



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN ST. LOUIS, MISSOURI,
FRIDAY, NOVEMBER 8, 2024**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Friday, November 8, 2024, at Hotel St. Louis, The Ballroom, 705 Olive Street, St. Louis, Missouri, and was available via live stream. W. Dustin Boatwright, P.E., Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: Gregg C. Smith, Warren K. Erdman, Francis G. Slay, Daniel J. Hegeman, and Ann Marie Baker.

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

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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 Friday, November 8, 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 Erdman, seconded by Commissioner Smith, a quorum of Commission members present approved the minutes of the regular meeting held on October 2, 2024, and the special meeting held on October 1, 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 November 8, 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 November 8, 2024, meeting.

Audit Committee – Commissioner Slay reported the Committee met with Ted Williamson, external auditor from RubinBrown, LLP. The Fiscal Year 2024 Annual Comprehensive Financial Report and the independent audit report were presented. Section 21.795.3, RSMo, requires an annual audit of MoDOT’s financial statements be performed by independent certified public accountants. Audited financial statements are also required by the Commission’s bond covenants. Commissioner Slay was pleased to report that for the twenty-fifth consecutive year, MoDOT has received an unmodified (clean) opinion. Brenda Morris and Ted Williamson of RubinBrown, LLP, provided a presentation to the Commission later in the meeting. The next Audit Committee meeting will be in 2025.

Legislative Committee – Commissioner Erdman reported the department began visiting with potential legislative sponsors to advance the 2025 Commission approved agenda. The legislative agenda includes an omnibus comprehensive safety package that addresses many deficiencies in state law that could reduce or eliminate serious injuries and deaths on Missouri’s highway system. The second proposal is a legislative measure designed to address roadside litter. This proposal would increase fees and penalties against violators and use those monies to hire private sector entities to help pick up trash along the state’s infrastructure. Commissioner Erdman acknowledged that Tuesday was a huge election for the state and

the country. The Commission and MoDOT staff stand ready to meet the newly elected officials to create a working relationship to advance transportation policies in Missouri in the years to come. He also reminded everyone the first day for pre-filing legislation for the 2025 session of the Missouri General Assembly is December 1.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report this month and the next MTFC Board meeting is scheduled for November 12, 2024.

MoDOT and Patrol Employees’ Retirement System (MPERS) – Commissioner Erdman stated the MPERS Audit Committee met on October 31, 2024, to receive the annual audit report. The next MPERS board meeting will be November 21, 2024.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported to date, traffic fatalities in Missouri are down eight percent compared to last year. There have been four months in a row of fewer fatalities than the year before, hopefully that will continue through the end of 2024. To help end the year with a strong push, the Missouri Coalition for Roadway Safety is spearheading a couple of initiatives to remind Missourians about the impacts of their actions when using the transportation system. First, the Coalition partnered with AAA and Cambridge Mobile Telematics to host a safest driver competition among Missouri high school students. The group hosted a similar competition for Missouri businesses this past summer, and the results showed that participants who actively engaged in the competition improved their own driving behavior and, more impressively, were seventy-five percent less distracted than the average driver. We are excited to bring this same level of impact to teen drivers in our state, and I’m pleased to report that more than seventy high schools have registered to participate. Second, the Coalition will be working with law enforcement agencies throughout the state to promote safe driving during the upcoming holiday season. Beginning the week of Thanksgiving and running through the end of the year, a combination of public service announcements and increased traffic patrols will be used to remind all Missourians to never get behind the wheel while impaired. A good rule for everyone to remember is this: If you feel different, you drive different. Find a sober ride. The Executive Committee will plan to meet again in January 2025.

Director Search Committee – Commissioner Boatwright reported the Director Search process continues and interviews were conducted in October.

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INTERIM DIRECTOR’S REPORT

During the November 8, 2024, Commission meeting, Interim Director Ed Hassinger provided the following report:

New member of Senior Management – On behalf of the Interim Director, Becky Allmeroth, Chief Safety and Operations Officer introduced Jon Nelson as the new State Highway Safety and Traffic Engineer. Jon has more than 24 years of experience with MoDOT, starting his career as a Traffic intern. He has had a very well-rounded career in both traffic engineering and highway safety. He has a huge passion for safety and is well respected across Missouri and with other DOTs for his efforts to educate the public, implement safety design measures and reduce highway fatalities and injury crashes.

AASHTO Annual Meeting – Hassinger reported last week was the annual meeting for the American Association of State Highway and Transportation Officials. The states are getting focused on positions for the upcoming reauthorization of the federal transportation bill. He also shared the I-270 North project in St Louis won the President’s Award for Mobility at the annual meeting. The project received more than a dozen awards to date.

Local Public Agency Funding – Mr. Hassinger shared an important success story involving local public agency funding. He explained that MoDOT provides guidance for special federal funding programs and other programs that impact work performed by local agencies. Department staff serve as a liaison to local agencies who seek federal reimbursement for their projects. Local agencies receive federal funds to invest in projects that improve local infrastructure. They share the cost of those projects by providing a twenty percent local match for most programs. To continue receiving federal funds, all received funds each year must be committed to projects by the end of the federal fiscal year, which is September 30. Failure to fully commit the available funds puts them at risk of being rescinded, which jeopardizes the ability to receive additional federal funds for future projects. In recent years MoDOT challenged planning partners, local agencies and MoDOT district staff to get 110 percent or more of their federal funds committed to projects. With the end of the federal fiscal year last month, Mr. Hassinger was pleased to report that they have achieved between 119 and 130 percent across the state. He thanked planning partners across Missouri, like the East-West Gateway Council of Governments here in St. Louis, the local cities, and counties and the MoDOT team who supported this effort and achieved this great accomplishment.

