



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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May 1, 2024

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN JEFFERSON CITY, MISSOURI,
WEDNESDAY, MAY 1, 2024**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, May 1, 2024, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri and was available via live stream. W. Dustin Boatwright, P.E., Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: Gregg C. Smith, Warren K. Erdman, Francis G. Slay, Daniel J. Hegeman, and Ann Marie Baker.

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, May 1, 2024.

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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

ANN MARIE BAKER QUALIFIED AS A MEMBER OF THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

On April 15, 2024, Governor Michael Parson appointed Ann Marie Baker of Springfield to the Missouri Highways and Transportation Commission for a term ending March 1, 2029, or until her successor is duly appointed and qualified, vice, Terry L. Ecker, term expired.

Ms. Baker was duly sworn on April 26, 2024, by Greene County Presiding Judge of the 31st Judicial Circuit, Jerry A. Harmison, Jr. at the Greene County Circuit Court in Springfield.

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SPECIAL GUESTS

Commissioner Boatwright acknowledged the Missourians for Transportation Investment members in attendance. He thanked the members for their work for transportation and at the Capitol on transportation related issues. He noted it is an exciting time for transportation in Missouri and capitalizing the state’s infrastructure.

Commissioner Boatwright acknowledged Missouri Department of Conservation (MDC) Director Sara Parker Pauley and the incoming MDC Jason Sumners, effective June 1, 2024. He thanked them for their partnership and noted the similarities between the departments and the commissions.

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COMMISSION REORGANIZATION

Currently, the Commission has two committees: the Audit Committee; and the Legislative Committee. There are also two boards with Commission membership: the MoDOT and Patrol Employees Retirement System Board of Directors (MPERS); and the Missouri Transportation Finance Corporation

Board of Directors (MTFC). A Commissioner also serves on the Missouri Coalition for Roadway Safety Executive Committee. Periodically, the Commission will need to reorganize the members who serve on committees and boards.

The **Audit Committee** was created by the Commission at its September 4, 1998, meeting and was charged with interacting with internal and external auditors, performing financially related assignments as deemed necessary, and to provide periodic reports to the Commission. The Audit Committee Charter states the committee is composed of not less than two commissioners. Typically, there have been three Commissioners that serve on the committee and are appointed by the Chair of the Commission. Because Commissioner Ecker's term ended, his position on the Audit Committee is vacant. Commissioners Boatwright and Slay continue to serve on this committee. Chairman Boatwright appointed Commissioner Ann Marie Baker to serve on the Audit Committee.

The **Missouri Transportation Finance Corporation** was created by the Commission at its August 9, 1996, meeting. This Board provides direct loans for transportation projects in Missouri. The State Infrastructure Bank (SIB) is a revolving loan fund that can offer loans and credit assistance to public and private entities and funds the loans. The Board has eight members total that are grouped into three groups. One of the groups includes seats for three Commissioners. With Commissioner Brinkmann's resignation as a member of the Commission, there remains a vacancy on this board and the Commission elects the members of the Commission who serve on this board. Commissioner Erdman nominated Commissioner Baker to serve on the MTFC Board. The nomination was seconded by Commissioner Smith, the Commission unanimously elected Ann Marie Baker to serve on the MTFC Board.

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ELECTION OF VICE CHAIR

In keeping with Section 226.030.2 of the Revised Statutes of Missouri, two members of the Commission from opposing political parties and who have the most seniority in Commission service, shall

serve as Commission leadership with one member as chair and the other member as vice chair, respectively. Due to Commissioner Ecker's term ending as a member of the Commission, the Vice Chair position is vacant. As the most senior member of the Commission, Commissioner Smith requested to be excused from duty as vice chair. Subsequently, Commissioner Smith nominated Commissioner Erdman to serve as Vice Chair until March 1, 2025. Commissioner Hegeman seconded the nomination, and it was approved unanimously.

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APPROVAL OF MINUTES

Commissioner Hegeman motioned to table for future consideration the approval of the minutes of the regular meeting held on April 3, 2024, and the special meeting on April 2, 2024. Commissioner Boatwright seconded the motion, and it was approved unanimously.

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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 May 1, 2024, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Erdman, 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 May 1, 2024, meeting.

Audit Committee – Commissioner Slay stated there was no report. The next audit committee meeting is scheduled for June 2024.

Legislative Committee – Commissioner Boatwright reported the General Assembly is in the last few days of its annual legislative session. The legislature continues debating the state’s fiscal year 2025 budget, which has a deadline for passage by May 10. Once Truly Agreed to and Finally Passed, the proposed budget will be sent to the Governor for his consideration and signature. In the Director’s Report, Director McKenna will have some updates on what the department’s budget could include from legislative actions this session.

Commissioner Boatwright noted two different legislative initiatives that could impact transportation revenues are being closely monitored. One proposal could impact state road funds by requiring the department to pay for utility relocations for non-rate regulated utility companies. The second concerning measure could place the state of Missouri out of compliance with federal law as it relates to allowing certain types of outdoor advertising.

Commissioner Boatwright concluded by saying that during the June Commission meeting, there will be a more in-depth legislative report highlighting those proposals that passed or failed during the legislative session.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith reported the MTFC Board met this morning and approved the fiscal year 2025 budget and elected officers. The next MTFC Board meeting is scheduled for August 2024.

MoDOT and Patrol Employees’ Retirement System (MPERS) – Commissioner Erdman stated there was no report and the next MPERS meeting is scheduled for June 20. He also noted Commissioner Hegeman will have his MPERS Board Orientation later in May.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported that as of Friday, April 26, there have been 244 traffic fatalities in Missouri this year. This is eight more fatalities than the same time period last year, a three percent increase. There are 47 counties in Missouri that have zero traffic fatalities so far this year.

Last month, MoDOT was proud to join AAA and other safety advocates for Distracted Driving Awareness Day at the Capitol. This event was a great opportunity to continue highlighting the issue of distracted driving, further promote Missouri’s new hands-free law, and recognize the winning schools of the Buckle Up Phone Down High School Showdown. The event also highlighted Work Zone Awareness Week, which the Director will discuss in further detail during his report.

