



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

TABLE OF CONTENTS

September 5, 2024

COMMISSION/DIRECTOR ITEMS

Interim Director Appointed..... 5
 Selection of Chief Counsel 5
 Approval of Minutes 5
 Consent Agenda 6
 Commission Committees and Commission Related Boards 6
 Director’s Report 9

PUBLIC COMMENTS

Concrete and Stone Standard Specifications 10
 Concrete Rock Specifications 10
 Concern About Bucklin Junction US Highway 36 11

PUBLIC PRESENTATIONS

Springfield Winning Together Delegation..... 12

MODOT PRESENTATIONS

Update from MoDOT’s Southwest District..... 14
 Update on Forward 44 17
 Multimodal Operations Division Update..... 18
 Concrete Presentation 22

RESOLUTIONS

Resolution Expressing Appreciation to Patrick McKenna for His Achievements and Accomplishments as the Director, Missouri Department of Transportation 25
 Resolution Congratulating Rich Tiemeyer for 50 Years of Outstanding Service and Expressing Appreciation for His Many Achievements and Accomplishments..... 27

BUSINESS ISSUES

Fiscal Year 2025 Budget Amendment..... 28

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Consideration of Bids for Transportation Improvements 29
 Report and Recommendations Regarding St. Louis District’s I-44 Project Bundle from Sullivan to Fenton, including authority for Design-Build Delegation of Authority 33
 2025-2029 Statewide Transportation Improvement Program Amendment..... 34
 Approval of Plans for Condemnation 35

REPORTS

MoDOT Improve I-70 Program Report..... 36
MoDOT Briefing Report..... 39
Financial - Budget - Reports – Year-to-Date, Financial Report Period Ending July 31, 2024 39
Consultant Services Contract Report 39

**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN POPLAR BLUFF, MISSOURI,
THURSDAY, SEPTEMBER 5, 2024**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Thursday, September 5, 2024, at DoubleTree by Hilton, Rathdangan Ballroom, 2431 North Glenstone Avenue, Springfield, 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.

* * * * *

* * * * *

Patrick McKenna, Director of the Missouri Department of Transportation; Ed Hassinger, Interim Director of the Missouri Department of Transportation; Rich Tiemeyer, Chief Counsel; and Terri Parker, Chief Counsel for the Commission; and Pamela J. Harlan, Secretary to the Commission, were present on Thursday, September 5, 2024.

* * * * *

*“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

INTERIM DIRECTOR APPOINTED

Ed Hassinger was appointed by the Commission as the Interim Director of the Missouri Department of Transportation, effective August 23, 2024. Hassinger, who has been serving as the Deputy Director and Chief Engineer, will fill this role until a permanent director is chosen later in the year. The Commission expressed its appreciation for his willingness to assume this important responsibility during the transition period.

* * * * *

SELECTION OF CHIEF COUNSEL

The Director, with the Commission’s consent, selected Terri Parker, Assistant Chief Counsel – Project Development, to serve as Chief Counsel. This appointment was effective August 1, 2024. The Commission expressed its gratitude to Ms. Parker for her willingness to take on this important role.

* * * * *

APPROVAL OF MINUTES

Upon motion by Commissioner Gregg Smith, seconded by Commissioner Daniel Hegeman, a quorum of Commission members present approved the minutes of the regular meeting held on regular meeting on August 7, 2024, the special meetings held on August 6, 2024, and August 13, 2024. The Chairman and Secretary to the Commission were authorized and directed to sign and certify said minutes and to file same in the office of the Secretary.

* * * * *

CONSENT AGENDA

Consent Agenda Process

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

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

Consideration of September 5, 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.

* * * * *

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 Commission established an ad hoc Committee known as the Director Search Committee, with all members serving as a part of this committee. The following committee and board reports were made during the September 5, 2024, meeting.

Audit Committee – Commissioner Slay stated there was no report. The next Audit Committee meeting is planned for November 2024.

Legislative Committee – Commissioner Erdman reviewed the historic investment the General Assembly made in transportation during the 2024 session which includes continued funding for expanding and rebuilding I-70 across the state from Blue Springs to Wentzville; \$577.5 million available for systematic improvements along I-44; \$100 million in general revenues for low volume and minor routes; and \$49 million in general revenues for safety improvements at railroad crossings. Plans are in place for expenditure of those funds.

He noted, however, their work is not complete. During the 2025 legislative session, the Commission and MoDOT must continue to make safety the top priority. Therefore, efforts will continue to promote Safer Access for Everyone on the Roadways (SAFER). He shared the SAFER document that is a report which outlines 17 legislative countermeasures that have been identified by the National Safety Council and Advocates for Highway and Auto Safety. These proposals allow MoDOT and safety advocates from across the state the opportunity to partner with public policymakers to reduce automobile crashes and eliminate traffic fatalities in Missouri. The report targets four areas of safety that can be improved or resolved by changing current state statutes. These areas are titled: Safer for Our Children, Safer for Our Teens, Safer for Our Highway Workers, and Safer for You. Some of the SAFER recommendations from these national associations range from strengthening the state's current graduated driver license requirements, implementing a booster seat law, and passing a law to make it a primary offense if drivers do not wear a safety belt when operating a motor vehicle.

A new proposal that will be introduced this year by the department is associated with a huge societal issue surrounding litter. This problem must be approached from several angles to help Keep Missouri Beautiful. Litter along Missouri's roadways is a concern for the traveling public, lawmakers, and road users alike. One of the top customer complaints the department receives daily is the need to pick up and remove trash along the roadways. This trash problem is mostly generated from unsecured loads by commercial and non-commercial haulers to simply individuals driving down the highways who throw their discarded waste materials from their automobiles. Trash can be defined as a simple piece of paper or a Styrofoam cup to furniture left on the shoulders of a busy highway. As MoDOT's workforce has experienced a decline in labor hours due to a decrease in hiring additional employees, crews have focused their efforts on important safety-related matters such as filling potholes to replacing old and worn-out road signs.

A recent example of an effort to address the litter problem took place this summer in Kansas City. On June 11, June 13, and again on June 18, local and state law enforcement agencies conducted a saturation patrol on load securement in the Kansas City region. This dedicated effort focused on large

haulers of trash who do not secure their loads which results in trash and waste materials from blowing out of their trucks and on to the state's highways. During this time period, 36 citations or warnings were issued to commercial drivers relating to load securements violations.

MoDOT cannot take on the enormous task alone. While there are laws for addressing litter violations, there must be other practices considered as well to combat this issue. The following three-fold approach looks to address roadside litter at its source and provide additional funds to remedy the problem:

- Trash hauler fees – Add additional fees per ton on the trash moved or deposited through transfer stations or landfills. The funds collected would be used by MoDOT to pay for contractor litter pick-up services.
- Points against license for failure to secure load – Blowing debris from the trucks of trash haulers is a major contributor to roadside litter. This is despite state laws requiring their loads to be fully secured. To hold those who choose not to secure their loads accountable, this proposal would levy points against their license when drivers are found to be in violation of these laws.
- Remove barriers to littering enforcement – Currently, those stopped and cited for littering must be taken into custody to be fingerprinted. This process can be streamlined by removing this requirement, leading to fewer warnings being issued and more impactful enforcement.