Buckle Up Phone Down Day Recap - October 30 marked the eighth annual Buckle Up Phone Down Day (BUPD). Every single driver plays a role in combatting the safety crisis happening on roads. Every year, the BUPD Challenge Day grows with new people taking the pledge and more partners posting and sharing the importance of Buckle Up Phone Down. MoDOT’s social media had a reach of nearly 78,000 this year, which is triple the number from last year. Interim Director Hassinger shared some examples of the social media participation from others in last week’s BUPD Day. Once again, the department had great support from safety partners in Missouri including the Highway Patrol, Public Safety, and SEMA just to name a few. For businesses and schools, he highlighted the post from the University of Missouri president, Dr. Mun Choi. It's great to have the support from the community on this critical safety topic. This year saw continued support from fellow departments of transportation. There were four new states that participated this year including California, Montana, Oklahoma, and Pennsylvania. In total, there are now 34 states who participate in some way with the Buckle Up Phone Down campaign. To date there are more than 55,000 people who have accepted the challenge.

Maintenance Update - In today’s meeting, there are presentations related to maintenance operations. Managing the maintenance of roads and covering the many visible roadside concerns from customers has been a challenge. MoDOT suffered several years of dramatic turnover directly impacting results. The loss of available labor hours directly correlates to the decrease in customer satisfaction. The department kept the condition of roads in good condition but didn’t have the resources to also take care of things like litter cleanup, mowing, signs knocked down, dead animals on the roadside, and many other things that people want. Along with the loss of employees, the pandemic also resulted in the reduction of prisoners available to assist with litter. The department is making progress. The turnover has eased, and the department has hired more than 200 new maintenance workers in the past year. This is great progress, but it’s important

to remember that MoDOT lost tremendous work knowledge and experience and the department must rebuild this team. Later today, there is a presentation with more details on successes in maintenance operations and plans to restore core customer service needs with a request for an additional 250 employees for maintenance operations statewide.

I-70 First Pavement Update – The Interim Director shared some exciting news regarding the first Improve I-70 Program design build contract. In June, the Commission participated in the groundbreaking for the first I-70 project between Columbia and Kingdom City. He showed a photo of the first concrete pour for the new inside third lane. This was poured on October 21, 2024. Today, they have approximately six miles of that first stretch of third lane poured in the westbound direction. In the coming weeks, they will turn around and do the same length in the eastbound direction.

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PUBLIC COMMENTS

A TRANSPORTATION ADVOCATE

Arnie Dienoff presented several comments to the Commission. He requested the Audit Committee meeting records and transparency in its meetings. He volunteered to help with the selection of the next Director and has not heard from anyone about his offer. He made comments about the Improve I-70 program. He complained about the MHTC meeting agenda and process for disclosure of meeting documents.

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PUBLIC PRESENTATIONS

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS AND CITY OF ST. LOUIS

East-West Gateway Council of Governments (EWG) is a regional council of governments. It is also the federally designated metropolitan planning organization (MPO) for the St. Louis region, which includes the city of St. Louis, Franklin, Jefferson, St. Charles, and St. Louis counties in Missouri and Madison, Monroe, and St. Clair counties in Illinois. As the St. Louis region’s MPO, the federal government and the states of Missouri and Illinois have vested the MPO with legal authority and responsibility for implementing the federal metropolitan transportation planning process in the St. Louis

Metropolitan Planning Area. The MPO represents about 2.7 million people in the region. Mayor Jones is also the chair of EWG Board of Directors and Jim Wild is the Executive Director.

Mayor Jones provided a brief update on things that are working well and things that are important as we continue to look to the future. She shared how important the St. Louis Lambert Airport is to the region and that as it is upgraded, the MPO is hopeful that portion of I-70 is upgraded as well. She said the region is asking for this important roadway project to be funded. She shared information about recent city road projects in the city of St. Louis. She also described the new green line on the Metro Link that is a dedicated in street light rail project, with ten stations along the corridor. She also noted recent safety upgrades for bicycle facilities in the region.

Jim Wild celebrated the successes with MoDOT over the past year. The coordination during the obligation of federal funds with MoDOT and the MPO led to the investment of \$119 million in the region. Through a lot of hard work by the local communities, the region is in a good position for the August redistribution. The MPO has a record transportation improvement program of \$6.4 billion for the region. The MPO and the district worked together on developing a blueprint for arterial roadways to help address some of the differences from the urban areas and the rural areas. The MPO also recently went through their recertification process as a transportation management area (TMA).

Commissioner Slay thanked the Mayor and Mr. Wild for the work they are doing and for working with MoDOT. Chairman Boatwright thanked Mr. Wild for the MPO's efforts to obligate federal funds and setting the state of Missouri up to receive additional federal funding through August redistribution.

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THE ST. LOUIS LAMBERT INTERNATIONAL AIRPORT TRANSFORMATION PROJECT AND PRIORITIZING I-70 IMPROVEMENTS IN THE AIRPORT CORRIDOR

Rhonda Hamm-Niebruegge, Director, St. Louis Lambert International Airport, and Adam Kazda, Vice President, Government Relations, Greater St. Louis, Inc. reported about St. Louis (STL) Lambert

International Airport (the Airport) efforts to consolidate the Airport passenger terminal facilities into a single terminal and the need to fund improvements to I-70 in the immediate area of the airport. The airport updated its master plan, and it was approved by the FAA in 2023. When reviewing the needs and solutions, a consolidated terminal was chosen to address growth in passengers, aging facilities, inadequate concessions, and parking. Another major need is to address Interstate 70 access to the terminal, improved access would address this critical need in getting traffic flowing into and around the airport. There is an I-70 corridor study underway currently for this improvement. This roadway project is currently unfunded. Funding is needed to advance this project once the study is complete.

She shared a timeline for the airport improvement. A program management team has been selected. A design team will be selected soon as well as a construction management team. Anticipating construction starting in late 2027. A critical part of the construction is the interstate piece. The terminal is anticipated to be open in late 2031 or early 2032.

