factors and are distributed to safety (\$58 million), asset management (\$829 million), and then system improvements (\$621 million).

This year's STIP has been negatively impacted by \$1.2 billion of inflation. That is almost one year's worth of funding for the STIP. Projects in the previous STIP which are also in this STIP were adjusted for inflation and that adjustment totaled nearly \$900 million. Projects awarded in Fiscal Year 2022 were \$102 million over the programmed estimates and impacted distributed funds in Fiscal Year 2024. Currently, Fiscal Year 2023 is \$236 million over project estimates and will impact distributed funds in Fiscal Year 2025. As a result of these inflation impacts, there were 54 projects that were delayed into Fiscal Year 2024 and another 362 projects in Fiscal Years 2023-2027 had their schedules adjusted to accommodate the inflation impacts.

Mr. Curtit explained the changes for the 2024-2028 STIP noting few new projects were added with this STIP cycle due to inflationary pressure resulting in increased cost estimates on existing projects. There were 15 projects deleted from the STIP due to the project either no longer being a priority of the public, or work is being accomplished in another way, or no bids were received. There were only 61

projects added to this STIP. There were 43 projects that were legislatively designated and funded and added to this STIP as well.

During the 2023 Missouri legislative session, the Missouri General Assembly addressed the top transportation need in the state, widening I-70 by including in Missouri's FY2024 budget General Revenue totaling \$2.8 billion to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on approximately 200 miles of Interstate 70, from Blue Springs to Wentzville. In addition to the Interstate 70 project, the General Assembly also made several investments in other projects. These other projects are funded by General Revenue and Budget Stabilization Funds. This additional funding includes: (1) \$100 million for rural routes, (2) \$40 million for road and bridge projects and studies, (3) \$50 million for railroad crossing corridor improvements, (4) \$30 million for Kansas City public port improvements, (5) and \$29 million for multimodal projects. This STIP has a total of 1,453 projects and 610 scoping projects. The multimodal section of the STIP includes transit, aviation, railroad, waterway, and freight projects.

Mr. Curtit reported there were some project changes made to the STIP between the draft that was presented at the June Commission meeting and the final STIP being presented for consideration at this meeting. There were 15 major changes, these were projects that did not receive funding from the state legislature. There were 18 minor changes, related to projects that did not receive funding from the state legislature.

Mr. Curtit then recommended the Commission:

- approve the 2024-2028 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 450.220;
- 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.

Commissioner Erdman thanked Mr. Curtit for the presentation and congratulated him on the largest and most historic STIP. He further noted that Missouri has an exemplary process for developing the STIP, the engagement with metropolitan planning organizations, regional planning commissions, and local elected officials is remarkable. He is personally proud that the department is honest and transparent because the public needs to know inflation is causing projects to be moved out to later years. Commissioner Erdman observed the importance of asset management and stated he is pleased to see the improvement in the condition by four percentage points. After further discussion and consideration, and upon motion by Commissioner Boatwright, seconded by Commissioner Smith, the Commission unanimously approved the recommendations as outlined above.

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BUSINESS ISSUES

MEDICAL AND LIFE INSURANCE PLAN: APPROVAL OF LIFE INSURANCE ADMINISTRATOR RECOMMENDATION

On behalf of the Director, Brandon Denkler, Assistant to the Chief Administrative Officer, Medical Plan Board Chairman, reported the MoDOT and MSHP Medical and Life Insurance Plan (Plan) contracts with an administrator to offer basic and optional life insurance coverage for active and retired employees. The terms of the current agreement are set to expire soon. The Plan Board of Trustees worked with Gallagher Benefit Services to prepare a Request for Proposal (RFP) and analyze the responses. The new contract would begin January 1, 2024, and expire December 31, 2026.

An RFP was issued in February 2023 for the required services, resulting in eight responses being received. The bid proposal from MetLife Insurance Company was the lowest cost bid submitted while meeting all of the coverage requirements outlined in the RFP.

