



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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October 2, 2024

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN WASHINGTON, MISSOURI,
WEDNESDAY, OCTOBER 2, 2024**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, October 2, 2024, at Washington City Hall, Council Chambers, 405 Jefferson Street, Washington, Missouri, and was available via live stream. W. Dustin Boatwright, P.E., Chair, called the meeting to order at 9:30 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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Ed Hassinger, Interim Director of the Missouri Department of Transportation; Terri Parker, Chief Counsel for the Commission; and Pamela J. Harlan, Secretary to the Commission, were present on Wednesday, October 2, 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

APPROVAL OF MINUTES

Upon motion by Commissioner Smith, seconded by Commissioner Erdman, a quorum of Commission members present approved the minutes of the regular meeting held on September 5, 2024, and the special meeting held on September 4, 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.

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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 October 2, 2024, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Smith, seconded by Commissioner Erdman, 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 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 October 2, 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 stated the annual veto session of the Missouri General Assembly happened with little fanfare this year. Over the next several months, MoDOT staff will be meeting with elected officials by both visiting with them in their respective legislative districts and by inviting them to attend their respective MoDOT district legislative forums. This meeting will allow key MoDOT personnel to visit with House, Senate, and congressional members and their staff on projects currently taking place in their legislative districts and discuss transportation-related public policy issues of interest to them.

MoDOT staff is also working to identify legislative sponsors for the proposals presented in last month’s Commission report: Safer Access for Everyone on the Roadways (SAFER) *and* increasing fines and penalties on persons and companies associated with littering along Missouri’s highway system.

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

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Erdman stated the board met on September 17. The active trooper position on the board was filled, Master Sergeant Wallace Ahrens will serve in that role. The vice chair was elected, and that role is being filled by Todd Tyler. The board met with the actuary who reported an increase in the funded status. The board also approved the contribution rates of thirty-seven percent for MoDOT and non-uniformed members of the patrol, and fifty-eight percent for the uniformed members of the patrol. It is anticipated the state will pay a little over \$210 million into the retirement system next year.

The board continues to approve a new building for MPERS. The retirement system will bear the cost for this upgrade.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported good news for highway safety in Missouri. So far this year, traffic fatalities in the state are down ten percent compared to this same time last year. This comes on the heels of a six percent reduction in 2023 and is a welcome sign of progress. The current ten percent reduction equates to seventy-five more people this year who have made it back home at the end of the day. While it is still too early to know exactly why there is a ten percent reduction this year, there are some promising trends worth noting.

First, the General Assembly passed a new distracted driving law in 2023 that prohibits the handheld use of an electronic device for all drivers. While citations for violating the law cannot be issued until January 1, 2025, a recent report from Cambridge Mobile Telematics indicates distracted driving in Missouri has decreased by five percent simply as a result of passing the law. There is an expected greater reduction in 2025 when enforcement begins.

Second, motorcyclist fatalities are down a staggering thirty-two percent in 2024. More specifically, unhelmeted fatalities are down forty-six percent. While there are still many more unhelmeted fatalities than prior to the repeal of the helmet law, the department is hopeful more riders are now making the safer decision to always wear a helmet.

Third, MoDOT is investing in a record number of safety improvements through the Statewide Transportation Improvement Program (STIP). This year's STIP includes a thirty-three percent increase in safety investments, and these additional improvements are expected to save around twenty lives per year.

Finally, it is believed that many law enforcement agencies throughout the state have increased their traffic enforcement efforts, hopefully reducing speeds and other aggressive driving behaviors.

Last week, the department was very encouraged to bring together more than 570 safety partners in the state to convene at the annual Highway Safety Conference in Columbia. Over the course of three days, the attendees learned about new ways to keep making Missouri roads safer. The Commission and department are hopeful this event serves as a catalyst for ongoing improvements and even better results in the months and years to come.

Commissioner Boatwright concluded by reminding all drivers to please Buckle Up! And put your phone down.

Director Search Committee – Commissioner Boatwright reported the Director Search process continues and the deadline to receive applications has passed. Yesterday, the Commission reviewed and considered each application. The Commission will conduct interviews in October.

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INTERIM DIRECTOR'S REPORT

During the October 2, 2024, Commission meeting, Interim Director Ed Hassinger provided the following report:

Day of Remembrance and Fallen Worker – Interim Director Hassinger reported in late September MoDOT held the annual Day of Remembrance memorial ceremonies at the Central Office and the district offices. This is an important day each year when employees gather to read the names aloud and remember those employees that have been lost. There are many family members who join in these ceremonies each year. Everyone takes comfort together.

Unfortunately, the MoDOT fallen workers is now at 140. As the Chairman shared at the start of the meeting, MoDOT is heartbroken at the loss of Senior Maintenance Worker Jay Bone. Later this week, the MoDOT family will join his family and friends and say goodbye to our teammate and friend. He was a husband and a father and a grandfather. The family has scheduled a celebration of life this Friday in Smithton. Our thoughts and prayers to Jay's family and friends and his immediate MoDOT teammates.

These are the hardest days. We want every one of our team to go home to their family and friends every day. We will continue to learn and focus on safety with every effort and resource this department has.

Governor Years of Service Luncheon – Last week, Mr. Hassinger had the great honor to be included in a unique group of MoDOT employees recognized with 40 years or more service to the State of Missouri. Governor Parson hosted a luncheon to celebrate this service with the nearly 100 state employees. MoDOT has 15 employees with 40 years or more. Ten employees were able to attend the ceremony in Jefferson City. The celebrated employees include Senior Motor Carrier Agent Angela Bonnot, Southeast District Senior Right of Way Technician April Brock, Senior Planning Technician Sherry Grannemann, Northeast District Senior Information Systems Technologist Kenny Glover, Bridge Maintenance Superintendent Jerry Goodman, St. Louis Transportation Project Manager Shirley Norris, Lead Information Systems Technologist Janet Ruga, Northeast District Maintenance Superintendent Ken Strube, Central District Senior Construction Inspector Douglas Thomas, Northwest District Maintenance Supervisor Robby Blair, St. Louis District Senior Equipment Technician John Kelemen, Kansas City District Motor Assistance Shift Supervisor Gregory Morgan, Senior Project Reviewer Ralph Rankin, Chief Counsel Rich Tiemeyer, and Interim Director Ed Hassinger.