Mr. Kazda shared information regarding the economic impact of the airport. They expect the airport transformation to increase jobs, business revenues, and visitor spending. The airport is one of the largest contributors of the region's GDP. The airport is the front door to the region. Businesses rely on the airport, and the business community look forward to continuing the partnerships to bring this transformation of the airport and I-70 to the region.

Commissioner Slay thanked Ms. Hamm-Niebruegge and Mr. Kazda for their presentation. The airport is run extremely well and provides a tremendous service to the businesses in the region and the traveling public. Mr. Hassinger noted these projects are linked and that advocacy for funding is taking place jointly at the federal level for both the airport and interstate improvements.

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CONFERENCE OF MINORITY TRANSPORTATION OFFICIALS – ST. LOUIS CHAPTER – THE VOICE OF EQUITY IN TRANSPORTATION UPDATE

Vivian Martain, President of COMTO-St. Louis shared The Conference of Minority Transportation Officials (COMTO)'s mission is to provide full access to employment, career and contract opportunities for minorities and women within the transportation industry.

COMTO has more than 3,000 members in 40 chapters across the United States and Canada. They represent more than 3 million minorities in the United States and Canada who work in all modes of the transportation industry. From highways and roads to mass transit systems, from subways to rail systems, and from port authorities to airports, COMTO members represent every facet of the transportation design, planning, engineering, and construction industries.

Members are transportation agencies, corporations, Historically Underutilized Businesses (HUBs), industry non-profits, academic institutions, individuals, and students. Members are the presidents and chief executive officers who determine the direction of major transportation systems and the mechanics and operators who ensure the safe passage of millions of transportation riders every day.

The local chapter in St. Louis has over 40 members. The local chapter advocates to create equity in opportunities, capacity building, improve accessibility and representation in transportation industries. COMTO-St. Louis hosts collaborations and events to further their goals, and Ms. Martain shared several examples. She then described several events that are coming up. One event is the COMTO St. Louis Communiversities that will be a series of workshops to assist with building capacity for their business and share best practices essential to business growth. The first DBE forum was held in October 2024 and another one is scheduled in January 2025. There will be an AGC DBE Summit in March 2025 as well as a DBE day at the Capitol in the spring.

Ms. Martain explained with \$10 billion of transportation work coming to the region, it is vital that minority and women owned business have an opportunity to participate in that work. She shared how

much of an impact that transportation funding will have on jobs and businesses in the region. She then encouraged everyone to support COMTO-St. Louis' efforts to develop minorities and women in transportation.

Commissioner Slay thanked Ms. Martain for her presentation and shared his appreciation for the working relationship the department has with COMTO and COMTO-St. Louis.

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MODOT PRESENTATIONS

UPDATE FROM MODOT'S ST. LOUIS DISTRICT

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

The St. Louis District is home to approximately 2.5 million Missourians in the City of St. Louis, St. Charles, Franklin, Jefferson, and St. Louis counties. The district maintains about 6,000 lane miles of interstates, major, and minor routes. Current pavement conditions for the district include 3,589 miles of major routes and interstates at eighty-three percent good condition. Minor routes include 2,106 lane miles and are in seventy-five percent good condition. Low volume routes include 125 lane miles and are at seventy-nine percent good condition. The district maintains 1,165 bridges. Current bridge conditions for the district are seventy-one percent in fair condition, twenty-six percent in good condition, three percent in poor condition. Twenty-six percent of vehicle miles traveled in the state of Missouri, on the state

transportation system, occur in the St. Louis District. That is 14 billion miles traveled a year in this district alone.

The district is working to deliver visible results in its litter and sweeping operations. Roadside litter and debris along the roadway is on the rise in the St. Louis area; and the amount of time and resources the team spends on these two tasks is not enough to keep the area clean. Mr. Blair reported, that to date, the district's maintenance team spent over 17,000 labor hours picking up roadside litter, and over 21,000 labor hours sweeping in 2024. Those efforts are also supplemented with contracted litter pickups on many corridors. This year the contractors have picked up 900 tons of trash, that is 24,000 large trash bags. Litter and road debris is significant and there are a tremendous amount of resources used to pick up tons of trash routinely.

MoDOT crews have used 1,600 tons of asphalt and spent over 38,000 hours performing pothole patching operations this year. St. Louis crews spend quite a bit of effort cleaning up and addressing graffiti on soundwalls, signs, bridges, and retaining walls. Almost 3,000 labor hours have been spent removing graffiti. Addressing safety and cleanup of unsheltered encampments on state right of way account for almost 1,700 labor hours.

The district is experiencing a rise in the volume and complexity of permits and traffic study requests. Mr. Blair reported the district issued permitted changes to Missouri's transportation system with 1,080 permits issued in 2024. The team completed 112 complex development reviews along with 7 Federal Highway Administration (FHWA) access justification reports, 15 FHWA Traffic Safety & Operations reports and 10 Road Safety Assessments. The district handles approximately 20,000 requests per year (15,990 YTD) for utility locates in right of way. These are particularly hard to staff maintenance positions. The team is utilizing help from signals and lighting crews to be able to handle the requirements for Missouri One Call and meet immediate and timely responses.

The district operates the Traffic Management Center (TMC). The St. Louis TMC monitors traffic for the district and serves as MoDOT's 24/7 hub for after-hours statewide calls and incident management. The district's customer service team has answered over 67,000 calls so far this year and managed 19,900 events including 137 full freeway closures.

Mr. Blair explained the 2025-2029 STIP for the St. Louis District includes 226 projects valued at \$2.2 billion, this will include work on 386 St. Louis bridges and 534 centerline miles (2,115 lane miles) of pavement improvements. Also included in the 2025-2029 STIP are 200 centerline miles (1,266 lane miles) of contract striping and 95 centerline miles (642 lane miles) of structural sign replacements.

Mr. Blair reported on the district's design and construction work explaining there are 90 active construction projects totaling \$774 million. This year, the design staff is currently working on 78 projects totaling \$526 million. Additional work is necessary for projects including the management of right of way. For fiscal year 2023, the district cleared 178 Parcels from 21 total projects. The St. Louis District also sold 23 excess properties for a total of \$841,470.