These are examples of what MoDOT hopes to advance during the 2025 legislative session. The department will continue to provide information and data to any elected officials hoping to advance good transportation legislation. The department sought and received the Commission's consensus on pursuing these legislative proposals with the understanding these initiatives will be shared with the next Governor to be considered as part of their legislative agenda for the 2025 session.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report this month and the next MTFC Board meeting is scheduled for October 2024.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Erdman stated there was no report this month. The next Board meeting is September 17, 2024.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported on Saturday, August 24, more than 250 Missouri law enforcement officers joined together to participate in the Mothers Against Drunk Driving Saturation Saturday campaign. This annual event brings additional awareness to impaired driving by saturating Missouri roadways with officers seeking to do one thing: get impaired drivers off the road. While the final numbers are still being reported, more than 100 DWI arrests have already been reported for this one evening of work. The Missouri Coalition for Roadway Safety is grateful for the dedication of these officers, and look forward to a day when such an event will result in zero DWI arrests.

In another effort to combat impaired driving, the Coalition recently partnered with the National Highway Traffic Safety Administration to host an impaired driving leadership summit in Jefferson City. The summit brought together key partners from across the state to discuss steps Missouri can take to move forward in preventing impaired driving in the state. The summit yielded several desired outcomes which

the group will collectively pursue over the course of the next year, including efforts in prevention, public policy, enforcement, and treatment programs.

As of Friday, August 30, there have been 584 traffic fatalities in Missouri this year. This is 32 fewer fatalities than the same time period last year, a 5 percent decrease.

Commissioner Boatwright concluded by reminding all drivers to please Buckle Up! Phone Down. **Director Search Committee** – Commissioner Boatwright reported the Commission completed the draft job description and job posting after receiving over 50 comments from planning commissions, industry partners, employees, and stakeholders. He thanked everyone for their thoughtful input. He explained the Commission will post the position on various websites and begin the nationwide search. Applications will be received through September 27. The Commission will then select a short list of candidates to interview in October.

* * * * *

DIRECTOR’S REPORT

During the September 5, 2024, Commission meeting, Interim Director Ed Hassinger provided the following report:

MAASTO Highlights – Interim Director Hassinger noted that last week, the Missouri and Kansas Departments of Transportation co-hosted the annual Mid-America Association of State Transportation Officials meeting in Kansas City. More than 900 people attended the three-day conference. MoDOT team members gave presentations on a variety of topics including, the innovative homeless project in downtown Kansas City, a panel discussion on working with railroads, the I-70 environmental re-evaluation process, the innovative safety design-build project in St. Louis, and a blueprint for arterials focused on safer roads from St. Louis. He thanked the people from the MoDOT team who volunteered to help run the event.

MCTI Update – In early August, MoDOT received an update from the Missouri Center for Transportation Innovation, known as MCTI. This partnership for research and innovation between MoDOT and the University of Missouri System, in cooperation with the Federal Highway Administration, began in 2019. Its vision is to establish Missouri as a showcase and clearinghouse for safe, accessible, sustainable, and resilient transportation.

Since that time, MCTI has demonstrated continued growth in the number of projects and external funding while also increasing student engagement on MCTI projects at both at the undergrad and graduate levels. The program also has a non-MoDOT project growth and large grant projects at a 1:2 ratio currently. As of early August, MCTI has secured 84 projects totaling \$15.2 million. To date, MCTI has secured 73 percent of total MoDOT funding and 69 percent of projects awarded.

Moving forward, MCTI continues to focus on team building with strategic partners to be competitive with large, federal funding proposals. They will continue to invest in graduate and post-doctoral students to help with workforce development. And, they will keep pushing for and beyond their long-term goal of \$10 million in research expenditures annually. MoDOT is proud to be a partner with MCTI.

State Fair – This year at the Highway Gardens, MoDOT team members from all seven districts and Central Office worked the 10 days of the state fair and greeted approximately 15,000 fair goers. MoDOT

shared strong safety messaging including displays featuring the Buckle Up Phone Down program to encourage seat belt use and putting the phone down while driving, an interactive Impaired Driving activity, and magnets to increase awareness on human trafficking in Missouri. Drawing notable attention was an Improve I-70 poster board with updates on the plans and progress of this historic project. MoDOT staff shared a variety of materials with fairgoers to remind them of key safety messages. Kids also had a little educational fun placing stickers on the Missouri state map for their hometown. By the end of the fair, the map was covered in multicolored dots. The Highway Gardens continues to be a popular spot in the shade for fairgoers to cool off and learn about highway safety.

Director Transition – Mr. Hassinger reported that he and Director McKenna have been working together seamlessly during this transition as the director prepares to depart. On behalf of the department Mr. Hassinger thanked Director McKenna for his leadership these past almost nine years.

* * * * *

PUBLIC COMMENTS

CONCRETE AND STONE STANDARD SPECIFICATIONS

Brian Dockery, Vice President Central Stone Company, stated that he disagrees with MoDOT on the change to the standard specification for aggregate in concrete. Concrete is like a cake, and it takes all kinds of ingredients to make it work. The only thing being addressed at this time is the stone. He indicated that there are other reasons why pavements are failing. MoDOT needs to do a forensic investigation on all of the components on the concrete that failed not just the stone. Things like base courses, pavement thickness, and the ingredients of the concrete need to be reviewed. The specifications should look at reactions in pavement, too. He anticipates the proposed change will cut the number of ledges available by 43 percent. Mr. Dockery stated we all want good concrete and pavement, please look at these other parts that make up the pavement.

* * * * *

CONCRETE ROCK SPECIFICATIONS

Dan Kleinsorge, Executive Director Missouri Limestone Producers Association (MLPA), shared with the commission five concerns of his organization’s membership. The first is the cost estimate, they need more time to review those numbers. Second, there is no hard data on the number of sources that will

be lost. Third, the responsibility of providing data is placed up on the industry and not the department. Fourth, the testing takes time and will not be complete before the specification is in effect because the test takes about six months. And fifth, there may be factors other than aggregate at work with pavement failings. The process could work better in the future. The common goal is quality pavement. If advised of the need for testing previously some of those tests would now be complete.

* * * * *

CONCERN ABOUT BUCKLIN JUNCTION US HIGHWAY 36

Reverend Richard Casady, concerned citizen, stated this is a grassroots effort. He has no data to share, just experiences. Conversations are ongoing on what to do to improve the Bucklin junction at US 36. The concern is when drivers try to merge on the east bound lane of US 36 from Bucklin. Drivers have little time to decide whether to pull out due to the heavy commercial motor vehicle trucks on US 36. He is worried about crashes at this location, and the safety of students on school buses that go through this intersection. He stated that an acceleration lane to help to merge into traffic would be useful. He has been working with MoDOT on this issue and has been told there is no money available for this. Local legislators are on board with improving this intersection. Green Hills Regional Planning Commission has not prioritized this project. He has gotten so frustrated with trying to get an acceleration lane and has decided to request a full interchange with an overpass instead. He wants to bring awareness to this intersection. A j-turn has also been discussed but believes that is impractical and is not a good solution. He stated the region is trying to do something that is almost impossible. Chairman Boatwright asked if he has worked with the regional planning commission, and Mr. Casady indicated he has. Mr. Hassinger explained the project is on the unfunded needs list. MoDOT is doing some engineering to determine what the solution is at this location, identify the cost, and then work on how to get it funded. It is moving in the process. Commissioner Erdman thanked Mr. Casady for sharing his concern and let him know the Commission has heard his concern and will stay on top of the matter.