Buck O'Neil Ribbon Cutting – On Monday, MoDOT reached a major milestone for the Route 169 Buck O'Neil Bridge in downtown Kansas City. Mr. Hassinger thanked the members of the Commission for participating in the celebratory ribbon cutting ceremony. Governor Parson, Kansas City Mayor Quinton Lucas, and Metropolitan Planning Organization (MPO) partner David Warm were also present. The ceremony honored Negro League's great ball player Buck O'Neil, and it was an honor to have the President of the Negro League Baseball Museum Bob Kendrick speak, and five family members of Buck O'Neil present for the event.

In the coming weeks, traffic will be moved over to this new bridge and crews will complete the remaining parts of the work. It is scheduled for completion by the end of the year.

Major Projects Update – Mr. Hassinger noted in today's meeting, there are several presentations related to the project development and delivery process including the update on the High Priority Unfunded Needs

document, the projects completed over the past decade, and the plan for delivering the \$14.6 billion STIP, which is the largest program in MoDOT’s history.

He shared a few statistics to illustrate the magnitude of this work. As of the first of September, MoDOT has 420 active contracts with work on the roadways. Of those, about half (211) have a completion date of this year with a total of \$320 million left to be built. As a comparison this time last year, there were 160 active contracts to be completed by the end of the year with a total of \$196 million left to be built.

Across the state MoDOT has 543 positions assigned to construction and materials. But of those, there are 84 vacancies, leaving 459 people to deliver these projects.

Every other month, project leaders give an update to executive leadership on the status of their projects. As staff listened to the most recent reports, Mr. Hassinger was struck by the amount of work getting done. When Team MoDOT is challenged – they deliver. Every month the project leaders give an update on the status of projects, so Mr. Hassinger shared a video of the people getting it done every day. The department is focused on continuing the momentum to deliver on this historic program.

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PUBLIC COMMENTS

A CITIZEN’S COMPLAINTS

Arnie Dienoff presented comments to the Commission complaining about several items. Prior to his comments, the Chairman stated that Mr. Dienoff is being listened to and taken seriously and noted that Mr. Dienoff had already covered numerous topics in the past twelve months and that he will need to address new issues that he listed on his public comment registration form and to keep his comments limited to those new items. The comments that Mr. Dienoff addressed during this meeting included: the vacant Director’s position, sunshine law, meeting materials, and MoDOT’s website.

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CONCERNS ABOUT THE INTERSECTION OF ROUTES B AND 100 IN FRANKLIN COUNTY

Harold Englert, Mayor of Berger, shared his concern regarding the intersection of Highway B and Highway 100, suggesting MoDOT reduce the hills on both sides. Mayor Englert stated with farmers coming from the river bottom, it is a safety concern. He has met with the former area engineer about this stretch of roadway. The property owner has stated he will donate right of way to make improvements.

The new area engineer, Jordan Dalaviras, is available and will meet with Mr. Englert regarding his concerns.

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PUBLIC PRESENTATIONS

FRANKLIN COUNTY UPDATE

Tim Brinker, Presiding Commissioner of Franklin County, shared Franklin County was separated from St. Louis County and established in 1818, and is named after founding Father Benjamin Franklin. The City of Union has been the county seat since 1825, when it was moved from the village of Newport. The economy is a diverse mix of agriculture, manufacturing, wineries, and tourism. Home to approximately 105,000 residents, the County offers both rural and urban living opportunities. He listed the cities in the county and the character that contributes to the county.

Mr. Brinker’s presentation shared some historical transportation partnerships with the Commission and his vision for future transportation investments/partnerships along the I-44 and Route 47 corridors. He shared some data regarding crashes on Route 47 and Interstate 44, which he believes shows the need for roadway improvements. He noted it is imperative to address these concerns and widen Route 47 to four lanes and make I-44 safer. He described transportation in the region on three major rivers, two public airports, three railroads and an Amtrak station, and over 2,500 miles of roadways. Workforce in the region is trending upward, nearly half of which travel outside of the county to work. He shared data regarding the workforce and traffic. These commuters use Highway 47 and I-44 to travel to work daily. Two reasons to improve Route 47 are safety and timeliness. Improving the roadway will improve the quality of life in the region by reducing crashes and delays when traveling.

Mr. Brinker thanked the Commission for the partnerships that led to successful projects on Highway 50 through Union, Highway 100 expansion and enhancements, and the incredible regional

participation in collaboration with MoDOT that led to the replacement of the Highway 47 bridge over the Missouri River. The region is grateful for these improvements. He renewed his request to make Routes 47 and I-44 safer, and the need to widen Route 47 to four lanes from Washington to St. Clair.

Commissioner Smith thanked Mr. Brinker for his presentation and shared the Commission looks forward to the ongoing partnerships with Washington and Franklin County.

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CITY OF WASHINGTON – A CONTINUED PARTNERSHIP

Darren Lamb, City Administrator of Washington, shared with the Commission their appreciation for being partners in transportation. The City of Washington has had a great history of past collaboration on projects including the widening of Highway 100 from Interstate 44 to High Street. The city would like to continue these partnership efforts to improve other state routes in and around the City of Washington. He described the success of the cost share project with MoDOT and the benefits of the transportation sales tax that helped fund the project. He then highlighted the need for improvements and future projects for continued community growth.

There are five future projects. One is the Highway 100 capacity improvements westward from High Street to Vossbrink Drive and the Industrial Park. This project is not on the High Priority Unfunded Needs List. Another project is for Highway 100 safety improvements east of the city limits, this project is on the High Priority Unfunded Needs List and has been studied. It will convert intersections to J-Turns and possibly install roundabouts. A third project includes Highway 47 north of the Missouri River levee and will protect the roadway and the city airport. The Corps of Engineers has a full study that is underway and scheduled to be completed in Spring 2025. A fourth project will extend East-West Parkway and construct a roadway around the southern edge of the city that will make key connections with Highway 100 on the east and west ends of town, and Route 47 on the sound end of town. The fifth project includes safety and capacity improvements for Highway 47 south of city limits to the future East-West Parkway

connection. This project will widen the roadway to four lanes. Currently, MoDOT has plans to widen Highway 47 from St. Clair to the Washington city limits, but the city would like the project to extend further into the city.

Commissioner Slay thanked Mr. Lamb for his presentation and shared his appreciation for the working relationship the city has with the Commission and MoDOT. Commissioner Hegeman inquired about Highway 47 north of the river and the flooding study underway.