He highlighted several district projects including the following: I-55 Bridges in St. Louis City and County, I-270 at I-64 major bridge work, I-55 Jefferson County expansion and interchange improvements, I-70 St. Charles County bridges and outer roads. He highlighted the I-55 bridges project. This project was awarded in the spring of 2022 for \$63 million for work on 14 bridges between Lindbergh and Arsenal. In the spring of 2024, the resurfacing portion of the project was awarded for \$28 million. Traveling further south on I-55 there is the I-55 Corridor in Jefferson County design build project. This \$246 million project was awarded in July 2023. This project covers a 12-mile stretch of roadway that will address 27 bridges and add a lane to 8 miles of roadway.

He then described the projects that are coming up and include Route 47 in Franklin County, Improve I-70 Program from Warrenton to Wentzville, completion of the ADA transition plan, I-64 Daniel

Boone Bridge rehabilitation, I-64 in the city of St. Louis, I-270 between 367 and the Mississippi River, and the I-44 Bridge Bundle design build project in St. Louis City and County.

He concluded by recognizing the hardworking people in the St. Louis district. He noted the district recently celebrated its long-term service employees.

Commissioner Smith thanked Mr. Blair for his presentation and noted how much work is being accomplished in the district and commended the team for their hard work in accomplishing this great work.

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RESTORING OPERATIONS, IMPROVING CUSTOMER SERVICE

On behalf of the Interim Director, Becky Allmeroth, Chief Safety and Operations Officer, and Darin Hamelink, State Maintenance Director, provided a report on the need to restore MoDOT's operations and improve customer service. Ms. Allmeroth explained this presentation will provide an overview of the accomplishments for the past year, the work plan that is included in the STIP, and the proposed plan for Phase 1 of MoDOT's unfunded operational needs.

Last year the maintenance crews around the state used nearly 500,000 tons of asphalt for pavement repairs and pothole patching. The crews patched approximately 600,000 potholes last year. Typically, the department mows 400,000 acres per cycle, mowing a minimum of three cycles. The department maintained 2,600 traffic signals and striped 60,000 lane miles. Last year 135,000 linear feet of culvert pipe was replaced, that was up a little bit in preparing for the resurfacing work funded by the Governor's Low Volume Road program. Maintenance also sweeps 25,000 miles of shoulders, flushes 5,000 bridges, and repairs 10,000 lane miles of edge ruts.

In 2017, the maintenance work plan was included in the STIP for the first time and funding for operations expenditures was tracked. Starting in 2017 there was \$449 million available for maintenance operations, the most recent years, funds were added to account for inflation and totaled \$529 million for

2023. Funding for operations is approved by the Commission in its annual budget process. Work plans are included in the STIP. Each district has its own three-year work plan that is programmed at ninety percent in the first year, seventy percent in the second year, and fifty percent in the third year.

In Fiscal Year 2023 the operations and safety expenditures totaled \$529 million. Routine maintenance items totaled \$370 million and includes winter operations, bridge maintenance, roadsides, and the like. Planned preventative maintenance totaled \$159 million and includes items like pipe replacement, chip seals, concrete pavement repair, bridge flushing and more.

In 2024 with the warmer winter the districts accomplished more than the ninety percent of planned work in bridge deck sealing, pipe replacement, pavement repair, and seal coating. When MoDOT saves on winter operations, it can then use that savings for asphalt. Hopefully that leads to fewer potholes. Potholes are the number one customer call concern, and that is why when there is any extra money it goes toward those pavement repairs and pothole patching. However, the pressure remains to address the visual items with litter removal and sweeping where the districts are unable to keep up.

Labor hours for maintenance dropped when positions were given up to pay for the cost of the market adjustment. The market adjustment was necessary to reduce the high turnover the department was experiencing. The total labor hours have gone from 4.1 million in 2020 to 3.4 million in 2023, totaling a loss of 670,000 labor hours.

The department has found some areas where they can use contracted work to fill in the gap. These areas include mowing, litter pick up, sign installation, sweeping, homeless camp clean up, guardrail/guard cable repairs, and traffic control. However, contracted work always costs more than when the department does the work. For example, litter removal costs about \$18 per bag for MoDOT's forces, compared to \$75 per bag for contractors. Another example is striping, MoDOT's crews can stripe for about ten cents per mile compared to contractors who cost twenty-two cents per mile. Important to get the staffing to do this work more cost effectively.

Some of the challenges facing operations is the turnover rates are still high, but the market adjustment is helping. With new hires another challenge is training, so a lot of crew workers are tied up with training currently. Some of the other challenges are the safety demands. With the increase in distracted driving, we are now using protective vehicles when employees are in the roadway and on the shoulder.

The department's request is for 250 additional full-time equivalents (FTEs). This is the first tier of the unfunded operational needs. If approved the distribution of these FTE's will include 229 for maintenance operations (32 FTEs per district) and 24 equipment technicians. If approved, the additional FTEs would be distributed across the state to help overcome the labor hour shortfall that we have and to maximize the boots on the ground to get the biggest impact.

If approved, these additional employees would focus their efforts on the top call report categories for each district. The call reports come from the customer service database. Statewide the top 10 call reports include potholes, signals, roadside (includes mowing, litter, and tree-trimming), sign problem, obstruction in the roadway, dead animal, culverts, obstruction on the side of the road, surface condition, and approach concern. These are statewide top categories, each district's categories varies some and plans are tailored to each district's needs. This information helps the department identify areas of concern and concentrate efforts.