* * * * *

PUBLIC PRESENTATIONS

SPRINGFIELD WINNING TOGETHER DELEGATION

Matt Morrow, President of Springfield Area Chamber of Commerce, and Sara Fields, Executive Director of Ozarks Transportation Organization (OTO), shared with the Commission their appreciation for being partners in transportation. Mr. Morrow noted any great success takes a whole team of people, who work together to collaborate and speak with one voice from the region. There is a lot of alignment with MoDOT, the Chamber, and the OTO. Transportation has an impact on economic growth in the region. He highlighted some of the notable employers in the region that rely upon the transportation system in this region. He also noted some assets in the area including the Ozarks Technical Community College (OTC) and their center for advanced manufacturing. Having this facility is a great advantage that provides a trained and educated workforce. Mr. Morrow described some recent industrial business expansions, demonstrating the economic growth in the region. He reviewed the region's labor shed, which is a 2-hour radius beyond the Springfield city limits, noting that half of the workforce is from beyond the city limits. He explained how health care and education presence insulates the region from the economic highs and lows that occur over time and is attractive to businesses. He described the past four years have demonstrated considerable population growth in Springfield and the region, higher than any other region in the state. He also described the job growth in the region has been significant, most notably in manufacturing, construction, education, and health services.

Ms. Fields explained with all of the growth in the region, smart transportation decisions need to be made due to limited resources. She then described the various data and information that are considered when prioritizing projects to invest in transportation and address safety and congestion in the region. Some of the factors considered include safety, congestion, travel speed, bridge condition, and economic development areas. Areas are mapped identifying traffic volume and capacity on the transportation

network. With all of this focus, traffic keeps moving, and the region's commute times remain steady and low.

The region is winning with partnerships. She described the partnership on I-44 and Route MM with local and OTO funding. Another way to partner is to bid local and state projects together and make the most of the resources available for MoDOT, OTO, the region, and the contractors. The region is also partnering through the cost share program to leverage local funding, currently with projects to make intersection improvements. The OTO also coordinates with MoDOT to construct sidewalks on key pedestrian corridors.

The top project priority over the next year is going to be improvements on Route MM where there is historic economic growth occurring. There is a Walmart Pharmacy distribution center going in next to the new Amazon distribution center. There have been a myriad of issues confronting this project, and the region needs another \$6 million for the project. They are applying for a federal grant and have plans to seek funds wherever possible to keep the project moving forward.

Ms. Fields then discussed OTO's efforts on local projects. MoDOT administers the local funds as outlined in the federal law. OTO recognizes the issues with obligation and August redistribution. She noted OTO will reach 126 percent of their annual obligation. They have hired an engineer to manage and monitor projects which has helped keep projects moving. MoDOT has helped with training local officials. OTO held a mid-year award for preliminary engineering and environmental projects. They have also implemented a tiered award system so no construction funds are allotted without preliminary engineering progress. However, with all of these steps that have been taken there are things beyond OTO's control. This includes variance on bid prices (high or low), no control of the approval process with MoDOT and FHWA, and not being able to control right of way negotiations or unforeseen delays due to public input.

She then reviewed legislative priorities on the state side, that will include \$6 million for the Highway MM project, continued investment on the I-44 corridor statewide, a new round of Governor's

Cost Share, and increased funding for other modes of transportation. On the federal side, OTO will seek \$6 million in funding for Route MM and additional funds for the I-44 corridor. Additionally, they are seeking ways to streamline the environmental review process, allow Metropolitan Planning Organizations (MPOs) to become direct recipients for federal transportation funds, shift discretionary funding to an equitable formula-based allocation to metro areas, clarify federal regulations to ensure funds suballocated to MPOs are available for obligation throughout four federal fiscal years, and reduce local match requirements for federal transportation programs. The OTO would appreciate support for those legislative priorities. She then explained that it would help for the OTO to have a \$5 million carryover for locally allocated federal funds. In addition, any cost share project funding increase due to inflation that resulted from the COVID 19 pandemic. Ms. Fields then described how the region plans to help Missouri win by supporting the department and its initiatives.

Commissioner Slay thanked them for their joint presentation and shared his appreciation for the working relationship they have with the Commission and MoDOT. Hearing from partners helps with the Commission and department’s mission and in helping them and their region.

* * * * *

MODOT PRESENTATIONS

UPDATE FROM MODOT’S SOUTHWEST DISTRICT

On behalf of the Director, Stacy Reese, Southwest District Engineer, presented a brief overview of the current state of roads, bridges, projects, and other critical issues in the Southwest (SW) District. The Southwest District is focusing its Statewide Transportation Improvement Program (STIP) funds and all available operation funds on maintaining existing roads and bridges, as well as making significant safety and capacity improvements. The Southwest District’s operating budget addresses activities including winter operations, emergency and flood response, traffic incident management, mowing, signing, and striping, in addition to maintaining roads and bridges.

The SW District is comprised of 21 counties in the southeast portion of the state, with a population of just under 1 million residents. The district maintains 14,489 lane miles of road and 1,850 bridges. There are six planning organizations within the district. The district includes 685 employees and enjoyed 18 interns over the summer. Four of those interns have accepted offers to work with MoDOT upon graduation.

The district continues to experience considerable population growth in both the counties and the cities. There are six counties in the district that are in the state's top 10 for rate of growth, and three counties in the state's top 10 for growth by number of people. Three cities in the district are in the state's top 25 growth by rate, and six cities are in the top 25 growth by number of people. All this growth leads to considerable development in the district and has increased the permits issued and development reviews by staff. All of this translates to additional transportation infrastructure that will need to be maintained.

The 2025-2029 STIP includes 244 Southwest district projects. These projects will address nearly 3,000 miles of roadway improvements and 112 bridges will be replaced or rehabilitated. The program budget of \$1.24 billion for these projects includes \$19.7 million of general revenues to resurface 391 miles of rural roads. General revenue for rural routes has addressed a lot of lane miles of improvements; FY2023 there was \$5.1 million for 49 lane miles, FY2024 \$16.4 million for 199 lane miles, and FY 2025 \$19.7 million for 391 lane miles.

The Southwest District spends a great deal of effort addressing roadside issues such as mowing and litter. So far in 2024, crews have mowed over 24,000 shoulder miles that took 41,316 labor hours and removed nearly 90,000 pounds of litter from Missouri roadways that took 28,840 labor hours. Crews have utilized innovative methods including slope mowers and litter rakes and balers to accomplish these tasks more efficiently in the urban areas. Year to date in 2024, it has taken 45,092 labor hours to replace 10,515 signs.

During the last Innovations Challenge Statewide Showcase, the Southwest District was well represented with a couple of winners. The Collaboration with Crowder College in Neosho provides students with work experience on all types of MoDOT equipment. The diesel mechanic school students work on the equipment, the labor is free, and the department just pays for the parts. Another innovation was the review comment record sheet, that keeps track of comments and allows the consultant to respond and capture all that information in one place with the project file.

Ms. Reese then reviewed projects underway. This includes the I-44 corridor bridge bundle design build project. It is rehabilitating or replacing 25 bridges on the corridor, for a project cost of \$43.2 million. There are 23 bridges completed and only 2 bridges remain to be completed later in September. The next project ready to kick off will address another 25 poor condition bridges on rural roads with the Kaysinger Bridge Bundle design build project. The intersection project at US 60 and Route 125 in Greene and Webster counties is a cost share project totaling \$20.4 million that was just completed and replaced a signalized intersection with an interchange. A couple of new innovative intersection projects is Route 160 at Route AA and Route CC in Nixa in Christian County. It constructs a continuous flow intersection at Route 160 and CC and a continuous green T intersection at Route 160 and AA for a project cost of \$12.4 million. A project at Route 86 and Hammer Road in Neosho converted an intersection to a dual lane roundabout to allow for better traffic flow and improve safety, the total project cost was \$1.9 million. The Route 86 Long Creek bridge over Table Rock Lake is replacing the bridge; the project cost \$66.5 million and is scheduled for completion in September 2025. A four-way intersection is being converted to a roundabout at Route ZZ and Farm Road 182 in Greene County near Republic as well as install a 10-foot multi use path. This project cost is \$1.87 million and is scheduled to be completed in November 2024.