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MODOT PRESENTATIONS

UPDATE FROM MODOT'S NORTHEAST DISTRICT

On behalf of the Interim Director, Paula Gough, Northeast District Engineer, presented a brief overview of the current state of roads, bridges, projects, and other critical issues in the Northeast District. The Northeast (NE) District is focusing its Statewide Transportation Improvement Program (STIP) funds and all available operation funds on maintaining existing roads and bridges, completing the Americans with Disabilities Act (ADA) plan, safety improvements, and limited capacity improvements. The Northeast District's operating budget addresses activities including winter operations, emergency response, traffic incident management, mowing, litter control, signing, and striping, in addition to maintaining roads and bridges.

The Northeast District proudly serves more than 297,000 Missourians in seventeen counties. The Northeast District maintains 9,799 lane miles of interstates and major, minor, and low volume routes. The Northeast District includes 404 employees and employed seven interns over the summer. The 2025-2029 STIP includes 126 NE District projects. While many of these are overlays and small bridge projects, these projects still have a lot of regional significance.

The Northeast District has 1,097 bridges including fifteen major bridges. Bridges provide important connectivity for communities, safety, commerce, and agriculture. Currently the district has sixty-three bridges on the poor condition list. In 2019 the district had eighty-eight poor condition bridges. This reduction of twenty-five bridges from the list required programming 116 bridges in the past five years of the STIP. The district is making progress in reducing its poor condition bridges.

The Northeast District has over 4,105 lane miles of minor roads and 3,806 lane miles of low-volume roads. The condition of the low volume roads is at 75.8 percent good. This is up from 73.7 percent last year. With the current STIP, the district will continue to make significant improvements to these low volume and minor roads. The district appreciates the continued investment in low volume and minor roads. The Governor's Rural Road Program provided \$100 million of General Revenue monies to be used on rural roads. The Northeast District received \$27 million of this money in fiscal year 2023 to improve the condition of low-volume roads. The district completed the program improving 184 centerline miles of low-volume roads. The Legislatively Designated Rural Road Program provides \$100 million to be used on minor and low-volume roads. The Northeast District received \$18.5 million toward this program in fiscal year 2024. This improved 145 centerline miles of low-volume and minor roads in the district. These projects are expected to be completed by November 1, 2024. The Legislatively Designated Rural Road Program provides \$100 million to be used on minor and low-volume roads. The district received \$18.5 million toward this program in fiscal year 2025. This will improve at least 132 centerline miles of low-volume and minor roads in the district and up to 189 centerline miles using add-alternate bidding. The projects are expected to be completed by end of calendar year 2025.

There are three planning organizations within the Northeast District boundaries: Boonslick Regional Planning Commission, Mark Twain Regional Council of Governments, and Northeast Missouri Regional Planning Commission. The region has seen growth in many counties in the last year, with nearly half of all rural counties seeing five percent growth rates. The district continues to work with these

organizations in the development and delivery of projects in the Statewide Transportation Improvement Program. The current STIP includes 126 projects for the district. Many of those are overlays of pavement and bridge projects but they have a lot of regional significance, and these projects have been identified through the planning framework working with regional planning partners who share the department's asset management goals. Of the projects in last year's STIP, eighty percent have been delivered on time and that is more than \$113 million awarded for the Northeast District

Maintenance is critical to continuing to improve and maintain the highway system. District Maintenance has placed over 44,000 tons of asphalt. In addition, District Maintenance placed over 850 lane miles of seal coats to extend the life of the pavements and replaced more than 18,140 square feet of signs to date. Preventive maintenance of bridges is ongoing. The district striping teams have completed 3,029 line miles through the end of August.

Ms. Gough then highlighted a few planned projects in the STIP as well as a few unplanned projects. The district has had to respond and adjust program delivery schedules to address roadway damage due to weather and other factors. The district recently completed the reconstruction of Missouri Route 3 in Randolph County that had been damaged and closed due to a slide; the roadway was opened to traffic in August. In Clark County, US Route 61 at Alexandria was a project that raised the roadway to reduce the days of closure when flooding occurs. The roadway will be completed this fall. In Hannibal on Route 79, a bridge was replaced in the historic district. At Troy, a diverging diamond interchange is under construction at Route 47 and US 61, and this project is scheduled for completion in the fall of 2025. The reconstruction of a bridge on Adair County Route A is underway after being washed out during an intense storm. The reconstruction of the roadway on Warren County Route U is underway after extreme slide damage closed the roadway. This roadway closed in May and an emergency project was put together with a lot of teamwork; construction started in August and is estimated to be completed in November to repair three slides. She noted a critical item for this project was the acquisition of right of way, and the property

owner donated the right of way that helped streamline the process. As work to update the Environmental Impact Statement wraps up, Improve I-70 Warrenton to Wentzville has transitioned to a Design-Build project. This project is one of several which will modernize the I-70 corridor across the state.

The Northeast District and Northeast Coalition for Roadway Safety continue to promote safe driving behaviors, Buckle Up Phone Down (BUPD), and Missouri’s highway safety strategic plan “Show-Me Zero.” They recently recognized two counties (Scotland and Lewis) with the Show Me Zero Awards recognizing them for zero fatalities in 2023. Ms. Gough reported through safety coalition efforts fatalities decreased from 42 in 2023 to 30 in 2024.

Ms. Gough noted the district continues to work to fill the employment vacancies. She recognized the long-term service of many of the district employees and thanked them for helping onboard people, mentor them, and share their knowledge. She recognized Kenny Glover, who is an employee with 40 years of service.

Commissioner Hegeman thanked Ms. Gough and noted the great things going on in the district. He expressed his appreciation to get the emergency repairs taken care of on Route U, and for building resiliency in the roadway on Highway 61 to help with recovery during flood events.

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UPDATE ON ROUTE 47 IMPROVEMENTS

On behalf of the Interim Director, Aaron Groff, St. Louis Transportation Project Manager, provided an update on the Route 47 improvements. During his report he provided an overview of the status of the Route 47 corridor safety and capacity improvements conceptual study.

The Route 47 Corridor in Franklin County from Route 100 in Washington through Union to I-44 in St. Clair has been identified as a regional priority by East West Gateway Council of Governments and is currently on the High Priority Unfunded Needs List. This roadway is a two-lane road with stoplights

at various intersections. The region desires improvements to Route 47 to improve safety, congestion, and promote growth.

Prior to construction this portion of roadway needs to be studied to identify improvements that will meet the project goals; and the conceptual study is focused on 12.7 miles of the corridor. HNTB Corporation along with their partnering teams will be assisting MoDOT with this study. Mr. Groff reviewed recent crash history and traffic data to further illustrate the need for improvements on this route.

Mr. Groff then reviewed the timeline for the project. One stake holder meeting was held in December 2023, to introduce the study, share the project goals, and explain the project timeline. During the spring and summer of 2024, traffic data was collected and analyzed. A public meeting was held, on September 24, 2024, at the Union Community Center, concurrent with an online public survey.