In terms of operations unfunded needs the first priority is the need for additional labor hours to address visible items and improve customer service. Beyond that, there are other future areas of concern as the Operations Unfunded Needs are addressed; system expansion puts an additional workload on maintenance forces. For example, adding 400 lane miles to I-70 impacts the ability to clear the roads with the current number of employees available. Automation and technology help the department overcome some labor shortages. For example, automated pothole patchers, slope mowers, and automated stripers. Statewide MoDOT currently contracts out a variety of maintenance work, and it may become necessary

to contract preventative maintenance to protect investments. For example, with the recent investment of the Governor's Low Volume Roads program, in the near future it will be necessary to apply seal coating to 3,300 lane miles to protect that investment.

In addition to the action plan there are other avenues to address visual customer concerns along roadways. In the past the department spent about \$6 million per year for litter removal, the department increased litter removal spending to \$13 million but it means there are less funds to address other areas of operations like pavement repair and pipe replacement. She shared an example from the Kansas City District where trash haulers are being held accountable. The district sends letters to trash haulers, the district requests targeted patrols from the MSHP for litter, which has raised awareness and drew media attention on the anti-litter efforts. This work can be replicated in other districts. Additionally, the department is encouraging more planned community litter events, and expanding the paid sponsor-a-highway program. The department will advocate with legislators to seek legislation that will increase litter violation fees, create landfill fees to fund MoDOT's contracted litter removal services, and modify the way litter tickets are enforced.

MoDOT's mission is to provide a world-class transportation system that is safe, innovative, reliable, and dedicated to a prosperous Missouri. Once the system is built, it must be maintained and operated to achieve this mission. To restore the operations, the Commission approved the appropriations request to increase personnel services for operations in the Fiscal Year 2026 budget. This presentation outlined what MoDOT's operation results and expectations are if the increase in personnel services for operations is approved during the legislative session.

Commissioner Erdman thanked Ms. Allmeroth and Mr. Hamelink for their presentation and noted the importance of operations and the need to meet customer expectations. He noted that today's presentation is using the unfunded needs model for operations, and we are now turning our focus toward operational needs so we can have success in terms of customer service.

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FISCAL YEAR 2024 ANNUAL COMPREHENSIVE FINANCIAL REPORT, INCLUDING INDEPENDENT AUDIT REPORT

On behalf of the Interim Director, Brenda Morris, Chief Financial Officer, and Ted Williamson, CPA of RubinBrown, LLP, presented the Annual Comprehensive Financial Report (ACFR) for Fiscal Year 2024 including the Independent Audit Report. State law requires an annual audit of MoDOT's financial statements be performed by an independent certified public accountant. MoDOT believes preparing the ACFR demonstrates the highest level of public accountability and is deemed more transparent because of the information it presents. Ms. Morris explained while the Financial Services Division is responsible for preparing the ACFR, the results that are presented in the report are based upon a department wide effort. Ms. Morris reported for the twenty-fifth consecutive year, MoDOT received an unmodified (clean) opinion. An unmodified opinion is issued when auditors can state that financial statements conform, in all material respects, to all reporting requirements.

Ms. Morris reported while the ACFR is a lengthy and technical accounting document it also includes additional information about the department. The management discussion and analysis section of the ACFR provides a good overview of the financial activity of the last year and the statistical section provides comparative information. An item discussed in the management discussion and analysis section is the department's financial health based on information presented in the financial statements. The department's net position in fiscal year 2024 increased by \$1.5 billion or 4.9 percent when compared to fiscal year 2023. The increase in that position can be attributed to an increase in cash and cash equivalents and capital assets. Net capital assets, the largest single item on the statement of net position, totaled \$34 billion and grew by \$1.1 billion compared to fiscal year 2023. This amount includes the value of Missouri's almost 34,000 miles of highway, nearly 10,400 bridges, and property owned (land, buildings, equipment, and vehicles).

Ted Williamson, CPA of RubinBrown, LLP, reviewed with the Commission the results of the audit of the ACFR for the year ended June 30, 2024. He explained the ACFR is a large comprehensive report, and the auditor's opinion covers the financial statements. Included in the financial statements is the independent auditor's report which is the unmodified (clean) opinion on the financial statements. The auditor's opinion states the financial statements are free from any material misstatement and presented in accordance with generally accepted accounting principles. Mr. Williamson was pleased to state the report on internal control and compliance did not identify any material weaknesses or significant deficiencies in internal controls. Mr. Williamson explained they did review the estimates made and found they were reasonable within the context of the financial statements, and they did not identify any corrections that needed to be made. Mr. Williamson praised the professional and competent Financial Services Division staff and other areas of MoDOT for their assistance and cooperation during the audit process.

Commissioner Baker commended staff for its clean opinion. The report reviews billions of dollars, and a complex organization with complex accounting. It is remarkable this is the twenty-fifth consecutive year, and we should never take that for granted. This report is important to show the taxpayers of Missouri the department's sound financial reporting and the Commission and MoDOT's commitment to transparency and accountability.

After consideration, and upon motion by Commissioner Baker, seconded by Commissioner Smith, the Commission accepted the Fiscal Year 2024 ACFR as presented.

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CONSIDERATION OF PROPOSALS FOR THE IMPROVE I-70 WARRENTON TO WENTZVILLE DESIGN-BUILD PROJECT

Interim Director, Ed Hassinger, and Kimberly Trainor, Project Director, described the project that will improve safety and reliability, maintain the serviceability of bridges and pavement, improve accessibility for local community, and minimize overall traffic impacts along the corridor.

Project Goals

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

1. Deliver the project within the program budget.
2. Provide an additional lane of travel in each direction on I-70 from Warrenton to I-64 and on I-64 from I-70 to Route K.
3. Improve the I-70/I-64/US 61 interchange to provide for better traffic flow and safety.
4. Modernize I-70 while improving the existing pavement, bridges, and interchanges to enhance mobility, including freight.
5. Minimize construction impacts with a focus on work zone safety, communication, and construction staging while maintaining mobility.
6. Complete the project by December 1, 2028, utilizing a diverse workforce.