The district received general revenue (GR) funds for some district projects. This includes \$38 million of GR funds for US 65 to look at passing lanes and intersection improvements in addition to the \$13.3 million currently in the STIP. Additionally, systematic improvements along I-44 will be funded

and include: \$165.5 million in GR funds to add a third lane from US Route 160 to Route 8, \$175 million in GR funds to add new ramps to and from I-49 and I-44, \$178 million for needs identified as Tier 2 and 3 High Priority Unfunded Needs, and \$59 million remaining will be available for the highest and best needs that come out of the Forward 44 environmental study and subsequent planning process. The district will move forward with the project already planned to add a lane between Route 16 and US 65 and replace the pavement. After that, the district proposes to do a big design build project for the remaining projects in the Springfield and Joplin regions.

Commissioner Hegeman thanked Ms. Reese for her presentation and inquired about signage work in the district. Chairman Boatwright noted the impact of growth and economic development in the region has had on the department's permitting process.

* * * * *

UPDATE ON FORWARD 44

On behalf of the Director, Preston Kramer, Area Engineer, provided an update on the Forward 44 project. During his report he provided an overview of the project, the goals of the environmental study, public engagement, and the next steps. Interstate 44 is a freight route of national significance carrying 1.3 billion tons of freight worth an estimated \$3.7 billion. This route touches 11 counties and facilitates 1.2 million jobs. The structure being used today was built in the 1960s and needs to be updated and improved.

Missouri's Fiscal Year 2024 budget from the General Assembly signed into law by Governor Parson provided \$20 million of General Revenue funds for an environmental study of more than 250 miles of the Interstate 44 corridor from the Oklahoma state line to Grey Summit near St. Louis. This study is a critical step to preparing for future projects on I-44. The study began in 2024 and phase 1 of the study will be completed in early 2025.

The are three goals of the environmental study. One goal is to validate the 2008 purpose and need study of I-44. Another goal is to provide opportunities for public input. Another goal is to prioritize future

study segments for more in depth environmental review and preparation for when additional funding becomes available.

Public engagement is important to learn about citizen concerns, need for improvements, community growth, planned developments, environmental concerns, and more. Two stakeholder meetings were held in late May to introduce the study, share the project goals, and gather feedback. The stakeholders invited included the metropolitan planning organizations, regional planning commissions, cities, and counties along the corridor. There were five public meetings held across the corridor in July and August to encourage citizen input. An online public comment period was held from August 10 through 21. More than 1,500 people have provided feedback on I-44 improvement needs. The top areas for improvement from the public engagement were in the areas of safety, congestion, and freight traffic. The top environmental concerns along the corridor were wildlife, waterways, and Historic Route 66.

Next steps in the process include drafting and completing the Purpose and Need document. Prioritization of the segments of the I-44 corridor need to be addressed. Additional stakeholder meetings will be held to gather feedback. The final Purpose and Need document will be delivered by winter 2025.

Commissioner Slay thanked Mr. Kramer for his presentation and noted the importance and impact of this corridor in Missouri. He remembers riding his bicycle on I-44 before the new interstate was opened to traffic.

* * * * *

MULTIMODAL OPERATIONS DIVISION UPDATE

On behalf of the Director, Jerica Holtsclaw, Multimodal Operations Director, presented a brief overview of the responsibilities and accomplishments of the Multimodal Operations Division. Multimodal includes non-highway modes of transportation such as aviation, transit, rail, freight, and waterways.

The majority of Missouri's state transportation revenue is legally required to be spent on roads and bridges, leaving only \$118 million, or about 4 percent of total revenue, available for multimodal needs. Unlike highways and bridges, MoDOT does not own multimodal facilities. Instead, MoDOT's role is to administer funding, provide an oversight role for multimodal investments, and help promote safety across all modes of transportation. The division works with cities, counties, and regional authorities to plan improvements for these modes of transportation.

Over the past five years Missouri received a significant increase in federal funds from the pandemic relief, particularly in aviation and transit. Last year the division did receive an increase in staff: four in transit and three in rail, and just recently the legislature approved three new staff for aviation.

She shared the growth in funding for multimodal programs. The 2025-2029 STIP will have an estimated \$1.1 billion total funding for multimodal programs. The funds for the Multimodal Division are appropriated by the General Assembly each year.

Ms. Holtsclaw began her review of the modes of transportation with aviation. Missouri has 120 public use airports around the state, 106 of those are eligible for federal and state funds, and 30 of those are only eligible for state funds. Missouri has nine large federally funded airports around the state which include Lambert in St. Louis, Kansas City International, and Springfield. These larger airports receive their federal funds directly from the Federal Aviation Administration (FAA), so the department does not manage their federal funding. Airports also use asset management for programming projects, they measure their assets from the center line of the runway and out. Asset management projects may include full pavement reconstruction, pavement maintenance, and lighting along the runway.

Ms. Holtsclaw shared MoDOT has ten federal programs with over \$98 million in federal funds to manage in fiscal year 2025. Missouri has a dedicated revenue stream for airports from the jet fuel tax proceeds that are deposited into the Aviation Trust Fund. These funds are primarily used for aviation projects and support the aviation section within the division. For fiscal year 2025 there are \$36 million in

state funds to manage. The department's aviation staff serve in a project management role and oversee projects from planning, environmental, land acquisition, all the way through construction, while working very closely with the airport and its consultants. MoDOT staff also conduct safety inspections at all 120 public use airports once every three years.

The transit section provides financial and technical assistance to public transit and special mobility providers around the state. There is some form of transit in every county in Missouri. The unit works with over 150 providers and manages state and federal funds for general public transportation, along with specific programs for senior citizens and persons with disabilities. Transit has had a rise in federal funds from the pandemic relief and struggled with securing transit vehicles with those funds due to supply chain shortages, but this has improved some as vehicles have arrived, and the division is starting to flush out the backlog of orders. Transit in Missouri delivered over 32 million trips last year, which indicates Missourians rely heavily on public transportation for various needs. State funding totals \$26 million and includes: \$5 million of Missouri Elderly and Handicap Transit Assistance Program (MEHTAP) funding for operating expenses, \$6 million in capital assistance match for vehicles, and \$12 million in state transit assistance in operating funds for providers.

The Freight and Waterways section provides technical and financial assistance to develop and operate Missouri's 19 ports. Missouri has over a thousand miles of navigable rivers, and there are two ferries that operate in Southeast Missouri. The freight and waterways section manages mainly state funds with a very small federally funded ferry boat program. On a typical year, ports receive \$800,000 for administrative costs that are distributed by a formula, and \$11 million of State General Revenue for capital improvements. Projects for capital improvements are selected through a collaborative process that involves the port directors who rank each project and develop a fiscally constrained project list. The freight enhancement program is also managed by this section, and it receives just under \$2 million per year for capital improvements for all non-highway modes. There are also legislatively designated project

funds available that the division manages. All together for fiscal year 2025, the division managed \$96 million in state funds for freight and waterways.