Next steps in the process include continued analysis of the traffic data that was collected and additional public engagements through a second public meeting, stakeholder listening sessions, and community advisory group (CAG) meetings. The department will then develop reasonable alternatives, identify environmental constraints along the corridor and recommend a project delivery method. The conceptual study is estimated to be completed by the summer of 2025. Construction is estimated to start in fiscal year 2028 and there is currently \$75.7 million programmed for this project.

Commissioner Baker thanked Mr. Groff for his presentation and noted the importance and impact of this corridor in Missouri. She expressed her appreciation for the work done to date and the focus on improving this roadway.

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HIGH PRIORITY UNFUNDED NEEDS

On behalf of the Interim Director, Llans Taylor, Transportation Planning Director, presented Missouri's High Priority Unfunded Needs. This document plays a critical role because it fills the gap between the funded Statewide Transportation Improvement Program (STIP) and the Long-Range

Transportation Plan (LRTP). The LRTP is often more visionary and aspirational, and then on the other end of the spectrum the STIP is a funded concrete plan of projects. This document helps MoDOT identify the next needs between the STIP and the LRTP. Missourians have repeatedly established the number one goal for MoDOT is to take care of the existing system; however, many needs still exist that remain unfunded. The Citizen's Guide to Transportation Funding identifies \$1.1 billion of high-priority unfunded annual transportation needs under six categories.

The department and Commission value the importance of public input and the established planning framework that utilizes Regional Planning Commissions and Metropolitan Planning Organizations to select and prioritize needs and projects. Through the established planning framework policy, MoDOT can collaboratively and strategically work with local officials throughout the state to address unlimited needs with limited resources and involve planning partners in the decision-making process. Initially started in 2019, the department now has an established process to annually prepare a list of unfunded transportation needs. This list enables the department to be prepared should additional resources become available and continue its collaboration with its planning partners.

The High Priority Unfunded Needs List includes multiple tiers of needs. The first tier represents the highest priority needs which could be delivered with additional funds in the STIP timeframe. The second and third tier represents the highest priorities which could be delivered beyond the horizon of the STIP. The Multimodal tier represent the highest multimodal priorities which could be delivered if there was a dedicated funding source for other modes. The distribution of funds is based upon the third step of the Commission's funding allocation policy for system improvements. Planning partners are an essential element in the process that develops this list.

Mr. Taylor was pleased to report that from 2019 to 2024, \$5.8 billion in projects were moved from the unfunded needs list into the STIP. From 2019 to 2020, \$742 million in projects were moved from the unfunded needs list into the STIP. From 2020 to 2021, the STIP was not updated due to the COVID-19

pandemic, but the department still moved \$9 million worth of projects from the unfunded needs list to the STIP. From 2021 to 2022, the department was able to move \$1.25 billion from unfunded into the STIP. The most significant move occurred from 2022 to 2023 with \$2.9 billion in projects advanced to the STIP. From 2023 to 2024, \$763 million in projects were moved from the unfunded needs list into the STIP. This list has helped the state advance a tremendous amount of work to improve transportation in Missouri.

Planning partners are an essential element in the process that develops this list. Over the last several months, MoDOT staff worked with Metropolitan Planning Organizations and Regional Planning Commissions throughout the state to develop this list of unfunded road and bridge needs, and Multimodal needs. This list is constrained by dollar amount and time. The funding assumption targeted a total of \$4.5 billion for three tiers and another tier for Multimodal at \$1 billion. Tier one targeted \$500 million and tiers two and three targeted the remaining \$4 billion. The project list that resulted from the process was a little less than the targeted amounts, totaling \$4.4 billion statewide. The tier one list totaled \$474 million, the tier two list totaled \$1.92 billion, and the third tier totaled \$1.96 billion. In addition to the three tiers and the multimodal category, there are two more categories including the major bridges at \$575 million, and a statewide unfunded needs category at \$4.6 billion. These unfunded projects were distributed across a variety of types of projects including improve bridge conditions, improve road conditions, increase economic growth, and improve safety, major interstate reconstruction, and multimodal. Altogether, the unfunded needs list totals \$11 billion.

There were nine public meetings held in July and August to receive public comment and input on the unfunded needs list. There were 170 participants that attended the public meetings. Additionally, this information was available on MoDOT's website for public comment. Over 224 comments were received, mostly supporting needs identified in the list. Thirty-two comments were received identifying seventeen needs not currently listed.

The department will continue to bring the High Priority Unfunded Needs List to the Commission annually. The current list will be available online and shared with others to educate the public, transportation leaders, and elected officials about transportation needs in Missouri and how additional transportation funds could be used. Bringing this to the Commission finalizes the update for this year. The next steps are to share the comments received through this process with the planning partners. Then after the next STIP, the department will begin updating this list once again.

Commissioner Erdman shared why this process is so important. Missouri has the STIP, that shows citizens how their project is funded and will be constructed. He explained that there are a lot of unmet needs, and the department is now identifying them and listing them as the things the Commission and department would do next if there was additional funding. The department is building consensus behind what comes next. It allows the department to do the planning and some preliminary engineering. It is remarkable how robust the planning process is and has a lot to do with the department's credibility that it has built by using this process. He also noted how he hopes a similar process can be developed soon for the operations side of MoDOT.

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TEN YEAR RESULTS AND FUTURE PROGRAM DELIVERY

On behalf of the Interim Director, Eric Schroeter, Assistant Chief Engineer, and Kenny Voss, State Design Engineer, stated MoDOT's mission is to provide a world-class transportation system that is safe, innovative, reliable, and dedicated to a prosperous Missouri. It takes planning, collaboration, and accountability to fulfill this mission. He explained this presentation will be about success, accountability, and how the department will keep on delivering. He shared information regarding MoDOT's results and an update on upcoming projects across the state. This will include highlights of MoDOT's results over the last ten years, industry partnering efforts, future project schedules, project delivery innovations, and performance measures.

There is some great news when looking back at ten years of projects. From 2014 to 2023, MoDOT delivered 4,206 projects worth \$10.5 billion. MoDOT has a long record of delivering projects on time and within budget. Ninety percent of those projects were completed on time and those projects came in at 3.8 percent under budget, a savings of \$385 million. These projects focused on taking care of the system, improving safety and reliability, and spurring economic growth. The return for every dollar spent on these projects returned \$2.90 of economic activity, multiply that out and it totals \$29 billion of economic activity across the state.