MoDOT's External Civil Rights Division established a thirteen percent disadvantaged business enterprise goal for construction work and a fourteen percent disadvantaged business enterprise goal for professional services for the project. The best value proposer will be required to meet federal workforce goals per trade of 14.7 percent minority and 6.9 percent female. There are six construction on the job training positions of 1,000 hours each.

Procurement Process

By Commission action on July 12, 2023, the Commission approved the use of design-build for the Improve I-70 Warrenton to Wentzville Design-Build Project. Since then, MoDOT's design-build team has been working through the procurement process. Three teams were prequalified on July 8, 2024, to compete for the contract. The Request for Proposals was issued on July 10, 2024. The MoDOT Design-Build team held nine confidential discussions with each team over a period of twelve weeks to discuss their proposal ideas. Final proposals were submitted by the teams on October 17, 2024. The MoDOT design-build team reviewed and evaluated the proposals. The two teams that submitted proposals include:

- *Ames Millstone Weber Joint Venture - major participants include Ames Construction, Parsons, and Millstone Weber.*
- *Improve 70 Alliance Joint Venture – major participants include Emery Sapp & Sons, Clarkson Construction Company, HNTB, and Bartlett & West.*

Evaluation

The items that were evaluated by the MoDOT design-build team included: project definition (70 points available, maintenance of traffic (25 points available), and workforce development (5 points available for a total of 100 points. Ms. Trainor provided a summary of the proposals submitted by each team and the total points awarded to each team as outlined below.

- *Ames Millstone Weber Joint Venture – 65.2 points*
- *Improve 70 Alliance Joint Venture – 73.7 points*

Commission Consideration and Action

Ms. Trainor recommended the Improve 70 Alliance Joint Venture as the best value proposer. Their proposal included:

- A third lane on I-70 from Warrenton to Wentzville in both directions.
- All new I-70 concrete pavement.
- A third lane on I-64 from I-70 to Route K.
- Two lanes open on I-70 during construction during peak hours.
- Upgrade at the I-70 / I-64 / US-61 interchange.
- Improved interchanges at: Route Z, Foristell, Wright City, and Warrenton

Chairman Boatwright thanked Ms. Trainor for her presentation and the MoDOT design-build team for their work on this project to date.

After consideration, Commissioner Smith moved that the Commission adopt staff recommendations to award the Improve 70 Alliance Joint Venture design-build team for submitting the best value proposal for the Improve I-70 Warrenton to Wentzville Design-Build Project; authorize the director, deputy director/chief engineer, or their designee to negotiate and execute a contract with the Improve 70 Alliance Joint Venture subject to approval as to form by the Chief Counsel's Office; and

authorize payment of the agreed stipend to the one unsuccessful proposing team. This motion was seconded by Commissioner Erdman. The Commission unanimously approved the motion.

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RESOLUTIONS

RESOLUTION EXPRESSING APPRECIATION TO CONGRESSMAN SAM GRAVES FOR OUTSTANDING SERVICE TO MISSOURI’S TRANSPORTATION SYSTEM

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

WHEREAS, the Honorable Sam Graves was first elected to the United States House of Representatives in 2000 representing the citizens of the 6th congressional district of Missouri; and

WHEREAS, Congressman Graves has performed his duties with vision, dedication, and genuine compassion for the best interests of the citizens of Missouri; and

WHEREAS, Congressman Graves has devoted a great deal of time and energy to many important transportation issues; and

WHEREAS, on December 6, 2018, Congressman Graves announced the Missouri Department of Transportation will receive a \$25 million Better Utilizing Investments to Leverage Development (BUILD) grant from the United States Department of Transportation to replace the bridge on U.S. Highway 169 over the Missouri River in Kansas City; and

WHEREAS, this grant ensured the Buck O’Neil Bridge will continue to carry millions of people and billions of dollars of freight every year; and

WHEREAS, Congressman Grave’s efforts to advocate for the federal resources necessary to improve Missouri’s state transportation system and keep the state’s economy growing was instrumental in the state receiving this grant; and

NOW, THEREFORE, BE IT RESOLVED that the Missouri Highways and Transportation Commission does hereby publicly express its appreciation and gratitude to Congressman Graves, for the work he has performed for the citizens of Missouri.

BE IT FURTHER RESOLVED that a copy of this Resolution be forwarded to Congressman Graves so he will have a permanent record of the high esteem in which he is held by the members of the Missouri Highways and Transportation Commission.

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RESOLUTION EXPRESSING APPRECIATION TO NICOLE HOOD FOR OUTSTANDING SERVICE TO THE STATE OF MISSOURI

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

WHEREAS, Nicole Hood began her distinguished career with the Missouri Department of Transportation in the summer of 1993 as an intern. She then went on to serve in a variety of positions including Transportation Planner, Highway Designer, Traffic Studies Engineer, Traffic Operations Assistant, Transportation Project Manager, District Design Engineer, Assistant State Design Engineer, culminating in her role as State Highway Safety and Traffic Engineer. She retired on July 1, 2024, after more than 28 years of service to the State of Missouri; and

WHEREAS, in her service to the Missouri Department of Transportation, Nicole Hood was a passionate safety advocate. Her compassion for the traveling public is evidenced through her consistent promotion of the department’s participation in the Missouri Coalition for Roadway Safety and production of Missouri’s Blueprint for Safer Roadways. The coalition is a partnership of safety advocates who work together to address traffic crashes. This effort has been instrumental in saving lives and reducing serious injuries; and

WHEREAS, her inspiring leadership and engineering knowledge brought her much success with the completion of many transportation and safety projects. Her compassion for the traveling public is evidenced through her consistent promotion of safety belt use and encouraging the department’s efforts to reduce distracted driving through development, support, and promotion of the Buckle Up Phone Down campaign. This campaign spread to more than twenty-four other states; and

WHEREAS, her work ethic, integrity, expertise, and caring for others have earned her the respect, admiration, and friendship of department employees and the public she served; and

WHEREAS, Nicole Hood recognized the importance of balancing family and career and is a loving wife to Doug and devoted mother who performed her job duties with compassion, dedication, and pride;

NOW, THEREFORE, BE IT RESOLVED that the Missouri Highways and Transportation Commission does hereby publicly express its appreciation and gratitude to Nicole Hood for her service to the citizens of Missouri and extends to her best wishes for her future endeavors.