The rail section of the division is split into two sections: operations and projects. The operations section has seven federally certified inspectors in charge of rail safety by providing state and federal inspections. The team also manages Amtrak coordination for the state of Missouri for the state supported Missouri River Runner from Kansas City to St Louis. The operations section also provides the federally required state safety oversight for the light rail public transportation systems which includes Metrolink, KC Streetcar, and the Del Mar Loop Trolley in St Louis.

The projects team manages the state and federal rail grade crossing safety improvements and coordinates with rail companies and MoDOT's road and bridge program. For passenger rail, Missouri receives between \$14 and \$16 million for operation of the Missouri River Runner, and \$600,000 for state safety oversight annually. Each year MoDOT receives about \$1.5 million from the grade crossing safety account and those funds are generated by a 25 cent Motor Vehicle Tax and renewal fees. In addition, MoDOT receives \$6 million of federal funds for rail safety. This \$7.5 million total is to focus on rail safety for over 3,300 public crossings around the state. New last year was \$50 million of general revenue to focus on safety in addition to the normal \$7.5 million. Rail does receive about \$6.5 million in federal funds each year, and for fiscal year 2025 they received a total of about \$74 million in state funds.

Currently there are 1,422 passive crossings which means they do not have lights or gates. To upgrade a single passive crossing to an active crossing costs approximately \$500,000. Missouri needs \$700 million to address all passive crossings. Ms. Holtsclaw explained there are 47 passive crossings on a passenger rail line. With the \$50 million in general revenue funds, the department secured a consultant to take an independent look and recommend how to improve safety at the 47 locations on passenger rail lines. The consultants used a corridor approach to this safety implementation, with plans to focus on freight rail corridors in the future. The consultant recommended improvements totaling just under \$20

million for the construction work. The 4 freight rail corridors were studied and that cost about \$1.4 million. The department also has a railroad crossing sign program and has \$3 million available for local entities to use to upgrade their signing at crossings. The department also applied for federal grants. There is a lot of need, and the department is trying to do as much as it can with the funding available. The department has been doing the public outreach portion of the grade crossing improvement program to address the 47 locations on the passenger rail line. How much can be improved will depend on the coordination and cooperation with the cities, counties, and railroads. To date on the Southwest Chief line there have been 7 upgrades to lights and gates, and 2 closures in Chariton County. The Missouri River Runner did not have as much work, but the department is negotiating closures currently. The Texas Eagle line has work underway to finalize approach grades at 7 locations, and the other locations are under negotiation. The freight lines have the final recommendations, and the department is pursuing federal grants for funding for those projects.

The multimodal transportation system is an economic engine for the state. Providing transportation options is an essential public service that helps improve the quality of life for many Missourians. The MoDOT Multimodal team helps promote safety, service, and stability by partnering with agencies statewide to deliver multimodal transportation options.

Commissioner Smith thanked Ms. Holtsclaw for her presentation. He expressed his appreciation for the work partnering with local cities and agencies that deliver multimodal transportation options across the state.

* * * * *

CONCRETE PRESENTATION

On behalf of the Director, Brandi Baldwin, State Construction and Materials Engineer, shared information regarding standard specifications for aggregate for concrete. She explained in 2007 the standard specifications for Section 1005, Aggregate for Concrete were revised to implement practical

design and stretch resources. Today, MoDOT has a historically large Statewide Transportation Improvement Program (STIP), and Construction and Materials Division is again revising Section 1005 to improve the quality of our aggregate ensuring the longevity of this historic investment in the infrastructure.

She shared an overview of the specification updating process and expanded on the issue with existing concrete pavement. The department publishes revisions to engineering policies on a quarterly schedule. Revision submissions must include any fiscal impacts, Federal Highway Administration (FHWA) engagement, and engagement with external partners. These submissions are assigned a 1-3 approval level. Level 1 revisions are of a routine technical matter, an errata correction, or clarification. Level 2 revisions are considered a moderate technical change or if it impacts more than one division. Level 3 revisions are considered complex technical changes, contentious, high costs, or impacts MoDOT's external conduct of business. The revision to Section 1005 would be considered a Level 3.

The revision of a standard specification starts when the department sees a need to update a specification or policy to address any of the following: corrections or clarifications, technical revisions based off industry changes, updates to quality standards, requests from industry, or changes in test methods. The proposed changes are submitted to the Engineering Policy Services group. The revisions include a summary of the change, fiscal impact, FHWA involvement, and external outreach.

These revisions are presented quarterly, and the Construction and Materials Division meets with industry partners to share these proposed revisions. These industry partners include the Associated General Contractors (AGC), American Concrete Pavement Association (ACPA), Missouri Asphalt Pavement Association (MAPA), and the Missouri Limestone Producers Association (MLPA).

The proposed revisions to Section 1005 began in October 2023. The department met with industry partners five times where revisions were shared and adjusted as a result of these meetings. The department continues to work to make this revision so that it is effective January 1, 2025.

This standard specification revision needs to be made due to the historic STIP and preparing for a record amount of concrete pavement projects. The quality of the concrete needs to be improved to make sure it has the longest life possible from pavements.

Ms. Baldwin then shared examples of concrete roadways that used the lesser standard and have failed prematurely. The concrete failures have reduced the expected life of the pavements by 5 to 15 years. She acknowledged there are other factors at play that are also impacting these pavements, and the department is working to address all of the factors. This specification revision is one of those factors.

The department has taken several steps to make sure it is getting the most life possible from its concrete and asphalt pavements. This includes updating designs in 2020. Updating specifications to include penetrating sealer at joints and optimizing mixes. Improving design of unbonded overlays. Monitoring changes from industry by participating in quarterly meetings and AASHTO committees. Monitoring industry for cement and fly ash specification changes.

Commissioner Hegeman thanked Ms. Baldwin for her presentation and asked if the department had conducted any measurements to compare the increased cost of aggregate as a result of the proposed change compared to the life of the pavement. Ms. Baldwin explained they have some estimates. Commissioner Baker asked how this would affect contractors and suppliers, will it impact bidders? Ms. Baldwin stated that it will impact some and eliminate the use of some material, but do not believe it will have an adverse effect on the bid responses. Chairman Boatwright clarified that at one time the department had a stricter specification in place, and then later eased the standard due to limited transportation resources. Now, however, the results show there is a reduced life in pavements. He asked her to explain the difference between the standards over time. Ms. Baldwin explained prior to 2007 the factor was 90, in 2007 the factor was lowered to 75, and now the proposed revision raises the factor to 80 and an absorption rate.