One of MoDOT's core values is accountability, MoDOT's Tracker and Results documents ensure accountability for performance and drive results. The Completed Projects report provides project totals by district and by county and what the completed projects were so everyone can see where the transportation funds were spent across the state. This report includes the bridgework that was part of the Governor's Focus on Bridges program; this project was repairing or replacing 250 bridges using \$351 million in General Revenue and started in 2019 and completed by December 2023. The report also includes the \$100 million of funds for the Governor's Rural Routes program in fiscal year 2023; this completed 1,700 lane miles by the end of 2023. Mr. Schroeter reminded everyone that during the past ten years there was also a worldwide pandemic to work through and to keep delivering projects.

Kenny Voss shared how the department will deliver the next program. In July the Commission approved the largest Statewide Transportation Improvement Program in MoDOT history. Most of the projects are currently in the project development phase where the department is determining the needs, initiating public involvement, seeking environmental clearance and the like. Over the next five years MoDOT is planning to deliver the largest program to date consisting of over 1,400 road and bridge projects worth \$10.7 billion. The challenge facing the department is completing the same amount of work in half the time.

This STIP includes transformational improvements to I-70, I-44, and asset management projects to roads and bridges. This STIP will improve over 11,000 miles of roadways and 955 bridges. The ten-year results have led the General Assembly and the Governor to trust MoDOT and invest \$3.3 billion in legislatively designated and funded transportation improvements. These funds include \$2.4 billion for the remaining part of the Improve I-70 program, \$577.5 million for I-44, \$100 million for rural routes, \$60 million for US 67, \$38 million for US 65, \$30 million for I-29/I-35/169, \$20 million for I-49/Route 58, \$19 million for multimodal projects, and \$10 million for off-system projects.

In 2023 the General Assembly invested \$2.8 billion for the Improve I-70 Program, and the first project is under contract and concrete is being poured. The next contract is to be awarded in November. It is unprecedented to break ground on the first Improve I-70 Program project in six months from passage of the legislation for funding of this program. The legislature and administration are committed to improving I-44 as well; in 2024 it designated funding to study the corridor and then in 2025 it designated general revenue and bonding authority to develop and construct the projects along the corridor.

Coordinating projects is essential to the successful delivery of so much infrastructure. Previously, a \$25 million project was rare, in this STIP there are over 50 projects greater than \$25 million and many that are larger than \$100 million. That many large projects require balancing of awards and scheduling so MoDOT and the industry can prepare to spread out precious bidding and estimating resources throughout the year. It also gives industry a forecast of what to expect in Missouri over the next several years so partners can plan their investments in staff and equipment. The department started the coordination process by listing out the approximate time for each of the Improve I-70 projects, then the I-44 projects, followed by the additional \$25 million (and larger) projects to see how they all fit together. This information will be shared with industry, and staff will seek their input to make sure the department is getting the best value as these projects move forward.

Delivering a transportation project is complicated and requires good communication and coordination. MoDOT has implemented a project scheduling tool using Microsoft Project and PowerBI to track and monitor major milestones for all projects. Most projects require environmental, right of way, utilities, and many other clearances which can sometimes take months or years to clear. This tool puts a schedule to every task so that the internal team and external consultant partners know when each task is due. This allows staff to move resources around, if required, to get projects back on schedule and to make sure all projects are delivered on time.

Delivering efficient and innovative transportation projects is one of the department's tangible results. The department cannot do things the same way it has always been done and expect to deliver double the output. MoDOT is a national leader in innovative project delivery including being the first state to implement practical design, which is now a national practice. Practical design helps MoDOT build projects that focus only on what is needed to solve the specific problem which helps the department keep on budget. The department also uses alternative project delivery such as design build and alternative technical concepts to engage industry partners to add their innovation, means, and methods to provide the best value to projects. MoDOT implemented project bundling to reduce administration, improve competition, take advantage of economy of scale, and reduce the impact to the traveling public. This approach is being taken to another level by using artificial intelligence to look at data and identify the best project bundles based on the type and location of projects and bidding history. Staff are also using the new SAFER tool to review every project to identify safety opportunities, this includes new predictive analytic tools to identify the best return on investment for safety improvements.

Partnering with industry to deliver practical solutions is how the department ensures best value for its customers. The department meets regularly with industry partners at meetings and conferences to collaborate on transportation solutions with this historic program. The department will share a forecast schedule of projects over \$25 million and discuss it with industry partners on November 20. MoDOT has

a record of success of delivering projects on time and within budget and plans to deliver this historic program but make no mistake this is a huge challenge for the entire state of Missouri not just MoDOT but all industry partners. MoDOT has an incredible team and great industry partners that are ready to take on this challenge.

Commissioner Smith thanked them for their presentation and noted how impressive it is to see what has been accomplished over the last ten years for Missouri's transportation system. He appreciated the effort underway to manage this huge increase in the program and working with industry to be prepared for all the upcoming work.

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ADMINISTRATIVE RULES/POLICIES

REPORT AND RECOMMENDATION REGARDING PROPOSED EMERGENCY AND PROPOSED AMENDED RULEMAKING – UNIFORM RELOCATION ASSISTANCE PROGRAM

On behalf of the Interim Director, Terri Parker, Chief Counsel, and Brenda Harris, Assistant to the State Design Engineer-Right of Way, presented to the Commission proposed changes to the administrative rule 7 CSR 10-4.020, Uniform Relocation Assistance Program. Changes to the rule are being made to align with the new federal regulations in Title 49, Code of Federal Regulations, Part 24, that were implemented on June 3, 2024, and increased relocation assistance payments to the interested parties affected by this rule, specifically persons (i.e., landowners, tenants, etc.) that are displaced from their residence, business, or farm due to the Commission's acquisition of real property with federal-aid highway funds to construct, reconstruct, rehabilitate, and maintain the state highway system as authorized by Article IV, Sections 29-34, Missouri Constitution. The new federal regulations implement the enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21) that amended the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

The department supports this notice of emergency and proposed amended rulemaking. The public will have an opportunity to submit comments in support of or in opposition to the proposed amended rulemaking. All comments received from the public will be considered and summarized in the final orders of rulemaking. On September 6, 2024, department staff sent the proposed rule changes to firms that are part of the Right of Way On Call list. All firms have current right of way acquisition projects pending with the Department. These firms did not have any recommended changes to the rules.