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to Nicole Hood so she will have a permanent record of the high esteem in which she is held by the members of the Missouri Highways and Transportation Commission and the Missouri Department of Transportation staff.

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.

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ADMINISTRATIVE RULES/POLICIES

COMMISSION POLICY REVISION – EMPLOYEES – COMPENSATION, INSURANCE, AND RETIREMENT – MEDICAL AND LIFE INSURANCE

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. The department is revising this policy to reflect the updated contribution percentages and clarify some language in the policy, as a result of the Commission’s August 7, 2024, action to absorb active and work-related disability premiums the percentage of distribution changed. The modifications are noted in green text for new language, and red strike through text for deleted language, purple for text that was moved, and blue strikethrough for text that was deleted and moved.

On behalf of the Director, Brandon Denkler, Assistant to the Chief Administrative Officer, recommended the Employees-Compensation, Insurance, and Retirement-Medical and Life Insurance policy be revised as indicated with green text for new language and red strike through text for deleted language, purple for text that was moved, and blue strikethrough for text that was deleted and moved.

Category: EMPLOYEES
Subcategory: Compensation, Insurance, and Retirement

MEDICAL AND LIFE INSURANCE

Related Statutes: Section 103.079 RSMo - Health care programs sponsored by other state agencies may become part of consolidated plan, procedure.
Section 104.270 RSMo – Highways and Transportation Commission may provide medical and death benefits.
Section 104.1072.3 RSMo – Commission may provide medical benefits and life insurance.
Section 104.110.10 RSMo – Commission contribution to medical premiums for those receiving work-related disability benefits.
Section 104.515.4 RSMo — Special consultants, duties, compensation, benefits.

The Commission considered contributing to a medical insurance plan as early as May 10, 1927, and the next year (March 13, 1928) the Commission authorized the employees to form groups or associations among themselves to secure insurance at group rates with no financial participation by the Commission. It would be 50 years later before the Commission participated financially in this benefit. On October 15, 1975, the Commission authorized a study of hospital and life insurance programs in an effort to develop a program offering optimum benefits at minimum cost. In 1977, legislation was enacted which authorized the Commission to subsidize the life and health insurance programs of each employee who was a member of the Department’s retirement system. The Commission established a Board of Trustees on November 9, 1977, and provided guidelines for its use in administering the new Medical and Life self-insurance plan. The new plan became effective

February 1, 1978. Legislation enacted in 1982 allowed state participation in the cost of medical insurance for retirees by deeming them special consultants. Subsequent Commission action and/or legislation extended the subsidy to dependents (August 3, 1990), surviving spouses and dependents of employees who lost their lives as a result of a traumatic injury incurred on the job (September 8, 1993), work-related disability recipients (legislation—1995), long-term disability recipients (September 5, 1997), survivors of employees/retirees (September 7, 2001), and spouses of members who have Medicare as their primary coverage (September 7, 2001).

As allowed by Missouri statutes passed in 1985, the Commission elected to provide its employees with \$15,000 life insurance at no cost to the employee and to establish an optional life insurance program offering life insurance to the employee at the employee's expense. Effective January 1, 2001, the statutes allowed an increase in coverage from \$15,000 to one times the employee's annual base pay at no cost to the employee. The optional life insurance program allows an employee to purchase the following coverage: (1) up to six times the amount of the employee's annual salary (maximum of \$800,000); (2) from \$15,000 to \$100,000 for the employee's spouse (but not to exceed the employee's coverage amount); and (3) \$15,000 for the employee's dependents. Closed plan retirees may retain up to \$60,000 in optional life insurance coverage for the retiree and his/her spouse at the expense of the retiree. The Year 2000 plan retirees may, at their expense, continue the amount of insurance carried prior to retirement until age 62, when coverage is reduced to a maximum of \$60,000. Those who retired after September 28, 1985, other than those entitled to a deferred normal annuity (terminated vested members), receive a \$5,000 death benefit at no cost to the retiree.

As allowed under Sections 104.270 and 104.1072 RSMo, a Medical and Life Insurance Plan has been established for employees, retirees, and deferred annuitants of the MoDOT and Patrol Employees' Retirement System (MPERS) and their dependents. A Commission-appointed Board of Trustees administers the Medical and Life Insurance Plan in keeping with the Board guidelines approved by the Commission.

- The Commission currently subsidizes the cost for the employees, retirees, disability recipients, survivors of employees and retirees, and spouses and/or dependents of employees and retirees.
- The Commission approves the employer contribution to the Medical and Life Insurance Plan. The contributions are subject to the financial resources deemed by the Commission to be appropriate for this employee benefit and the Commission's financial situation. Effective January 1, 2018, and extending until such time as the Commission determines it to be prudent to increase or decrease its share of the total medical insurance plan premium, the following percentages of employer participation will apply:
 - **Active employees and Work-Related Disability Recipients** - (all rate categories): ~~82~~ 85 percent.
 - **Retirees who retire on or after January 1, 2015**: Two percent per full year of creditable service in the retirement system capped at 50 percent. The percentage will be applied to the premium applicable to the rate category in which the retiree is enrolled.
 - **Retirees who retired prior to January 1, 2015**: Employer percentage of total premium ~~will be the same percentage in effect for calendar year 2014,~~ as shown below.