Via approval of the consent agenda, the Commission unanimously approved the Plan Board of Trustees' recommendation to contract with MetLife Insurance Company. The contract would begin

January 1, 2024, and expire December 31, 2026. Additionally, two one-year extension periods would be available, potentially extending the expiration date through December 31, 2028.

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MEDICAL AND LIFE INSURANCE PLAN: APPROVAL OF MEDICAL PLAN ADMINISTRATOR RECOMMENDATION

On behalf of the Director, Brandon Denkler, Assistant to the Chief Administrative Officer, Medical Plan Board Chairman, reported the MoDOT and MSHP Medical and Life Insurance Plan (Plan) contracts with an administrator for adjudication of medical services claims, and to provide customer service to members of the Plan. The administrator also provides disease management and other services that are essential to effective Plan operation. The terms of the current agreement are set to expire soon. The Plan Board of Trustees worked with Aon to prepare a Request for Proposal (RFP) and analyze the responses. The new contract would begin January 1, 2024, and expire December 31, 2026.

A RFP was issued in February 2023 for the required services, resulting in two responses being received. The bid proposal from Anthem Blue Cross Blue Shield (Anthem) was the lowest cost bid submitted while meeting all of the coverage requirements outlined in the RFP.

Via approval of the consent agenda, the Commission unanimously approved the Plan Board of Trustees' recommendation to contract with Anthem Blue Cross Blue Shield. The contract would begin January 1, 2024, and expire December 31, 2026. Additionally, two one-year extension periods would be available, potentially extending the expiration date through December 31, 2028.

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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 June 16, 2023, letting, as recommended, and noted in Table I below; (2) Rejection of Call F01 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II below; (3) Ratify award of a contract to the lowest responsive bidder for bids received at the June 16, 2023, emergency letting, as recommended and noted in Table III below; (4) Concur in award of a contract to the lowest responsive bidder for bids received at the City of Ashland’s May 31, 2023, letting that will be awarded by the City of Ashland as noted in Table IV below; (5) Concur in award of contract to the lowest responsive bidder for bids received by JDMO Bundle, LLC on June 12, 2023, letting that will be awarded by JDMO Bundle, LLC as noted in Table V below; and (6) Concur in award of contracts to the lowest responsive bidders for bids received by the Illinois Department of Transportation on June 16, 2023, letting that will be awarded by the Illinois Department of Transportation as noted in Table VI below.

**Table I
Award of Contracts
June 16, 2023, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	I-35	Harrison	J1I3437	\$1,478,244.57	\$0.00	Vance Brothers, Inc.	Seal Coat
A02	10, 136	Carroll, Gentry	JNW0015	\$701,374.17	\$0.00	Vance Brothers, Inc.	Scrub Seal
C01	13	Ray	J3P3108	\$6,747,988.05	\$0.00	Emery Sapp & Sons, Inc.	Coldmill and Resurface

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
C02	Various	Cass, Jackson, Platte	JKU0232	\$1,514,526.00	\$0.00	Streetwise, Inc.	Fixed Price Variable Scope for Intersection Pavement Marking
G01	744	Greene	J8S3149	\$14,860,000.00	\$14,500.00	Capital Paving & Construction, LLC	ADA Improvements
	65	Dallas	JSR0127				Add Lanes and Modify Signals
	744	Greene	J8S3190				Resurface
			J8S3172				
			JSU0085				
			J8S3162				
			J8P3050C				
J8S3169							
H01	KK	Iron, Reynolds	J9S3613	\$7,500,000.00	\$0.00	Pace Construction Company, LLC	Resurface and Bridge Rehabilitation
	N		J9S3371				Resurface
	TT	Reynolds	J9S3468				Resurface
H02	91	Scott, Stoddard	J9S3525	\$4,142,000.00	\$0.00	Pace Construction Company, LLC	Resurface
	W	Cape Girardeau,	J9S3826				Resurface and ADA Improvements
			TOTAL	\$36,944,132.79	\$14,500.00		