May is Motorcycle Awareness Month, and as the last several years have proven, this is a critical issue in our state. It is a good time to remind drivers that as motorcycle traffic increases, everyone can help keep them safe by looking twice before changing lanes, entering roadways, and turning in front of traffic. Like pedestrians and bicyclists, motorcyclists can be difficult to see when drivers do not slow down and take time to make sure the path is clear. Commissioner Boatwright encouraged all motorcyclists to ride responsibly and to always wear a helmet.

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DIRECTOR’S REPORT

During the May 1, 2024, Commission meeting, Director Patrick McKenna provided the following report:

Route A Adair County Bridge – Director McKenna reported on Sunday, April 28, a bridge on Route A in Adair County collapsed due to apparent flooding on the North Fork South Fabius River. The bridge was built in 1941 and carries around 575 vehicles per day. The Director thanked the MoDOT team in the Northeast District and the bridge inspection team who quickly responded first to barricade off the road and then to inspect and evaluate the situation. The project was scheduled for a January 2025 contract letting to replace the bridge. The department is working with the consultant designer to see if the project can be accelerated.

KC Scout Cyber Attack – The Director stated the Missouri and Kansas Departments of Transportation (KDOT) have a bi-state agreement to jointly operate an intelligent transportation system for the Kansas City metro area, which is called KC Scout. On April 25, KC Scout suffered a cyberattack. Staff took immediate protective action and shut down all KC Scout systems. This protective measure means all real-time cameras, information boards, and the KC Scout website and app are not functioning. The system has been, and will remain, unavailable until further notice as restoration of service efforts are underway.

At this time, there is no additional information to share on the timeline for restoration of services. MoDOT and KDOT will continue to work together and will provide updates on service restoration as information becomes available.

While real-time data is not available via KC Scout service options, the public can get information via MoDOT's toll free number, website, and social media channels or in Kansas through the KDOT 511 number or the KanDrive.gov website.

Work Zone Safety Awareness Week Recap – As was mentioned in the Coalition for Roadway Safety Report, a few weeks ago marked National Work Zone Awareness Week. The department celebrated by joining AAA's Distracted Driving Day at the Capitol on April 16 to draw attention to the lives on the line when drivers choose to be on their phones or drive too fast through work zones. MoDOT deputy director and chief engineer Ed Hassinger was able to join partners at that event to talk about the concerning trend being seen in work zones.

Director McKenna noted the department has thousands of team members with their boots on the ground, doing the work to keep the highway system safe and efficient. One of those employees, St. Louis intermediate maintenance worker Brian Rickmann, also shared his story at the event. Mr. Rickmann has worked at MoDOT for four years and has been struck in a Truck Mounted Attenuator (TMA) three times. That rate is alarming and unacceptable. In one of those crashes, the driver sped into the TMA at 80+ miles an hour without touching the brakes. Last year MoDOT TMAs were struck 63 times. Mr. Rickmann took the opportunity on behalf of the MoDOT team to plead with the public to pay attention while driving because drivers play a critical role in work zone safety.

In addition to AAA and the people who shared their stories, he thanked the Missouri State Highway Patrol and the Associated General Contractors of Missouri who shared crucial safety messages.

I-70 First Project Public Hearings – Director McKenna stated on May 1 and 2, 2024, the MoDOT I-70 team is hosting public hearings on the first Improve I-70 project from Columbia to Kingdom City. This is an opportunity for the public to come preview the project designs, learn about the construction plan, and chat with the project team before work begins on the road this summer. This is the first construction project in the Improve I-70 program, and it will add a third lane in each direction between U.S. 63 and U.S. 54. It also includes improvements at the I-70 interchanges at those locations. More information is available at www.modot.org/improvei70.

Lake of the Ozarks Community Bridge – The Director reported the Lake of the Ozarks Community Bridge was officially transferred to MoDOT yesterday. He thanked the commissioners who attended the ceremony. Thirty years ago, the Commission made a historic decision to approve the first Missouri Transportation Corporation whose revenue source would be non-tax user fees: Lake of the Ozarks Community Bridge Transportation Corporation. In May 1998, the bridge opened as a toll bridge. In 2012, the Lake of the Ozarks Community Bridge Transportation Development District (TDD) was created, and the Commission agreed to a plan to transfer the bridge upon the payment in full of the bonds.

Earlier this year, the Commission granted the request that MoDOT assume responsibility for the maintenance of the Lake of the Ozarks Community Bridge, bringing it into the state system. That transfer occurred with yesterday's ceremony. Director McKenna noted it has been a long road and a lot of hard work for the Lake of the Ozarks Community Bridge TDD. He also thanked the MoDOT team members

from Central District who have worked closely with the TDD all these years. Now it can be said that there are no toll roads or bridges in Missouri.

Innovations Challenge – The Director stated later in the meeting, there will be a presentation on this year’s annual Innovations Showcase, which was held a couple of weeks ago. In addition to a presentation from Ms. Backues, the Director reiterated how proud he is of this event every year. MoDOT employees across the state show their creativity and ideas to innovate things that the team can use in daily tasks. The Director noted that the department encourages this innovation, and more importantly, implements it.

In the past few years, other state DOTs have noticed what the department is doing, and a handful have attended to check it out. This year, staff from Utah and Indiana DOTs came to the showcase. It is such a testament to what MoDOT employees are doing, setting the standard for innovation across an enterprise. Director McKenna thanked all of the employees who put their ideas together and also thanked the Commission for its support to invest in innovations that benefit the department’s work and ultimately benefit all Missouri travelers.