After consideration, the Commission, via approval of the consent agenda, unanimously found substantial evidence that the proposed emergency and amended rulemakings are necessary to carry out the purposes of Sections 226.150, 227.120, and 523.210, RSMo, that grant the Commission’s rulemaking authority, and authorized the Secretary to the Commission to file the notice of proposed emergency and amended rules with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in the *Missouri Register*, and authorized the Interim Director, Chief Financial Officer, Assistant Chief Engineer, Chief Administrative Officer, or Chief Safety and Operations Officer to execute the documents necessary to initiate the rulemaking process.

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COMMISSION POLICY REVISION – AUDITS – AUDITS AND INVESTIGATIONS – DIVISION CHARTER

Following a comprehensive review of all Commission policies, on November 7, 2013, the Commission formally compiled and adopted the Commission policies that the department currently operates under today. In addition to the Commission’s periodic review, there are occasions where a policy may need to be updated. This policy is being revised to make minor edits to wording. The modifications are noted in green text for new language, red strike through text for deleted language, purple text for language that was moved, and blue strike through text for moved and deleted language.

On behalf of the Director, Misty Volkart, Audits and Investigations Director, recommended the

Audits – Audits and Investigations Division Charter policy be revised as indicated below.

Category: AUDITS
Subcategory: Audits and Investigations Division Audit Charter

AUDITS AND INVESTIGATIONS DIVISION - AUDIT CHARTER

Accountability and Authority

It is the expectation of the Missouri Highways and Transportation Commission that all actions of the Commission and functions of the Missouri Department of Transportation will be conducted with the highest degree of integrity and transparency. Toward that end, the Audits and Investigations Director, who reports to the Director of the Missouri Department of Transportation, may, as circumstances dictate, report directly to the Missouri Highways and Transportation Commission. At the sole discretion of the Audits and Investigations Director, such reporting may be through the Commission’s Audit Committee, specific member or members of the Commission, or all members of the Commission.

The Audits and Investigations Division will not be organizationally located within the staff or line management functions of the department.

Audits and Investigations Division has continuing access to all records, letters, notes, memoranda, and other data (except attorney-client privileged materials in Chief Counsel’s Office files) produced by any office or individual that relates in any way to the operations of the Missouri Department of Transportation. Accordingly, the Missouri Highways and Transportation Commission and the Director of the Missouri Department of Transportation hereby direct all employees of the department to provide all requested information to Audits and Investigations Division, and indeed to volunteer information of which Audits and Investigations Division may be unaware.

Scope of Work

The audit functions of Audits and Investigations Division shall include, but not be limited to, the following:

- a. Audits and Investigations Division shall conduct internal audits and reviews of the Missouri Department of Transportation’s operations. The audits and reviews will provide the department and the Missouri Highways and Transportation Commission with objective appraisals concerning department programs and functions and make recommendations for necessary improvements.

Audits will be performed in accordance with **Generally Accepted** Government Auditing Standards, issued by the Comptroller General of the United States, **and the Government Accountability Office**, and may include financial audits, attestation engagements and performance audits, as defined therein.

Additional guidance for the performance of these functions ~~will be~~ **is the** Audits and Investigations Division’s Audit Policy and Procedures Manual, as well as regulations issued by applicable federal agencies.

- b. Audits and Investigations Division shall conduct audits and reviews of actual cost contracts or grants awarded to third party entities, as deemed necessary to ensure the terms of the contract or grant have been met; the cost billed for providing the contract item or grant purpose was incurred and eligible; and to determine compliance with established MoDOT policies, plans, and procedures, as well as federal and state laws and regulations.

Primary guidance for the performance of these functions ~~will be~~ **is the** **Generally Accepted** Government Auditing Standards, issued by the Comptroller General of the United States; 2 Code of Federal Regulations Part 200, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards”; **Federal Acquisition Regulations; Revised Statutes of Missouri; and other** regulations and procedures of the Missouri Department of Transportation and the applicable federal agencies; ~~the Federal Acquisition Regulations; and the Revised Statutes of Missouri.~~

- c. Audits and Investigations Division shall conduct audits and reviews of Missouri motor carriers, as deemed necessary to verify International Fuel Tax Agreement (IFTA) tax returns and International Registration Plan (IRP) applications.

Primary guidance for the performance of these functions will be the International Fuel Tax Agreement Audit Manual and the International Registration Plan Audit Manual

- d. In addition to these functions, Audits and Investigations Division shall perform special reviews as requested by the ~~department~~ Director of the Missouri Department of Transportation, the Deputy Director/Chief Engineer, the Chief Financial Officer, other department officials, or the Audit Committee of the Missouri Highways and Transportation Commission.

Audits and Investigations Division shall coordinate with other audit and review groups that are concerned with the operation of the department; or the operation of the various contractors, consultants, and subrecipients of the department. Audits and Investigations Division audits and reviews shall be executed in such a manner as to minimize duplication of effort.

Independence

Audits and Investigations Division is an integral part of the department’s system of internal control. As such, Audits and Investigations Division’s functions are so fundamentally important that they are designated as ongoing and continuing, and are to be free from all organizational, internal, and external impairments that might interfere with or otherwise influence, restrict, or modify the scope or character of audits or reviews, or the selection of audit or review procedures.

Audits and Investigations Division shall not become involved in the management of the department or in the implementation of corrective action taken as a result of audit or review recommendations. In all cases, Audits and Investigations Division will remain independent, to ensure impartial and unbiased opinions, conclusions, and judgments.

Effective Date: October 2, 2024 ~~June 5, 2019~~
Supersedes Policy Dated: June 5, 2019 ~~November 7, 2013~~
Last Reaffirmed:
Date of Origin: February 13, 1977
Related Commission Actions: February 13, 1997; April 9, 1999; June 2, 2004; August 9, 2006; November 7, 2013 – Comprehensive Policy Review; June 5, 2019 – Comprehensive Policy Review, ~~October 2, 2024 - revised.~~

Via approval of the consent agenda, the Commission unanimously approved the policy revisions described above.

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BUSINESS ISSUES

FISCAL YEAR 2025 BUDGET AMENDMENT

On behalf of the Interim Director, Todd Grosvenor, Financial Services Director, recommended reducing the Program Delivery General Assembly Designated/Funded Projects by the amount expended in fiscal year 2024 for low volume roads, decreasing Program Delivery General Assembly Designated/Funded Projects by \$22.6 million for the expenditures incurred in fiscal year 2024.

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

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FINANCIAL ADVISOR SERVICES CONTRACT

On behalf of the Interim Director, Brenda Morris, Chief Financial Officer, explained the Commission periodically requires financial advisor services in connection with complex financial transactions. The financial advisor will be responsible for advising the Commission and MoDOT on bond issuances, structure of financing, and on the management of financing programs. Staff completed the Request for Proposals (RFP) process to identify the appropriate service provider for the next financial advisor services contract.