**Table II
Rejection of Bid
June 16, 2023, Bid Opening**

Call No.	Route	County	Job No.	Description
F01	67	St. Louis	J6S3280	Coldmill, Resurface, Bridge Replacement and ADA Improvements

**Table III
Ratify Award of Emergency Repair
June 16, 2023, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
G10	I-44	Jasper	JSRM0043	\$833,553.44	\$0.00	Built Right Construction, LLC dba Built Right Construction of Oklahoma, LLC	Bridge Repairs
			TOTAL	\$833,553.44	\$0.00		

**Table IV
Concur in Award
May 31, 2023, City of Ashland Bid Opening**

Route	County	Job No.	Bid Amount	Contractor	Description
63*	Callaway	J5S3590	\$596,740.40	M & M Landscaping and Construction, LLC DBA MMLC	Pavement Extension

*MoDOT's Cost Share – \$298,370.20

**Table V
Concur in Award
June 12, 2023, JDMO Bundle, LLC Bid Opening**

Route	County	Job No.	Bid Amount	Contractor	Description
11*	Linn	JNW0096	\$206,137.55	Emery Sapp & Sons, Inc.	Add Turn Lane, Guardrail, Lighting

*MoDOT's Cost Share – \$103,068.77

**Table VI
Concur in Award
June 16, 2023, Illinois Department of Transportation Bid Opening**

Route	County	Job No.	Bid Amount	Contractor	Description
I-57*	Mississippi (MO) Alexander (IL)	J913765	\$1,540,667.51	Samron Midwest Contracting, Inc.	Bridge Rehabilitation
60/62*	Mississippi (MO) Alexander (IL)	J9S3665	\$5,868,810.00	Samron Midwest Contracting, Inc.	Bridge Rehabilitation

*MoDOT's Cost Share – 50% - \$3,704,738.76

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received at the June 16, 2023, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown in the above tabulation.
2. Rejected Call F01 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II above.
3. Ratified award of Call G10, as noted in Table III above.
4. Concurred in the award of bids received by the City of Ashland for the MoDOT Cost Share Route 63 project as recommended and noted in Table IV above.

5. Concurred in the award of bids received by the JDMO Bundle, LLC Cost Share Route 11 project as recommended and noted in Table V above.
6. Concurred in the award of bids received by the Illinois Department of Transportation Cost Share I-57 and Routes 60 and 62 projects as noted in Table VI above.
7. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Boatwright abstained from call H02. Commissioner Brinkmann abstained from call F01. Commissioner Erdman abstained from call C02. Commissioner Smith abstained from call G01.

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REPORT AND RECOMMENDATIONS REGARDING IMPROVE I-70 FROM BLUE SPRINGS TO WENTZVILLE, INCLUDING AUTHORITY FOR DESIGN-BUILD DELEGATION OF AUTHORITY

On behalf of the Director, Ed Hassinger, Deputy Director/Chief Engineer, explained during the 2023 legislative session funding was approved to widen Interstate 70 to three lanes in each direction from approximately Blue Springs in the west to approximately Wentzville in the east. In order to execute the Improve I-70 Program, multiple contracting methods including design-build will be necessary to complete the improvements. Mr. Hassinger recommended the Commission approve the use of Design-Build and Design-Bid-Build to deliver improvements for the Improve I-70 Program, and approve authority be delegated to the Deputy Director/Chief Engineer or his designee to approve and execute documents and expend funds on behalf of the Missouri Highways and Transportation Commission for the following items on the Improve I-70 Program:

- **Escrow of Bid Documents** – Approve authority to execute agreements, affidavits, and related documents and expend funds for costs associated with the escrow of bid documents on the project.
- **Agreements** – Approve authority to execute agreements with local governments including other entities for cost-share, enhancements, use of property, environmental mitigations, utilities, etc. on the project, subject to approval as to form by the Chief Counsel’s Office (CCO) and the Commission Secretary’s (CS) attestation.