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MODOT PRESENTATIONS

UPDATE ON THE FOCUS ON BRIDGES PROGRAM

On behalf of the Director, Bryan Hartnagel, State Bridge Engineer, stated Missouri has 10,424 bridges – the sixth most in the nation. More than 800 of those bridges are in poor condition and over 900 are weight restricted. He described the bridge program that is called the “Governor’s Focus on Bridges,” and explained the funding for this program comes from a combination of two resources totaling \$351 million to repair or replace 250 bridges. Governor Michael Parson recognized the need for additional funding for infrastructure projects in the state and in January 2019 during his state of the state address put forth a proposal using general revenue to repair or replace many of the state’s worst bridges. Passed by the 2019 General Assembly and signed by Governor Parson, the Focus on Bridges (FOB) program was launched by a \$50 million appropriation from general revenue to repair or replace 45 bridges. Senate Concurrent Resolution 14 (SCR 14) passed in 2019 to allow the department \$301 million in bonding revenue to repair or replace an additional 215 bridges throughout the state, contingent on the department receiving collateral funding in the form of a federal Infrastructure for Rebuilding America (INFRA) grant.

The department learned in July 2019 that it had been awarded \$81.2 million in INFRA grant funds toward implementation of the \$225 million project to replace the Rocheport Bridge on I-70 and construct climbing lanes at Mineola Hill on I-70. It was the largest competitive grant that the department had ever received. Receipt of the INFRA Grant activated SCR 14 and allowed the department to issue bonds to repair or replace an additional 215 bridges throughout the state. These bonds will be repaid over seven years from state general revenue, and these FOB bonds will be paid by May 2027. Because all of the bridges to be funded by the \$50 million appropriation and the \$301 million in bond proceeds were already in the Statewide Transportation Improvement Program (STIP), money allocated for those bridges will be available to fund additional road and bridge projects as identified by the statewide transportation planning process.

Mr. Hartnagel recognized the Governor for his leadership in seeking this funding for transportation. The Governor's leadership started with his state of the state address that included funding in the state budget, followed by his visits to many poor condition bridges all across the state encouraging everyone from elected officials, general public, and media to see first-hand the need to address the deteriorating condition of bridges in Missouri. Mr. Hartnagel noted the Focus on Bridges program also focuses on the Governor's major initiatives, workforce and infrastructure. The construction industry went to work and built bridges while employing skilled construction labor.

Bonds funding the 215 bridges would be paid back with state general revenue over a seven-year period. On November 6, 2019, the Commission authorized the issuance of Third Lien State Road Bonds, Series B 2019. On November 13, 2019, the competitive sale took place and the Commission issued \$178.4 million of bonds to receive proceeds of \$201.5 million. At the November 3, 2021, Commission meeting, the Commission authorized the issuance of Third Lien State Road Bonds, Series A 2021. On November 16, 2021, the competitive sale took place and the Commission issued \$89 million of bonds to receive \$100.4 million in proceeds.

The department's June 21, 2019, bid opening included the first four FOB construction projects. In July 2019, construction on the first bridge began in Iron County. By the end of December 2019, the department had 54 bridges under contract for repair or replacement. On December 18, 2020, the 100th bridge of the program was completed on Route 190 in Livingston County over the Thompson River. At the March 8, 2023, Commission meeting, the Commission awarded the final three bridges. The Focus on Bridges awards for 250 bridges totaled \$303.4 million.

Through a combined effort, MoDOT engineers along with consultant engineers designed the bridges. Bundling some of the bridges together was innovative and led to good competition and pricing for design work by the consultants. In total, 32 contractors were used to deliver 151 separate contracts for the 250 bridges. The traditional design-bid-build process was used to deliver 235 bridges and 15 were delivered in two design-build projects. In-house resources were used to produce plans for 116 bridges and consultants were used for 136 bridges. Bridge replacements accounted for 156 structures with 54 rehabilitations, 38 redecks, and 2 superstructure replacements rounding out the total 250 structures upgraded.

The completion of the FOB is cause for celebration. Two hundred fifty bridges all across the state were replaced, redecked, or rehabilitated very quickly with this program that began when the first four bridges were let for replacement on June 21, 2019. The last three bridges of the program were awarded in March 2023, and the final bridge was opened in December 2023. While the FOB repaired or replaced 250 bridges, its impact on the future of transportation is noteworthy because it became the model for future transportation investments funded with general revenue.

Commissioner Erdman commented the replacement and repair of these 250 bridges is a feat in itself, but to do so in such a short timeframe all during the Governor's term and with a worldwide pandemic thrown in there is truly amazing work! And now everyone can see the future of our transportation system benefit from the innovative funding model used here. Great work to all who helped make this possible!

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SAFETY FOCUS UPDATE

On behalf of the Director, Chris Englebrecht, Safety and Emergency Management Director, provided the Commission an update on the status of MoDOT's occupational safety program. He noted last year, the Commission heard from Chief Safety and Operations Officer Becky Allmeroth on the actions that had been taken to improve MoDOT's safety programs in the two years following the pandemic. This presentation will share some of the investments made in the safety program and the continuing actions to protect workers, along with the results of these actions.

The department uses an "incident command" structure to manage safety efforts statewide. This structure is referred to as the Safety Response Team (SRT). The SRT is a multi-discipline team that is made up of six core sections, four support sections, and staffed with dozens of active managers, specialists, and field employees. This structure has been a very efficient and effective approach to developing and implementing safety improvements. The Safety Response Team was recently announced as winner of the 2023 Governor's Award of Distinction for Safety. MoDOT will receive the award during a statewide ceremony on June 26, 2024.

Formal and consistent safety expectations for work crews have been in place since the summer of 2021. Each day crews are expected to: perform a Risk Based Assessment of their planned activity, determine the appropriate Work Zone Typical Application, assign specific roles and equipment to each employee, stretch and flex to warm up their muscles, and review any special safety alerts that may have been issued statewide.

One of the most substantial SRT tasks that has been completed over the last year is the update of the department's Typical Applications. Typical Applications are basic traffic control plans that detail the specific requirements for items like advanced warning signs and protective vehicle use. The SRT team performed a comprehensive review of more than fifty Typical Applications to ensure consistency with

federal guidance in the Manual on Uniform Traffic Control Devices (MUTCD). Updates were completed and implemented on September 15, 2023. Currently, there is an SRT team working on Emergency Traffic Control applications for unplanned events that occur frequently on the state system.