* * * * *

RESOLUTIONS

RESOLUTION EXPRESSING APPRECIATION TO PATRICK MCKENNA FOR HIS ACHIEVEMENTS AND ACCOMPLISHMENTS AS THE DIRECTOR, MISSOURI DEPARTMENT OF TRANSPORTATION

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

WHEREAS, Patrick K. McKenna was hired as the director of the Missouri Department of Transportation by the Missouri Highways and Transportation Commission and took the reins on December 7, 2015, of a department in financial crisis without the resources necessary to maintain Missouri's massive system of roads and bridges; and

WHEREAS, throughout his career, Mr. McKenna served zealously, unselfishly, and tirelessly on behalf of the Department of Transportation and the state of Missouri; and

WHEREAS, in his service to the Missouri Department of Transportation, Mr. McKenna was a determined transportation advocate whose influence on transportation policy culminated in many accomplishments including the successful passage of Senate Bill 262 in May 2021, which increased the state motor fuel tax by 2.5 cents every fiscal year for five years until the motor fuel tax increased from 17 cents to 29.5 cents per gallon. This once in a lifetime funding proposal allows the department to continue to provide a transportation system that is safe, reliable, and promotes prosperity in Missouri; and

WHEREAS, Mr. McKenna's pioneering spirit and focus on the future transformed funding for transportation in Missouri. His work led to a dramatic increase in funds dedicated to the Statewide Transportation Improvement Program increasing from \$1.7 billion in 2015 to \$14.6 billion in 2024. In partnership with the Governor and General Assembly he worked collaboratively to dedicate General Revenues to transportation projects in Missouri. Leading to successful investment in Missouri's roads and bridges through the Governor's Focus on Bridges program which repaired or replaced over 250 bridges across the state. Dedicated General Revenue funds and a shift in the Commission's transportation funding allocation has directed resources to improve the condition of low volume and minor roads leading to huge investments in asset management; and

WHEREAS, Mr. McKenna's big ideas and courage to pursue them significantly enhanced the state's transportation system through historic investment in the I-70 corridor across Missouri in 2023. The Improve I-70 program will plan, design, construct, reconstruct, and rehabilitate approximately 200 miles of roadway from Blue Springs to Wentzville with \$2.8 billion in General Revenue. Then he built upon that success and acquired \$20 million in General Revenue funding for the Forward 44 program for an environmental study of more than 250 miles of the corridor from the Oklahoma state line to Gray Summit; and

WHEREAS, Mr. McKenna’s financial expertise and clear communication were the key ingredients to informing Missourians about the status of transportation in Missouri, and the need to improve that status. Preparation and dissemination of the Citizen’s Guide to Transportation Funding and the High Priority Unfunded Needs List revolutionized Missourians understanding of transportation funding in Missouri and led to transformational funding for transportation projects across the state; and

WHEREAS, in his service to the Missouri Department of Transportation, Patrick McKenna was a passionate safety advocate. His intense focus on safety of all MoDOT employees is evidenced by his unyielding leadership in promotion of being safe at work by using the proper safety equipment and procedures so that employees can go home safe every day. His compassion for the traveling public is evidenced through his consistent promotion of safety belt use and encouraging the department’s efforts to reduce distracted driving through his development, support, and promotion of the Buckle Up Phone Down campaign. Through his national leadership this campaign spread to more than two dozen other states; and

WHEREAS, Mr. McKenna provided critical direction that prepared MoDOT to become the most effective mobile workforce in Missouri state government so staff could continue to work during the unprecedented time of the worldwide COVID-19 pandemic. Establishing a safety response team to address critical matters throughout the pandemic, providing the equipment and resources employees needed to work effectively from home during the pandemic, finding creative ways for employees to remain employed during this time of uncertainty and trepidation; and

WHEREAS, Mr. McKenna promoted personal and professional growth of MoDOT employees, and worked diligently to ensure MoDOT’s employees were fairly compensated, and addressed employee needs with concern and compassion; and

WHEREAS, Mr. McKenna performed his duties with extraordinary professionalism, integrity, dignity, and the desire for his actions to reflect the best interest of all Missourians; and

NOW, THEREFORE, BE IT RESOLVED that the Highways and Transportation Commission proclaims in its official records that Patrick K. McKenna is an exemplary leader and public servant whose performance has led to a vast improvement of the state’s transportation system.

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

* * * * *

RESOLUTION CONGRATULATING RICH TIEMEYER FOR 50 YEARS OF OUTSTANDING SERVICE AND EXPRESSING APPRECIATION FOR HIS MANY ACHIEVEMENTS AND ACCOMPLISHMENTS

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

WHEREAS, on March 1, 1974 Rich Tiemeyer commenced his service with the State Highway Commission and the State Highway Department, following his graduation from the University of Missouri Law School, and has demonstrated unwavering dedication for fifty years. He is retiring on October 1, 2024.

WHEREAS, he is a member of a small group of staff to have served the Commission and Department for fifty years; and

WHEREAS, in his distinguished role as an attorney public servant, Rich Tiemeyer, fervently advocated for the Missouri Highways and Transportation Commission and the Missouri Department of Transportation, progressing from Assistant Counsel to Assistant Chief Counsel-Administration, culminating in his appointment as Chief Counsel on October 31, 1986; and

WHEREAS, during his tenure he provided counsel to twenty-eight Commission Chairs, three Chief Engineers, and all seven Department Directors; and

WHEREAS, Tiemeyer vigilantly safeguarded Missouri's State Revenues from Highway Users by advocating adherence to constitutional requirements to facilitate the delivery and maintenance of a safe and reliable State Highway System for Missouri's highway users; and

WHEREAS, Tiemeyer's exceptional legal representation, with the support of the Commission, included leading pivotal efforts to prevent State Road Fund diversions, notably in a landmark case *Missouri Highways and Transportation Commission versus Bailey* which ultimately ensured the interest earned by the State Road Fund stayed in the State Road Fund rather than being diverted to the General Revenue Fund. Additionally, Tiemeyer drafted the Proposition A Cap which was approved by the voters in 1987 and restrained the spending of State Revenues from Highway Users by other state offices and departments. Tiemeyer also participated on the legal team that crafted the language for Amendment 3 approved by the voters in 2004 to strengthen the firewalls on the State Road Fund to prevent diversions from constitutional State Highway System Purposes; and

WHEREAS, Tiemeyer's ongoing service involves a lawsuit pending in the Missouri Courts to address the Commission's constitutional authority to duly expend the State Road Fund for State Highway System Purposes; and

WHEREAS, his career long protection of State Revenue from Highway Users has been instrumental in the steps the Commission and Department have been able to take that has culminated in historic levels of funding for transportation in Missouri; and

WHEREAS, his lifelong career has made him an expert in transportation law; and

WHEREAS, his exemplary work ethic, integrity, and expertise have earned him the respect, admiration, and friendship of department employees and the public he served; and

WHEREAS, Tiemeyer is a loving husband to Toni Messina, his wife of fifty years.

NOW, THEREFORE, BE IT RESOLVED that the Missouri Highways and Transportation Commission, does hereby publicly express its profound appreciation and gratitude to Rich Tiemeyer for fifty years of outstanding public service to the citizens of Missouri and extends to him best wishes for his future endeavors.

BE IT FURTHER RESOLVED that a copy of this resolution be conveyed to Rich Tiemeyer, so he will know of the high esteem and affection held by the members of the Missouri Highways and Transportation Commission and the Missouri Department of Transportation staff.

* * * * *

BUSINESS ISSUES

FISCAL YEAR 2025 BUDGET AMENDMENT

On behalf of the Director, Todd Grosvenor, Financial Services Director, recommended reallocating projects from Program Delivery to General Assembly Designated/Funded Projects and decreasing the budget for fiscal year 2025. Decrease Program Delivery, Forward I-44 Program by \$150.0 million for the amount vetoed by the Governor in House Bill 5 during his review of the state’s fiscal year 2025 budget. These recommendations included decreasing Program Delivery Program and increasing Program Delivery General Assembly Designated/Funded Projects by \$40.0 million for the following projects: (1) Environmental Study for I-44, \$20.0 million; (2) Outer Service Road on I-55, \$12.0 million; and (3) Jefferson Avenue Community Bridge in Springfield, \$8.0 million. This also includes a decrease for the Multimodal Program and an increase for the Multimodal General Assembly Designated/Funded

Projects by \$10.6 million for the following projects: (1) Airport Improvements at the Rosecrans Memorial Airport in St. Joseph, \$10.2 million; and (2) Airport Improvements at the Cape Girardeau Airport, \$350,000.