Ms. Morris recommended approval of the award for financial advisory services in connection with complex financial transactions to Public Financial Management (PFM), which is comprised of Public Financial Management, Inc., and PFM Financial Advisors LLC. The general financial advisor service fees will be \$300, \$310, and \$320 per hour for years one, two, and three, respectively. A three percent annual increase will be added if the contract is extended beyond the three-year term. The fees for bond issuances will be \$80,000 for an issuance requiring a new indenture or lien and will be \$70,000 for an issuance under an existing indenture or lien.

Via approval of the consent agenda, the Commission unanimously approved a three-year contract with two one-year renewal options with PFM, which is comprised of Public Financial Management, Inc., and PFM Financial Advisors LLC, for financial advisory services, and authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or the Assistant Chief Engineer to execute a three-year (with two one-year extensions) Financial Advisor Services Agreement with PFM subject to approval as to form by the Chief Counsel's Office, and authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to independently execute, without Commission approval, the two one-year financial advisor services contract extension options, subject to approval as to form by the Chief Counsel's Office.

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MISSOURI TRANSPORTATION FINANCE CORPORATION (MTFC) ELECTION OF AT-LARGE BOARD MEMBER

On behalf of the Interim Director, Brenda Morris, Chief Financial Officer, reported in keeping with the Commission’s policy regarding the Missouri Transportation Finance Corporation (MTFC), at-large members of the MTFC Board of Directors are elected by the Commission and the President of the Board of Directors is appointed by the Commission Chairman. Ms. Morris recommended the Commission elect Michael T. Waters, Jr. to the MTFC Board of Directors for a two-year term expiring on June 30, 2026. The current term for at-large member Kelley M. Martin expired on June 30, 2024. The department appreciates that Michael T. Waters, Jr. is a successful farmer and businessman with knowledge of finance and transportation and is a great asset to the MTFC Board of Directors.

Via approval of the consent agenda, the Commission unanimously elected Michael T. Waters, Jr. to serve on the MTFC Board of Directors as an at-large member for a two-year term beginning October 2, 2024, and expiring on June 30, 2026.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Interim 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. He noted Calls D10 and H02 have local funding, as noted in Table I below, and the department received all the necessary concurrences.

Mr. Voss recommended: (1) award of contracts to the lowest responsive bidders for bids received at the September 20, 2024, letting, as recommended, and noted in Table I below; (2) rejection of Calls D05 and F02 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for

Highway Construction as noted in Table II below; (3) Award of contract to the lowest responsive bidder for bids received at the September 27, 2024, special letting for bridge repair, as recommended and noted in Table III below; and (4) Concurrence in award for bid received by Illinois Department of Transportation at the June 16, 2023, bid letting, as noted in Table IV below.

**Table I
Award of Contracts
September 20, 2024, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	59	Buchanan	JNW0002	\$7,726,166.81	\$0.00	Amino Bros. Co., Inc.	Intersection and ADA Improvements
A03	JJ, NN, AB, WW, AH, N, Y, C	Andrew, Holt, Nodaway	JNW0028	\$7,531,898.54	\$0.00	Above And Below Contracting, LLC	Resurface
A04	190	Daviess	JNW0031	\$1,721,128.57	\$0.00	Capital Paving & Construction, LLC	Bridge Replacement
A06	E, EE, T, UU, TT, ZZ, W, NN, C, EE, W	Carroll, Chariton, Linn, Randolph	JST0099	\$8,270,786.70	\$0.00	Capital Paving & Construction, LLC	Resurface
A07	MM, FF, H, OO, Y, Z	Linn, Sullivan	JST0100	\$4,340,733.88	\$0.00	Above And Below Contracting, LLC	Resurface
B01	15	Monroe	JNE0032	\$4,851,706.64	\$0.00	Magruder Paving, LLC	Seal Coat
		Audrain, Monroe	JNE0033				Resurface
	154	Monroe, Ralls	JNE0037				Seal Coat
B02	6	Adair	JNE0045	\$1,598,627.73	\$0.00	W. L. Miller Company	Seal Coat
		Adair, Sullivan	JNE0044				
		Adair, Knox	JNE0046				
B03	WW, Y, K, V, W	Lincoln, Pike	JST0105	\$3,641,520.79	\$0.00	Mid-River Asphalt, Inc.	Resurface
B04	Y, P, F	Lewis, Marion	JST0106	\$2,933,635.17	\$0.00	Above And Below Contracting, LLC	Resurface

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
C02	I-470	Jackson	JKU0020	\$6,943,193.02	\$0.00	Superior Bowen Asphalt Company, LLC	Coldmill and Resurface
C03	1	Clay	JKU0046	\$7,377,083.02	\$0.00	Superior Bowen Asphalt Company, LLC	Coldmill and Resurface
	152		JKU0054				Resurface, Pavement Repair, and Guardrail
C04	152	Clay, Platte	JKU0050	\$12,831,730.63	\$0.00	Ideker, Inc.	Coldmill and Resurface
		Clay	JKU0052				
C05	A	Clay	JKU0070	\$904,441.39	\$0.00	Superior Bowen Asphalt Company, LLC	Pavement Resurfacing
C06	I-35	Clay	JKU0073	\$7,982,063.97	\$0.00	Ideker, Inc.	Coldmill and Resurface
C07	I-29, I-435, I-635, 152, 69	Clay, Platte	JKU0165	\$543,418.90	\$0.00	AAD Contracting, Inc.	40 Bridge Deck Seals
D01	5	Howard	J5P3498	\$2,508,215.55	\$1,680.00	Hardy Construction, LLC	Bridge Replacement and ADA Improvements
D02	D, E	Camden, Laclede	J5S3336	\$5,318,521.95	\$0.00	Capital Paving & Construction, LLC	Resurface and Add Shoulders
	N, W	Camden	JCD0099				Resurface and Guardrail and Bridge Work
D03	A	Camden	J5S3578	\$3,683,154.81	\$0.00	Capital Paving & Construction, LLC	Resurface
	C	Camden, Miller	JCD0098				
D04	J, F, H, M, RA	Callaway	JCD0029	\$7,356,465.30	\$0.00	Christensen Construction Co.	Coldmill and Resurface
	Z		JCD0149				
	WW, N	Boone	JCD0050				Resurface
D06	V, U	Boone	JCD0064	\$1,013,000.00	\$0.00	Capital Paving & Construction, LLC	Resurface
D07	72, KK	Phelps	JCD0122	\$2,737,000.20	\$0.00	S & A Equipment & Builders, LLC	ADA Improvements