Over the last couple of years, the department has worked to improve safety through investments in technology, innovation, protective devices, and training. The goal in these efforts is to: remove boots on the ground from high hazard activities where possible, improve visibility of mobile operations, and ensure employees are well trained to quickly identify and mitigate hazards. Mr. Englebrecht highlighted a few investments that are making big impacts to safety. The department is investing in more Truck Mounted Attenuators (TMA), TMA Flagger units, TMA video recording systems, vehicle mounted full matrix boards, automated pothole patchers, striping recording / layout automation, and unmanned aerial vehicles.

The department has also made significant investments in training and employee development. Safety training is critical to ensuring employees understand the hazards they will encounter in the field and how to properly address them. MoDOT is currently conducting annual spring statewide safety trainings, with the main focus areas emphasizing daily work planning. All MoDOT staff receive basic awareness training the very first week of employment, with continuing education taking place throughout their careers. There are more than 30 required courses, many including on-the-job components, to ensure the core competencies of each training have been mastered prior to being allowed to perform tasks without direct observation by a mentor.

The Safety Scorecard is a measure of safety health, commitment, and culture of each organizational work unit. Initially, the Safety Scorecard focused on archived incident data that was limited in detail. While this was useful information, it focused primarily on lagging indicators like incidents and injuries. It did not provide the full picture of the safety culture in each organizational unit. Updates to the Safety Scorecard placed more emphasis on leading safety indicators such as safety and technical training, driving

behavior, and observations. Additionally, the department includes an emphasis on the Tracker Focus areas of backing, slips/trips/falls, and strains and sprains along with a score for accountability. Mr. Engelbrecht reported that 92 percent of the 486 organization units have a score of 80 percent or higher. Scheduling in person visits is in progress to assist the remaining eight percent that are in need of improvement.

One of the keys to a successful safety program is employee involvement, especially when it comes to identifying leading indicators of potential issues. Having employees identify hazards through routine planned observations is critical to the prevention of incidents. Good Catches are unplanned discoveries of hazards in our facilities, work areas, or with our equipment. Near misses are incidents that did not result in damage or injury, but when reported they can help staff learn and avoid repeating since an employee may not be as lucky the next time. Mr. Engelbrecht noted there has been great involvement in all three areas this year.

Mr. Engelbrecht then reported the data indicating decreases in recordable injuries, workers compensation costs, and slips, trips, and falls. The department also uses vehicle telematics in all department vehicles to provide details on driving performance and identify areas of risk. Mr. Engelbrecht reported the department has virtually eliminated speeding and seatbelt exceptions, setting the example for all Missouri motorists.

As part of ongoing efforts to build the desired safety culture, MoDOT dedicates a specific day for all employees to focus on safety. Stand Up for Safety Day has been an annual event since 2015; this year marks the 10th anniversary and will be held on July 18, 2024. The overall goal is to improve safety for employees and MoDOT's customers. During Stand Up for Safety Day, MoDOT takes a pause during the busiest time of the year to discuss risks related to processes and operations. It is also a time to inspect personal protection equipment, facilities and equipment, and other areas where safety improvements can be made.

MoDOT is a national leader in worker and motorist safety and will be hosting the North American Association of Transportation Safety & Health Officials annual conference in Branson. The conference will be held August 4-8 and will bring together DOT occupational safety directors and staff from around the country to share best practices and programs that have proven successful in protecting workers. As host, MoDOT will highlight the efforts and successes of its programs, while also learning from other experiences.

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2025-2029 DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

On behalf of the Director, Llans Taylor, Transportation Planning Director, presented the 2025-2029 Draft Statewide Transportation Improvement Program (STIP) which is developed in unison with the budget and financial forecast. Mr. Taylor 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 being presented today totals \$13.8 billion and 1,383 projects.

MoDOT's approach to planning is transparent, inclusive, and flexible to identify the right transportation solutions. MoDOT uses the planning framework relying on bottom-up decision making, ensuring the correct stakeholders are actively engaged in determining each region's highest priority needs and projects. Missouri has terrific partners with the Metropolitan Planning Organizations (MPOs) and Regional Planning Commissions (RPCs).

The STIP includes five program areas, and some are required, and some are not. The largest program is the highway and bridge program. The next largest part is the operations and maintenance plan, while not a requirement it does provide the citizens of Missouri a comprehensive view of the total investment in Missouri's transportation system. The STIP also includes the local and other programs that receive federal funds for large flexible urban funding, county bridge programs, air quality, transportation

alternatives, and recreational trails programs. Finally, the draft STIP includes a section for multimodal funding in all modes including transit, aviation, rail, waterways, and freight.

He noted objective criteria are used to distribute funds to the districts who work side-by-side with the planning partners to identify needs and prioritize projects that are included in the draft STIP presented today. The amount of funds available to distribute in the construction program for Fiscal Years 2025-2029 is \$7.1 billion. Of that amount \$290 million is distributed for safety related projects, \$4.5 billion is distributed for asset management projects, and \$2.3 billion is distributed for system improvements. Safety funds are distributed based on fatalities and serious injuries. Asset management funds are distributed based on system usage and system size. The remaining funds, system improvement funding, are distributed based on population, employment, and system usage.

Each year when preparing the draft STIP the department reviews the percent of projects programmed for asset management, system improvement, and other projects. Mr. Taylor was pleased to report this STIP maintains a focus on asset management. Over the first three years of the draft STIP, 83 percent of programmed funds are committed to asset management. There is 11 percent of programmed funds committed to system improvements, and 6 percent of programmed funds for other projects. This draft STIP will address a total of 11,689 miles of pavement and 955 bridges across the system.

Mr. Taylor reviewed project growth and schedule adjustments for the draft STIP. He explained because projects programmed are commitments, MoDOT reviews how projects transfer from the current to the draft STIP. He explained this review identified project growth of 8.4 percent, this is attributable to 4.2 percent inflation and 4.1 percent in scope increase. The department also recognizes the commitment in timing of the projects and there were 216 projects that had schedule adjustments.

Mr. Taylor reported on the changes for the 2025-2029 draft STIP. There were 355 projects added to this STIP which includes 307 asset management projects, 1 system improvement project was added, 3 I-70 projects were added, and 44 other projects were added. There are 21 projects that will be deleted

because the work was incorporated into other projects, or was being completed by MoDOT forces; some projects were removed because the bridge was scheduled for replacement.