Via approval of the consent agenda, the Commission unanimously approved the fiscal year 2025 budget amendment described above.

* * * * *

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Danica Stovall-Taylor, Assistant State Design Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month. She noted Call F02 has local funding, as noted in Table I below, and the department received all the necessary concurrences.

Ms. Stovall-Taylor recommended: (1) award of contracts to the lowest responsive bidders for bids received at the August 16, 2024, letting, as recommended, and noted in Table I below; (2) rejection of Call G01 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II below; (3) declare the bid from AAD Contracting, Inc. on Call G01 as non-responsive per Section 102.2.5 of the Missouri Standard Specifications for Highway Construction due to not possessing a valid certificate of authority to transact business in Missouri at the time of bid opening; (4) ratification of the award of Call B05 that was awarded by Assistant Chief Engineer on August 13, 2024 for an emergency project for urgent slide repairs on Route U in Warren County in the Northeast District as noted in Table III below; (5) concurrence in award for bids received by I-470 Western Gateway Transportation Development District at the June 6, 2024, bid letting, as noted in Table IV below; and (6) concurrence in award for bids received by the City of Joplin at the July 30, 2024, bid letting, as noted in Table V below.

**Table I
Award of Contracts
August 16, 2024, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	Various	Caldwell, Carroll, Chariton, Clinton, Daviess, Livingston	J1S3413	\$1,029,923.10	\$0.00	Capital Paving & Construction, LLC	11 Bridge Rehabilitations
A02	Various	Andrew, Buchanan, Clinton, DeKalb	J1S3415	\$1,064,839.24	\$0.00	Capital Paving & Construction, LLC	16 Bridge Rehabilitations
B01	136	Putnam, Schuyler	JNE0019	\$2,784,808.01	\$0.00	W. L. Miller Company	Resurface
		Schuyler	JNE0020				Seal Coat
		Clark, Scotland	JNE0021				
B02	K	Shelby	JNE0029	\$9,077,266.43	\$0.00	Emery Sapp & Sons, Inc.	Resurface
	151	Knox, Shelby	JNE0030				
		Audrain, Boone, Knox, Monroe, Shelby	JNE0031				
	BU 36	Shelby	JNE0197				
B04	D, H, T, W	Adair, Schuyler, Sullivan	JST0103	\$3,258,740.14	\$0.00	W. L. Miller Company	Resurface
C01	71, I-49, I-435, 50	Jackson	JKU0026	\$1,027,343.35	\$26,000.00	Custom Lighting Services, LLC dba Black & McDonald	ITS Improvements
C03	D	Cass	JKU0045	\$2,192,781.94	\$0.00	Ideker, Inc.	Resurface
	YY		JKU0067				Coldmill and Resurface
C04	I-29	Platte	JKU0072	\$8,357,095.44	\$0.00	Ideker, Inc.	Resurface
D01	8	Washington	J5P3522	\$2,125,614.69	\$0.00	S & A Equipment & Builders, LLC	Bridge Deck Replacement
D02	E	Cole	JCD0040	\$482,730.03	\$0.00	Vance Brothers, Inc.	Seal Coat
	T	Osage	JCD0042				
D03	17	Miller	JCDM0060	\$105,459.97	\$0.00	Mera Excavating, LLC	Stream Bank Stabilization
D04	OO, HH, Z	Boone	JCD0049	\$2,601,915.57	\$0.00	Christensen Construction Co.	Resurface

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
F02*	AB	St Louis	J6S3633	\$4,029,777.00	\$0.00	Pace Construction Company, LLC	Coldmill, Resurface, ADA Improvements, and Bridge Deck Sealing
F03	I-44, I-64, 364	St Charles, St Louis, St Louis City	JSLM0047	\$1,133,131.00	\$0.00	CSD Environmental Services, Inc.	Debris Netting and Fencing
G02	90	McDonald	J7S0532	\$2,295,000.00	\$0.00	Hartman and Company, Inc.	Bridge Replacement
G05	265	Stone	JSR0010	\$421,722.55	\$0.00	Hunter Chase & Associates, Inc.	ADA Improvements
H01	K, 61	Cape Girardeau	J9P3631	\$468,000.00	\$0.00	Pace Construction Company, LLC	Asphalt Pavement Repair
H03	H, KK	Bollinger, Cape Girardeau, Madison, Perry, St Francois	JST0113	\$1,665,000.00	\$0.00	Pace Construction Company, LLC	Resurface
H04	I-55	Scott	JSEM0065	\$68,500.00	\$0.00	Pace Construction Company, LLC	Pavement Repair
			TOTAL	\$44,189,648.46	\$26,000.00		

* Call F02 – Funding by City of Creve Coeur – \$20,000.00

**Table II
Rejection of Bids
August 16, 2024, Bid Opening**

Call No.	Route	County	Job No.	Description
G01	13, 39	Barry, Stone	J7P3457	Bridge Washing

**Table III
Award of Emergency Project
August 13, 2024, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
B05	U	Warren	JNE0171	\$1,485,763.86	\$0.00	Karrenbrock Construction, Inc.	Emergency Slide Repair
			TOTAL	\$1,485,763.86	\$0.00		

**Table IV
Award of Contract
June 6, 2024, Bid Opening
Let by I-470 Western Gateway TDD**

Route	County	Job No.	Bid Amount	Contractor	Description
I-470	Jackson	J413470	\$10,682,141.20*	Pyramid Contractors, Inc.	Interchange Improvement

**MoDOT maximum contribution \$4,007,500.00*

**Table V
Award of Contract
July 30, 2024, Bid Opening
Let by City of Joplin**

Route	County	Job No.	Bid Amount	Contractor	Description
LP 49	Jasper	J7S3430	\$1,523,486.15*	D & E Plumbing and Heating, Inc.	Intersection Improvement

**MoDOT maximum contribution \$457,443.00*

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received at the August 16, 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 G01 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II above.
3. Declared AAD Contracting, Inc. for Call G01 as non-responsive per Section 102.2.5 of the Missouri Standard Specification for Highway Construction.
4. Ratified the award of Call B05 that was awarded by the Assistant Chief Engineer on August 13, 2024, for an emergency project as noted in Table III above.
5. Concurred in award for bids received by the I-470 Western Gateway Transportation Development District at the June 6, 2024, bid letting, as noted in Table IV above.
6. Concurred in award for bids received by the City of Joplin at the July 30, 2024, bid letting, as noted in Table V above.

Commissioner Erdman abstained from Calls B02 and C03.

* * * * *

REPORT AND RECOMMENDATIONS REGARDING ST. LOUIS DISTRICT'S I-44 PROJECT BUNDLE FROM SULLIVAN TO FENTON, INCLUDING AUTHORITY FOR DESIGN-BUILD DELEGATION OF AUTHORITY

On behalf of the Director, Tom Blair, St. Louis District Engineer, recommended the Commission approve the St. Louis I-44 Project Bundle as a Design-Build project 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 St. Louis I-44 Project Bundle Design-Build Project:

- **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. It is unknown when the procurement process will begin for the St. Louis I-44 Project Bundle Design-Build Project. Funds for this project are included in the Statewide Transportation Improvement Program. The project is estimated at over \$80.00 million total for right of way, utility relocation, and the design-build contract. Via approval

of the consent agenda, the Commission unanimously approved the St. Louis I-44 Project Bundle as a Design-Build project and delegation of authority as recommended and noted above.