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
D08	F, T, EE, AA, A	Boone, Howard, Randolph	JST0095	\$3,674,768.78	\$0.00	Capital Paving & Construction, LLC	Resurface
D09	W, T, KK, PP, BB, NN, HH, CC, OO, H, MM, P, PP, V	Cole, Cooper, Moniteau, Morgan	JST0096	\$5,092,434.67	\$0.00	Capital Paving & Construction, LLC	Resurface
D10*	MM	Camden	JCD0177	\$461,628.90	\$0.00	Gene Haile Excavating, Inc.	Toll Booth Removal and Pavement Replacement
D11	I-70	Boone	JCDM0064	\$365,616.50	\$102,500.00	Hardy Construction, LLC	Urgent Bridge Rehabilitation
F01	180	St Louis	JSL0179	\$2,005,222.00	\$0.00	Gerstner Electric, Inc.	Signal Upgrades and Optimization
G03	13	Henry	JSR0029	\$2,934,020.51	\$0.00	APAC-Central, Inc.	Resurface
	7		JSR0027				Coldmill and Resurface
G04	CC, B, MM, TT, AA, Y	Barry, McDonald, Newton	JST0108	\$3,657,450.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Resurface
H01	19	Shannon	J9P3687	\$1,971,478.85	\$0.00	Joe's Bridge & Grading, Inc.	Bridge Replacement
H02**	67	Butler	J9P3751	\$26,443,934.21	\$176.64	H.R. Quadri Contractors, LLC	Upgrade to Freeway, 3 Bridges and 2 Box Culvert Extensions
			J9P3764		\$230.36		Upgrade to Freeway
H03	B	Butler	J9S3606	\$841,424.25	\$0.00	Joe's Bridge & Grading, Inc.	Bridge Replacement
H04	AF, AK, FF, N, NN, OO, WW, Y, P, AR, FF, E, K	Douglas, Howell, Ozark, Wright	JST0112	\$7,929,859.58	\$0.00	APAC-Central, Inc.	Resurface
			TOTAL	\$157,192,331.82	\$104,587.00		

* Call D10 – Funding by Lake of the Ozarks Community Bridge Transportation Development District - \$461,628.90

** Call H02 – Funding by City of Poplar Bluff - \$8,592,035.00

Table II
Rejection of Bids
September 20, 2024, Bid Opening

Call No.	Route	County	Job No.	Description
D05	E	Osage	JCD0060	Bridge Rehabilitation
F02	I-70	St. Louis City	JSL0075	Microsurfacing

Table III
Award of Contract
September 27, 2024, Bid Opening

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A08	I-35	Harrison	JNWM0068	\$113,821.00	\$0.00	R.A. Knapp Construction, Inc.	Urgent Bridge Repair
			TOTAL	\$113,821.00	\$0.00		

Table IV
Concur in Award
June 16, 2023, Illinois Department of Transportation

Route	County	Job No.	Bid Amount	Contractor	Description
24	Marion	J2P3365	\$823,203.80	Low County Contractors, Inc.	Bridge deck sealing and repair

Funding by MoDOT – \$411,601.90

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 September 20, 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 Calls D05 and F02 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II above.
3. Awarded contract to the lowest responsive bidder for bids received at the September 27, 2024, special letting for bridge repair, as recommended, and noted in Table III above.
4. Concurred in award for bid received by Illinois Department of Transportation at the June 16, 2023, bid letting, as noted in Table IV above.

Commissioner Erdman abstained from Calls C02, D01, D06, and G04. Commissioner Smith abstained from Calls D02, D10, and G03. Commissioner Hegeman abstained from Calls A01, C02, C03, C04, C07, and G03.

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2025-2029 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

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 one highway and bridge project change, as noted in Table I below.

**Table I
2025 – 2029 STIP
Highway and Bridge Construction Schedule
October 2, 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>
ST Boone JST0021	IS 70	Safety and capacity improvements from Columbia to Kingdom City. Design-Build. \$1,016, 250 Columbia and \$1,016, 250 Cost Share funds.	2024 CN 2025 RW	\$2,033	\$0
			TOTAL:	\$2,033	\$0

Via approval of the consent agenda, the Commission unanimously approved the amendment to the 2025 – 2029 STIP as noted in the tabulation above.

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APPROVAL OF PLANS FOR CONDEMNATION

On behalf of the Interim 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>
Jackson	I-70	J4I1486D
Jefferson	67	J6I3526B
St. Louis	115	J6S3416
Boone	I-70	JST0021

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 them to be filed as necessary for the condemnation of right of way.

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REPORTS

The Commission received the following written reports.

MEDICAL AND LIFE INSURANCE PLAN: MEDICAL AND LIFE INSURANCE PLAN REPORT

On behalf of the Interim Director, Brandon Denkler, Assistant to the Chief Administrative Officer, Employee Health and Wellness, provided financial and claims data reports for the period January 2024 through June 2024, and for the most recent five calendar years to update the commission on the cost and utilization of the Medical and Life Insurance Plan. The number of claims processed monthly in the first six months of calendar year 2024 decreased 1.6 percent compared to the first half of calendar year 2023. Medical claims decreased 0.14 percent, and pharmacy claims decreased 5 percent when compared to the same timeframe in 2023.

There was a decrease of 16.6 percent in 2023 total claims expense when compared to 2022. Medical claim costs decreased 5.4 percent while pharmacy claims decreased 13 percent when compared to 2022. The specialty drug costs have decreased 53.42 percent in calendar year 2023, while the volume continues to account for just over 1.5 percent of all pharmacy claims.

The State Paid Life Insurance program provides a death benefit equal to the employee’s annual salary. If the death is work-related, this benefit is three times the employee’s annual salary. This benefit is provided at no cost to the employee. Through June 2024 there were 6 active employee deaths.

The total operating revenues decreased 2.6 percent compared to the same period in 2023. This is primarily the result of the switch to Medicare Advantage Plan at the start of 2023. The Medical Plan had a loss of \$7.1 million in the first half of calendar year 2024; resulting in a net position of \$34,633,464 as of June 30, 2024.

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MODOT BRIEFING REPORT

Ed Hassinger, Interim 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 AUGUST 31, 2024

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date August 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 August 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 711 active contracts held by individual engineering consultant firms prior to September 1, 2024. Eleven engineering consultant services contracts were executed in August 2024, for a total of \$2,800,727. There were no non-engineering consultant contracts executed in August 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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