There is a total of \$2.8 billion in legislatively designated and funded initiatives for the Improve I-70 program. In fiscal years 2025-2027 there is \$2.4 billion programmed for the I-70 program that will address 703 lane miles and 16 bridges. Within the multimodal section of the STIP, the estimated total funding is \$1.1 billion. Mr. Taylor explained the multimodal program has seen a significant increase in funding, more than doubling over the last five years. He explained that the draft STIP also includes the maintenance and operations pavement and bridge work plan that helps maintain the transportation system.

The next step in the process is for the department to conduct a public comment period for the draft STIP, then the department will collect the comments received and recommend action, noting any changes to the draft STIP. The final STIP is then presented to the Commission for consideration and approval following the public comment period. Commissioner Hegeman stated his appreciation for how the department collaborates with the public to plan for transportation in Missouri and for the department's development of the unfunded needs list.

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INNOVATIONS SHOWCASE PRESENTATION

On behalf of the Director, Kelly Backues, Transportation Planning Specialist, highlighted MoDOT's Innovations Challenge program, provided details of this year's showcase, and shared a brief highlights video. MoDOT's pillars of Safety, Service, and Stability are supported by the Innovations Challenge.

Since its inception in 2007, the Innovations Challenge has generated innovations that have become best practices. Over the years the challenge has evolved. It began as a tool and equipment challenge in the districts as a way to share and promote ideas for MoDOT's employees to do their jobs safely and more efficiently. In 2013, the challenge was broadened to all areas of MoDOT and included the categories of

projects and productivity. These new categories vastly enhanced the program and provided all employees the opportunity to join in the competition.

This program is engaging and inspiring for employees. This year there were 52 innovations competing. The Innovations Challenge currently bestows 16 awards. Four winners come from each of the three categories: tools and equipment (fabricating or modifying tools and equipment), productivity (employees changing processes, materials, and products), and projects (innovative projects driven by management). Three Director's awards are presented, one each for safety, service, and stability. There is one Dickson People's Choice award, named for Jim Dickson who was the Innovations Challenge coordinator since its inception in 2007; he retired in 2018.

Innovations are evaluated on the following four criteria. Judges look for originality, how new is it to MoDOT? There is also a safety review, how does this improve the safety of equipment and/or processes? Judges also want to know how it performs internally and externally, how much does it improve service to customers and/or employees? Another criterion is conserving resources, how much time or money does it save?

For an innovation to advance to the statewide showcase, it must win the first challenge round either at a district or central office. A local panel of experts from each district and central office select the 18 first round winners from each district and central office to advance to the second round. During the second round, each district and central office coordinator rate the innovations to narrow the list to the top 20 in each category. Up to 60 innovations compete at the annual statewide showcase. Ms. Backues shared the timeline for the innovations challenge which kicks off in September. First round winners are chosen December – January. Second round evaluations are conducted in February. Statewide showcase participants are announced in February. The showcase is then held in April.

This year the showcase was held at the Expo Center in Columbia. Ms. Backues reported the 2024 category winners.

Productivity

- Street Light Labeling – Kansas City District
- Winter Snow Shift – Southeast District
- Recovery – Kansas City District
- Operator Alert System – Southeast District

Projects

- Joplin-Crowder Collage Collaboration – Southwest District
- New and Improved SIMS – Transportation Planning
- Typical Applications App – Southeast District
- Review and Comment Sheet – Southwest District

Tools and Equipment

- Signpost Step Plus – Southeast District
- Wear Resistant Bearing – Southeast District
- Snowplow Frame Jack – Southeast District
- Adaptable Slope Tractor Sprayer – Northeast District

Director’s Safety award – Tailgate Wrap – St. Louis District

Director’s Service award – Customer Service Standard Responses – Communication Division

Director’s Stability award – FACS Electronic Data Sharing – Financial Services Division

2024 Dickson People’s Choice Award – Signpost Step Plus – Southeast District

Identifying and evaluating innovative efforts will continue to be a significant factor in the achievement of MoDOT’s mission. The Innovations Showcase was acknowledged for promoting creativity and ingenuity across the department and driving MoDOT’s continual improvement. Commissioner Smith thanked Ms. Backues for her presentation and stated it is fun to watch these innovations spark more ideas for years to come, and employees finding solutions for themselves and their customers.

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PATENT APPLICATION FOR RESEARCH INNOVATION

On behalf of the Director, Terri Parker, Assistant Chief Counsel-Project Development, and Sam Marshall, Environmental Chemist, presented on a chemical process and its pending patent application. The chemical process will assist the department, other state departments of transportation, and contractors in quickly and inexpensively determining the reasons for failure of concrete used in highway projects.

The Commission submitted its first ever patent application to the United States Patent Office for this chemical process invention. The patent process will likely take about two years, but since the application has been filed, MoDOT can share the process with others. MoDOT does not seek to make money from this patent, but to protect the invention from others who would misappropriate the methodology and attempt to profit from it. MoDOT has a laboratory that is part of the Construction and Materials Division. The lab is located next to the Central District office in Jefferson City and Mr. Marshall is an Environmental Chemist at the lab.

Mr. Marshall has embraced MoDOT's Innovations Challenge program. His contributions have consistently advanced to the Statewide Innovations Showcase. Notable among Mr. Marshall's innovations are a faster determination of sulfide sulfur in blended slag cement, saving time, reducing chemical usage, and minimizing waste. Mr. Marshall's accomplishments also include a method of testing which has been accepted and implemented in the American Society for Testing and Materials. Mr. Marshall received the American Association of State Highway and Transportation Officials' (AASHTO) President's Award in November 2023 for Research. This award highlights the efforts of people who have conducted and implemented research that supports and contributes to high-quality transportation research and innovation to improve the movement of people and goods.