* * * * *

2025-2029 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

On behalf of the Director, Ed Hassinger, Interim Director, requested approval to revise the 2025-2029 Statewide Transportation Improvement Program (STIP) that was approved in July 2024, for the implementation of four highway and bridge project changes, as noted in Table I below.

**Table I
2025 – 2029 STIP
Highway and Bridge Construction Schedule
September 5, 2024, Amendment
Project Changes**

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year	Change in Construction and Right of Way Funds <i>(Dollars in Thousands)</i>	Change in Engineering Funds <i>(Dollars in Thousands)</i>
NW Nodaway JNW0071	RT NN	Bridge replacement on Rte. NN over Platte River. Project involves bridges P0981.	2025 CN 2025 RW	\$2,356	\$609
KC Cass JKU0447	RT D	Signalize intersection at Loch Lloyd Parkway 0.4 mile north of North Avenue and 0.1 mile south of Suffolk Lane. \$201,000 Cost Share and \$230,000 Village of Loch Lloyd funds.	2025 CN	\$363	\$97
KC Clay J4S3412	MO 1	Pavement reconstruction, upgrade pedestrian facilities and upgrade signals from 72nd Street to Northeast 42nd Street.	2025 CN 2025 RW	\$6,958	\$476
KC Ray J3S3191	RT T	Pavement resurfacing from Rte. 210 to Rte. 10.	2025 CN	\$1,311	\$90
			TOTAL:	\$10,988.00	\$1,272.00

* Contingent upon the execution of an agreement.

Via approval of the consent agenda, the Commission unanimously approved the amendment to the 2025 – 2029 STIP as noted in the tabulation above. Commissioner Erdman abstained from voting on Job Number JKU0447, Route D in Cass County.

* * * * *

APPROVAL OF PLANS FOR CONDEMNATION

On behalf of the Director, Danica Stovall-Taylor, Assistant 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. Louis	100	J6P3274
St. Louis	21	J6S3283

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

* * * * *

REPORTS

The Commission received the following written reports.

MODOT IMPROVE I-70 PROGRAM REPORT

Eric Kopinski, Improve I-70 Program Project Director, provided to the Commission report regarding the Improve I-70 Program. The segment of I-70 within the state of Missouri holds both regional and national significance and connects the two largest cities of Kansas City and St. Louis. Additionally, I-70 carries more rural daily traffic in Missouri than any other route in the state. The nearly 250 miles across the state have been an engine for economic growth and prosperity since 1956. Missouri has the distinction of being the birthplace to the interstate with the first interstate project under construction on I-70 in St Charles County between Fifth Street and Route 94/First Capitol Drive. This project broke ground on August 13, 1956. Construction of the Missouri portion of I-70 was completed in 1965 making it the oldest interstate in U.S. history.

The safety and economic prosperity of Missourians depends, in part, on an I-70 that grows along with the state and nation. That's why the Missouri Department of Transportation is working to improve I-70. With the passage of the State Fiscal Year 2024 budget on June 30, 2023, the Missouri General Assembly allocated \$2.8 billion in state funding from the General Revenue Fund for the Improve I-70 Program. The funding is to be utilized to add a third lane and rebuild/repair the existing lanes to both eastbound and westbound I-70 from Blue Springs to Wentzville for a total project length of nearly 200 miles.

Funding. Of the \$2.8 billion in funding, \$1.4 billion is General Revenue funds with transfer authority to the State Road Fund (SRF) to directly pay for project costs. As MoDOT is ready to issue contracts for work on I-70, the funding is transferred into the SRF. MoDOT and the Office of Administration executed a formal funding agreement similar to the funding agreement utilized for the Governor's Focus on Bridges Program. The remaining \$1.4 billion is for debt service payments from

bonds issued by the Missouri Highways and Transportation Commission (MHTC) for the Improve I-70 Program. A maximum allocation of \$136 million per year is allocated for debt service payments. With this historic investment and the funding previously authorized by the MHTC in the Statewide Transportation Improvement Program (STIP) the Improve I-70 Program is fully funded.

The department is exploring federal discretionary grants as an opportunity to leverage funding. In the summer of 2023 MoDOT submitted an aggressive grant application request of \$300 million for the Improve I-70 Program. In January 2024, Missouri was notified of a partial award of \$92.8 million.

Staffing. MoDOT is using internal staff to deliver as much of the Improve I-70 Program as possible. In total, 26 full-time staff are being utilized for the program. The program is being implemented with a centralized approach and a Program Director who is overseeing the entire Improve I-70 Program. By doing this it will help ensure consistency across the nearly 200 miles. To help deliver the various segments of the program within the internal team an east, central, and west team were developed. This will ensure there is a physical presence throughout the corridor. Each team will have a temporary physical office along I-70.

Environmental. According to MoDOT policy and federal law, any MoDOT project with significant impacts and improvements requires extensive environmental analysis and clearance prior to beginning design or construction. Formal environmental analysis for Improve I-70 started in the early 2000's with discussions about various funding possibilities, and a Tier II study, which cleared the corridor for improvements. Due to the 16-year gap between completing the comprehensive environmental study and sufficient funding for I-70, the study requires an update. In July 2023, MoDOT started to update the environmental study and clearances. MoDOT plans for all environmental clearances to be completed and in place for planning and design in September 2024. As projects for construction are awarded, MoDOT will also work closely with the contractors to ensure all construction environmental permits are in place prior to work starting in an area.

Schedule. The Improve I-70 Program includes eight total project segments across the state. The nearly 200 miles will be broken into various contracts that will be awarded as either design-bid-build or design-build. Total completion of the corridor is anticipated by the end of 2030. An estimated project list and timeline is outlined in the table below.

Project Limits	Award	Completion
Blue Springs to Odessa	Spring 2025	Late 2028
Odessa to Boonville	Fall 2027	Late 2030
Boonville to Rocheport	Late 2025	Fall 2027
Rocheport to Columbia	Spring 2026	Late 2029
Columbia to Kingdom City	Summer 2024	Late 2027
Kingdom City to Warrenton	Spring 2027	Summer 2030
High Hill Realignment	Spring 2026	Summer 2027
Warrenton to Wentzville	Fall 2024	Late 2028

Communication Outreach. As with every project MoDOT programs, getting public input is critical to success from the early design stage to the final ribbon cutting. There have been hundreds of public meetings dating back to the early 1990s for what is desired with I-70. With funding now in place to add a third lane to eastbound and westbound I-70, one of the early steps the program team implemented was to go in person to talk with the local residents and leaders. In August 2024, MoDOT completed seven public meetings in cities along the I-70 corridor. The purpose of these meetings was to inform residents and stakeholders that the funding was in place and construction would soon be underway. MoDOT also sought input from the public for the projects.

* * * * *

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.

* * * * *

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

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

* * * * *

CONSULTANT SERVICES CONTRACT REPORT

Danica Stovall-Taylor, Assistant State Design Engineer, submitted a written report of consultant contracts executed in the month of July 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 696 active contracts held by individual engineering consultant firms prior to August 1, 2024. Eighteen engineering consultant services contracts were executed in July 2024, for a total of \$6,090,624. There was one non-engineering consultant contracts executed in July 2024.

* * * * *

* * * * *

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

* * * * *

* * * * *

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

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

* * * * *