- **Railroad Agreements** – Approve authority to execute agreements pertaining to railroads, subject to approval as to form by CCO and CS attestation.
- **Construction Change Orders** – Approve authority to approve construction change orders on the project.
- **Consultant Engineering Services** – Approve authority to execute contracts for engineering services needed subject to approval as to form by CCO and CS attestation and in keeping with the Brooks Act, 40 USC 1101 et seq. and 23 CFR 172.5 as well as Section 8.285 RSMo.
- **Other** – Approve authority to expend funds for the project, as well as approve, execute, sign and seal project specific documents.
- **Design Exceptions** – Approve authority to sign design exceptions specific to the design of the project currently delegated to the State Design Engineer, and the State Bridge Engineer, subject to consultation with the department’s technical experts per the Design Exception Process in MoDOT’s Engineering Policy Guide.

Project changes resulting from this delegation will not exceed the cap of two percent over the programmed cost or those changes will be taken back to the Commission. The Improve I-70 Program procurement process will begin in 2023. Funds for this project were approved by the General Assembly in 2023 totaling \$2.8 billion, with \$1.4 billion from General Revenue (GR) surplus and \$1.4 billion from bonds. The project estimates are being developed for right of way, utility relocation, and any contracts. Via approval of the consent agenda, the Commission unanimously approved the use of Design-Build and Design-Bid-Build to deliver improvements for the Improve I-70 program and delegation of authority as recommended and noted 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>
St. Charles	I-70	J6I3337

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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-- **REPORTS** --

REPORTS

The Commission received the following written reports.

DEBT MANAGEMENT REPORT

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

Between December 2000 and December 2022, the MHTC issued \$4,532,525,000 in new money bonds and \$1,631,660,000 in refunding bonds. As of June 30, 2023, the amount of outstanding bonds is \$1,483,270,000. The current outstanding bonds are projected to be paid in full on May 1, 2033. Bond-financing allowed the Missouri Department of Transportation to provide much needed infrastructure improvements to the traveling public sooner than pay-as-you-go funding allowed. Building projects sooner results in cost savings by reducing project inflation costs, while advancing economic development, improving safety, and addressing congestion. MoDOT staff will continue to work with the Bond Trustee to ensure: (1) bondholders are paid on time; (2) certain financial and operational information is disclosed on an ongoing basis as required; and (3) the MHTC stays in compliance with its Master Bond Indentures.

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MODOT BRIEFING REPORT

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

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MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2023

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date May 31, 2023, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Travis Koestner, State Design Engineer, submitted a written report of consultant contracts executed in the month of May 2023, for both engineering and non-engineering related projects. The department utilizes consultants to efficiently manage workload and provide specialized expertise to supplement and support department staff. Expenditures for consultant services are funded from the Commission approved Statewide Transportation Improvement Program and MoDOT Operating Budget. There were 571 active contracts held by individual engineering consultant firms prior to May 1, 2023. Fourteen engineering consultant services contracts were executed in May 2023, for a total of \$8,064,968. There were zero non-engineering consultant contracts executed in May 2023.

Mr. Koestner noted that prior to this report, the budget for design and bridge consultants was \$70 million and acknowledged the department had exceeded the planned budget. Prior to April 1, 2023, the department increased the budget from \$70 million to \$110 million. As of this report, the design bridge consultant budget expenditure is \$92.6 million.

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

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The Mission of the Missouri Highways and Transportation Commission is to:

- Represent the citizens of Missouri pursuant to the Constitution by providing independent and nonpartisan governance of the Missouri Department of Transportation; and
- Establish policies, exercise oversight, and ensure accountability in developing and maintaining a world class transportation system in Missouri which fosters safety and economic development.

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