The patent application for the chemical process is for methods of evaluating concrete samples using multi-phase analysis. The method was developed and implemented in 2018 and involves evaluation of concrete in three phases: aggregate, paste, and voids. Mr. Marshall described how a concrete sample is prepared and evaluated, and how the aggregate and paste are extracted. He then described the different tools and equipment that are used for the various tests and analysis. Mr. Marshall explained this chemical process saves time and money, simplifies work, is a model for others to use to determine pavement failure, and improves safety.

Commissioner Slay thanked Ms. Parker and Mr. Marshall for their presentation. He noted the importance of empowering the MoDOT team with the opportunity for innovation. Now we are submitting patent applications, what a testament to the minds at work here! He thanked Mr. Marshall for his contributions to this department and this state’s infrastructure.

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MODOT INFORMATION TECHNOLOGY – ENTERPRISE RISK MANAGEMENT

On behalf of the Director, Jason Volkart, Information Systems Director, presented to the Commission on Enterprise Risk Management and mitigation efforts to cyber security.

Information Technology (IT) is identified as one of the key categories in MoDOT’s Enterprise Risk Management (ERM) due to the many critical applications Information Systems is responsible for maintaining. Some of the critical applications include the Transportation Management System (TMS) that is used to track MoDOT assets and resources; MoDOT Management System (MMS) that is used to assign daily work, enforce safety, and track work; AASHTOware Project (AWP) that is used to manage the construction program; the Traveler Information Map that is for the traveling public when navigating Missouri’s transportation system; and Motor Carrier Express (MCE) that helps carriers get the information, credentials, and permits they need to operate safely in Missouri. The department’s systems also use a vast fiber optic network around the state.

Key IT risk events in ERM include system failure, system destruction, hacking, cyber threats, public expectations, and system adaptability. Risk scoring, on a scale from 0 to 5, conducted by MoDOT leadership have Information Technology at a 3.8 for preparedness, 3.7 for likelihood, and 4.1 for impact. For preparedness, MoDOT has plans in place which are continually evolving. MoDOT is moving the secondary Data Center from Kansas City to Springfield. Preparedness is not a finish line, it is a continual state. Under likelihood, it is not a matter of if, but when, and to what magnitude. In 2020 the department had an employee compromised when they were sent a “voicemail”. One person clicked, it propagated to

others, and MoDOT ended up having over 100 people plug in their user IDs and passwords to listen to a voicemail, that did not exist, and in a format the department has never used. This is really why IT prepares users with education and test Phishing. For impact, the more MoDOT relies on computer systems to perform work, the higher the impact. The impact is reduced by having disparate systems, this is called “loosely coupled but tightly integrated” to minimize impact. However, a malicious act could be very devastating. Whether this be MMS, TMS, or signals, it could also be in financial, fleet, or other IT systems.

System failure and system destruction often occur from physical issues. Accessibility and availability of systems is critical and largely dependent on physical attributes of systems. These physical attributes include power, cooling, and physically secure entrances. System failure and destruction is mitigated by maintaining geographically distant data centers, secure card access, security cameras, system backups, infrastructure redundancy, fire suppression, and encryption.

Hacking and cyber threats are the most likely threats to the department. The cyber threats encountered come from a variety of means, and staff coordinate efforts with partners at the Office of Administration (OA). Hacking and cyber threats are mitigated with user education, phishing campaigns, firewalls, anti-virus software, intrusion detection systems, and Internet content filtering.

The last two potential risk events are public expectations and system adaptability. This is where MoDOT ensures its systems are adaptable to the continual changing expectations of the public. Public expectations and system adaptability are addressed by conducting disaster recovery exercises, having data center redundancy, setting application standards, developing for mobile platforms, scanning applications, and conducting ethical hacking.

These six Enterprise Risk Management events are a continual cycle of identifying and implementing mitigation efforts. Future mitigation efforts include a full data center failover, discovery of the “Internet of Things”, enhancing data visualization, classifying data, and adopting artificial intelligence (AI). To avoid system failure and destruction MoDOT is working with OA to plan a production data

center failover. In the past the department has only done recovery, true failover is next level. To prevent hacking and cyber threats, IT is tackling the discovery of Internet of Things, or IoT. MoDOT has a tremendous amount of IoT up and down the roadway that includes things like cameras, signals, dynamic message signs, and sensors. The department is working to better identify those assets and track their behaviors. To meet public expectations and increase system adaptability, MoDOT is embracing Power BI to use data visualization for transparency within and to the public. For example, MMS is using Power BI to report on fleet, winter operations, striping, training, and more. Finally, MoDOT is identifying how to leverage artificial intelligence. A workgroup within MoDOT is developing and will implement proper governance around AI including what systems are acceptable, when is it appropriate to use, and what data can be used. Technology is always advancing, and staff are always adapting to the risk it introduces.

The Information Systems division at MoDOT takes numerous steps to account for physical and cyber threats. As the global risks of cyber-attacks escalate, cyber security and the measures that MoDOT is taking to mitigate associated risks remains critical to the organization. MoDOT continues to assess risks around technology, and evaluates, prioritizes, and implements new ways to further mitigate risks.

Commissioner Erdman thanked Mr. Volkart for the continued focus and effort of his team on cybersecurity. As the department experienced with KC Scout last week, this is a real and critical risk the department faces 24/7. Commissioner Erdman thanked Mr. Volkart and his team for their dedication to protect this enterprise.

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RESOLUTIONS

RESOLUTION EXPRESSING APPRECIATION TO SARA PARKER PAULEY FOR OUTSTANDING SERVICE TO THE STATE OF MISSOURI

Via approval of the consent agenda, the Commission unanimously approved the following resolution:

WHEREAS, Sara Parker Pauley is retiring from her position as Director of the Missouri Department of Conservation. She is the ninth director of the Missouri Department of Conservation and the first female

director; and

WHEREAS, Ms. Parker Pauley’s career path has consistently demonstrated her desire to be engaged in the stewardship of Missouri’s natural resources; and

WHEREAS, Ms. Parker Pauley performed her duties with vision, dedication, and genuine compassion for the best interests of the citizens of Missouri; and

WHEREAS, Ms. Parker Pauley by her words and actions, defended constitutional authorities granted the Missouri Department of Conservation by the citizens of Missouri; thereby strengthening similar constitutional authorities of the Missouri Highways and Transportation Commission; and

WHEREAS, Ms. Parker Pauley has been a tremendous partner with the Missouri Department of Transportation and the Missouri Highways and Transportation Commission; and

WHEREAS, Ms. Parker Pauley worked tirelessly to conserve Missouri’s resources as evidenced by her leadership and accomplishments throughout her tenure and the impact she has had on numerous conservation programs, facilities, and people; and

WHEREAS, Ms. Parker Pauley generously gave of her time to contribute to the betterment of Missouri; and

NOW, THEREFORE, BE IT RESOLVED that the Missouri Highways and Transportation Commission does hereby publicly express its appreciation and gratitude to Sara Parker Pauley for her service to the citizens of Missouri.

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to Sara Parker Pauley so she will know of the high esteem in which she is held by the members of the Missouri Highways and Transportation Commission and the Missouri Department of Transportation.

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ADMINISTRATIVE RULES/POLICIES

REPORT AND RECOMMENDATION REGARDING FINAL ORDERS OF RULEMAKING – BREATH ALCOHOL IGNITION INTERLOCK DEVICE CERTIFICATION AND OPERATIONAL REQUIREMENTS

On behalf of the Director, Becky Allmeroth, Chief Safety and Operations Officer, presented to the Commission final orders of rulemaking for 7 CSR 60-2, Breath Alcohol Ignition Interlock Device Certification and Operational Requirements. These rules are proposed for amendment to improve quality assurance within the program and require the manufacturers to improve their monitoring practices. At the January 3, 2024, Commission meeting, the Commission authorized the filing and publication of proposed

amended rules for 7 CSR 60-2, Breath Alcohol Ignition Interlock Device Certification and Operational Requirements. Following Commission approval, staff filed these rules with the Joint Committee on Administrative Rules (JCAR) and the Office of the Secretary of State (SOS), who published the proposed amended rules in the *Missouri Register* for public comment. The public had from February 15, 2024, to March 16, 2024, to submit comments in support of or in opposition to the notice of amended rulemaking. Comments from three manufacturers were received during the public comment period, several changes were made to the rules in response to the comments received.

The overall goal of the proposed rule changes is to permit more individuals to participate in the interlock program in our state by accommodating those who have a diminished lung capacity and/or pulmonary medical issue, or those who are hearing impaired.

The department supports this final order of rulemaking for Breath Alcohol Ignition Interlock Device Certification and Operational Requirements. After consideration, the Commission, via approval of the consent agenda, unanimously approved the final orders of rulemaking and authorized the Secretary to the Commission to file the final orders of rulemaking with JCAR and SOS, and authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, Chief Administrative Officer, or Chief Safety and Operations Engineer to execute documents to complete the final rulemaking process.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Kenny Voss, 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. Voss recommended: (1) award of contracts to the lowest responsive bidders for bids received at the April 19, 2024, letting, as recommended, and noted in Table I below; and (2) rejection of Call C01 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II below; and (3) concurrence in award for bids received by the City of Cape Girardeau at the April 9, 2024, bid letting, as noted in Table III below.

**Table I
Award of Contracts
April 19, 2024, Bid Opening**

Call No.	Route	Counties	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	I-35	Caldwell, Clinton, Daviess, Dekalb, Harrison	JNW0017	\$1,700,000.00	\$0.00	Herzog Contracting Corp.	Job Order Contract for Asphalt Pavement Repair
A02	I-29, I-229	Andrew, Atchison, Buchanan, Holt	JNW0018	\$1,700,000.00	\$0.00	Herzog Contracting Corp.	Job Order Contracting for Asphalt Pavement Repair
A03	I-35	Clinton	JNW0129	\$2,909,183.50	\$0.00	Phillips Hardy, Inc.	Unbonded Concrete Pavement Repair
B01	K	Shelby	JNE0127	\$946,442.64	\$0.00	Emery Sapp & Sons, Inc.	Bridge Replacement
C02	I-70	Saline	J4I3366	\$5,294,999.99	\$0.00	Emery Sapp & Sons, Inc.	Coldmill and Resurface
			J4I3366B				
C04	20	Lafayette	JKR0153	\$1,683,139.17	\$0.00	Capital Paving & Construction, LLC	Resurface
C06	A	Clay	JKU0406	\$258,719.90	\$0.00	Leavenworth Excavating & Equipment Company, Inc.	Culvert Replacement
C07	92	Platte	JKU0417	\$699,293.00	\$160,513.15	Emery Sapp & Sons, Inc.	Emergency Bridge Repair
D01	I-44	Crawford, Laclede, Phelps, Pulaski	J5I3584	\$532,000.00	\$0.00	N.B. West Contracting Company	Job Order Contract for Asphalt Pavement Repair
D02	I-44	Crawford, Laclede, Phelps, Pulaski	J5I3586	\$313,750.00	\$0.00	N.B. West Contracting Company	Job Order Contract for Concrete Pavement Repair
D03	47	Washington	J5P3516	\$1,091,402.40	\$0.00	Concrete Strategies, LLC	Bridge Rehabilitation
	8		J5P3524				

Call No.	Route	Counties	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
F01	MM	Franklin	J6S3368	\$6,685,199.83	\$0.00	N.B. West Contracting Company	Coldmill, Resurface, Curve Widening, 2 Box Culvert Extensions, and Signing
F02	115	St Louis	J6S3417	\$6,946,514.45	\$0.00	Gershenson Construction Co., Inc.	Coldmill and Resurface, Signal, Lighting, Drainage and ADA Improvements
F03	D	St Charles	J6S3480	\$2,449,207.85	\$0.00	N.B. West Contracting Company	Coldmill, Resurface and Pavement Repair
F05	N	St Louis	J6S3599	\$6,155,783.12	\$20,000.00	Pavement Solutions, LLC	Resurface and ADA Improvements
F06	61,67	Jefferson	J6S3640	\$3,088,480.85	\$14,000.00	Pavement Solutions, LLC	Coldmill, Resurface, Add Turn Lanes, Signals and ADA
F07	I-64, I-70, 370	St Charles, St Louis	JSLM0028	\$730,931.00	\$0.00	Kelpe Contracting, Inc.	Culvert and Channel Cleanouts
F08	67	St Louis	JSLM0049	\$166,654.25	\$0.00	N.B. West Contracting Company	Fixed Price Variable Scope for Longitudinal Joint Repair
F4A and F4B	H	St Charles	J6S3480B	\$948,716.62	\$0.00	N.B. West Contracting Company	Seal Coat
	J		J6S3480C				
G01	37	Barry	J7P3455	\$1,064,660.01	\$0.00	Blevins Asphalt Construction Company, Inc.	Coldmill and Resurface
	BU 60	Barry, Lawrence	J7S3444				
G03	60, 37, BU 60, H	Barry, Lawrence	J7S3472	\$1,195,020.75	\$0.00	Radmacher Brothers Excavating Co., Inc.	ADA Improvements
G04	D	Polk	J7S3509	\$934,318.86	\$0.00	Louis-Company, LLC	Bridge Rehabilitation
G05	LP 44	Greene	J8S3166	\$9,389,460.01	\$0.00	Blevins Asphalt Construction Company, Inc.	Coldmill and Resurface
	LP 44		J8S3224				
	LP 44/BU 65		J8S3167				
	BU 65		J8S3171				
	Various	Christian, Greene	J8P3192				ADA Improvements

Call No.	Route	Counties	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
H01	I-55, I-57, I-155	Cape Girardeau, Mississippi, New Madrid, Pemiscot, Perry, Scott, Ste Genevieve	J9I3830	\$552,500.00	\$0.00	Putz Construction, LLC	Job Order Contract for Concrete Pavement Repair
H02	I-55	New Madrid	J9I3831	\$325,920.05	\$0.00	Apex Paving Co.	Asphalt Pavement Repair
H03	Various	Various	J9P3624	\$3,037,500.00	\$0.00	Collins & Hermann, Inc.	Job Order Contract for Guardrail and Guard Cable Repair
H04	61	Ste Genevieve	J9P3739	\$1,131,594.55	\$0.00	H.R. Quadri Contractors, LLC	Add Turn Lanes
H05	Various	Various	J9P3832	\$990,000.00	\$0.00	James H. Drew Corporation	Job Order Contract for Guardrail and Guard Cable Repair
H06	Various	Various	J9P3834	\$1,090,000.00	\$0.00	H.R. Quadri Contractors, LLC	Job Order Contract for Erosion Control
H07	I-55, I-57, I-155, 60, 63, 67, BU 60, 32	Various	J9P3850	\$959,047.11	\$0.00	CSD Environmental Services, Inc.	Signing and Pavement Marking
H08	Y	Cape Girardeau	J9S3589	\$981,020.96	\$0.00	Penzel Construction Company, Inc.	Bridge Replacement
H09	B	Ste Genevieve	J9S3698	\$1,771,367.79	\$0.00	Lead Belt Materials Company, Inc.	Resurface
H10	Various	Various	J9S3833	\$178,000.00	\$0.00	Putz Construction, LLC	Job Order Contracting for ADA Improvements
H11	62	New Madrid	JSE0089	\$1,108,450.43	\$0.00	Young's General Contracting, Inc.	Bridge Replacement and Intersection Improvements
			TOTAL	\$69,009,279.09	\$194,513.15		

**Table II
Rejection of Bids
April 19, 2024, Bid Opening**

Call No.	Route	County	Job No.	Description
C01	Various	Cass, Clay, Jackson, Platte	J4I3174	Job Order Contract for Lighting Repair

Table III
Concurrence in Award of Contract
April 9, 2024, City of Cape Girardeau Bid Opening

Route	County	Job No.	Bid Amount	Contractor	Description
74	Cape Girardeau	J9P3862	\$563,919.51*	Fronabarger Concreters, Inc.	Intersection Improvements

**MoDOT maximum contribution \$306,000.00*

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received at the April 19, 2024, 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 C01 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II above.
3. Concurred in award for the Route 74 project for bids received by the City of Cape Girardeau at the April 9, 2024, bid letting, as noted in Table III above.
4. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Boatwright abstained from Calls H01, H02, and H11. Commissioner Erdman abstained from Call C04. Commissioner Smith abstained from Call G05. Commissioner Hegeman abstained from Calls A01 and A02.

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APPROVAL OF PLANS FOR CONDEMNATION

On behalf of the Director, Kenny Voss, 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>
Webster	60	J7P3425C

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

The Commission received the following written reports.

CONTRACTOR PERFORMANCE REPORT

On behalf of the Director, Brandi Baldwin, State Construction and Materials Engineer, presented the annual contractor performance report for 2023. Project performance evaluations were completed by the resident engineers and provided to the contractors for review and comment. Performance summaries will be mailed to the contractors the week of May 13, 2024. Pursuant to 7 CSR 10-10.070, Procedure for Annual Rating of Contractors, one contractor is being placed on probation as a result of the 2023 performance ratings. Contractors receiving the top ratings for the 2023 construction season will be recognized with a plaque.

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FINANCIAL ACCOUNTABILITY REPORT – QUARTERLY REPORT

Todd Grosvenor, Financial Services Director, provided to the Commission the written Quarterly Financial Accountability Report for the period ending March 31, 2024.

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MODOT BRIEFING REPORT

Patrick McKenna, Director, provided to the Commission the written monthly Issue Briefs that are sent from the department to the Governor since the previous MoDOT Briefing Report. There were no briefing reports for the past month.

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FINANCIAL - BUDGET - REPORTS – YEAR-TO-DATE, FINANCIAL REPORT PERIOD ENDING MARCH 31, 2024

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date March 31, 2024, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Kenny Voss, State Design Engineer, submitted a written report of consultant contracts executed in the month of March 2024, 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 634 active contracts held by individual engineering consultant firms prior to April 1, 2024. Twenty-eight engineering consultant services contracts were executed in March 2024, for a total of \$12,417,804. There were zero non-engineering consultant contracts executed in March 2024.

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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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