Non-Medicare

Subscriber Only	57%
Subscriber/Family	44%
Subscriber/Spouse	40%
Subscriber/Child	44%
Subscriber/2 Children	40%
Subscriber/Medicare Child	46%
Subscriber/Medicare Spouse	45%

Medicare

Subscriber Only	57%
Subscriber/Non-Medicare Spouse	40%
Subscriber/Medicare Spouse	45%
Subscriber/Non-Medicare Family	44%
Subscriber/Medicare Family	49%
Subscriber/Child	44%
Subscriber/Medicare Child	46%
Subscriber/2 Children	40%

- Each rate group (Active and Work-Related Disability, Non-Medicare Retiree, Medicare Retiree) shall be self-sustaining.

- Permanent part-time employees (those whose work is anticipated to exceed 1040 hours annually) of the Department, Patrol, or MPERS who are members of MPERS may participate in the Plan.
- Any employee terminating employment with the Department, Patrol, or MPERS who is a vested member of MPERS and who is a participant in the Medical Insurance Plan immediately prior to termination may retain continuous medical insurance coverage in keeping with the provisions of the Plan by paying the entire cost thereof. Commission subsidies will not be provided. Employees terminating employment who are not participants in the Medical Insurance Plan at the time their employment ends or who, after their employment ends, allow their coverage to lapse will not be permitted to reacquire coverage through the Medical Insurance Plan. Former employees who regain employment are entitled to coverage in the Medical Insurance Plan.
- Benefit provisions are in keeping with the most current Medical and Life Insurance Plan Document.
- An open enrollment period will be offered to employees every two years.
- Employee questions regarding the Medical Insurance Plan are to be directed to employees whose job specifications include advising employees regarding employee benefits.

Executive Committee

For purposes of this policy the term Executive Committee includes the individuals who fill the positions of Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, Chief Safety and Operations Officer, Chief Administrative Officer, and Chief Financial Officer.

Expenditures on behalf of the Medical and Life Insurance Plan

A member of the Executive Committee shall approve and expend funds for claims and administrative expenses on behalf of the Medical and Life Insurance Plan LIMITED TO the amounts noted below:

- a. **Greater than \$100,000** - All single transactions greater than \$100,000 shall be approved by a member of the Executive Committee.
- b. **\$100,000 or Less** – A member of the Executive Committee or others as delegated by the Chief Administrative Officer or Chief Financial Officer by written advisory to the Financial Services Division may approve single transactions of \$100,000 or less.

Effective Date: ~~April 6, 2022~~ September 5, 2024
 Supersedes Policy Dated: ~~February 6, 2019~~ April 6, 2022
 Last Reaffirmed:
 Date of Origin: December 14, 1977
 Related Commission Minutes: History, Policies, Plan Changes, and Contributions - May 10, 1927; March 13, 1928; October 15, 1975; June 8, 1977; July 13, 1977; October 12, 1977; November 9, 1977; December 14, 1977; January 11, 1978; August 11, 1978; January 12, 1979; February 2, 1979; July 6, 1979; October 3, 1980; April 3, 1981; September 11, 1981; January 8, 1982; May 6-7, 1982; July 9, 1982; October 1, 1982; July 15, 1983; October 7, 1983; February 17, 1984; June 1, 1984; February 8, 1985; April 4, 1985; September 6, 1985; October 3, 1986; October 7, 1988; December 9, 1988; August 3, 1990; September 6, 1990; October 5, 1990; September 8, 1993; December 3, 1993; June 1, 1994; July 7, 1995; March 4, 1996; July 3, 1996; September 5, 1997; October 2, 1998; September 3, 1999; September 16, 1999; September 1, 2000; September 7, 2001; August 8, 2002; October 4, 2002; August 8, 2003; August 14, 2004; August 12, 2005; September 9, 2005; December 2, 2005; August 9, 2006; August 8, 2007; August 6, 2008; August 5, 2009; August 4, 2010; September 14, 2011; April 3, 2012; May 2, 2012; August 8, 2012; September 12, 2012; November 7, 2013 – Comprehensive Policy Review; December 27, 2013; January 8, 2014; February 11, 2014; March 5, 2014; September 10, 2014; August 5, 2015; August 4, 2017; August 1, 2018-when the Commission absorbed premium increases the percentages changed; February 6, 2019-comprehensive policy review; April 6, 2022 added execution of documents provision; ~~September 5, 2024 updated percent.~~

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

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BUSINESS ISSUES

DELEGATION OF AUTHORITY REGARDING MEMORANDUM OF UNDERSTANDING WITH OFFICE OF ADMINISTRATION FOR THE FORWARD 44 FUNDS

Ed Hassinger, Interim Director, reported I-44 remains a vital east-west corridor that supports economic activity in Missouri and across the country. Approximately 42,000 vehicles travel I-44 daily, twenty-six percent of which are commercial vehicles. The department recognizes that improving I-44 fulfills a critical and mostly un-funded need for the department and the state and appreciates the General Assembly's (GA) investment in this important piece of the state's transportation infrastructure. Governor Parson called on the GA to improve the I-44 corridor demonstrating his ongoing commitment to transportation. The GA demonstrated their support for improving I-44 by passing MoDOT's fiscal year 2025 appropriations bills. These bills, approved by Governor Parson, provide unprecedented levels of General Revenue (GR) for the costs to improve I-44.

The GA appropriated \$363,750,000 from GR to the Office of Administration (OA) I-44 Improvement Fund and a subsequent transfer to the State Road Fund (SRF) I-44 Improvement Fund for expenses related to the Forward 44 Project. The Governor vetoed \$150,000,000 of these funds leaving a balance of \$213,750,000 in GR for the project.

MoDOT drafted a Memorandum of Understanding (MOU) setting forth the terms, conditions, and responsibilities of each party and requiring OA to transfer funds into the SRF I-44 Improvement Fund upon evidence of an awarded contract by the Missouri Highways and Transportation Commission (Commission) contingent upon the transfer of funds or projected incidental expenses approved by the Director (Interim Director), the Deputy Director/Chief Engineer, or the Chief Financial Officer for work on the Forward 44 Project.

Contingent upon a Financing Agreement executed between OA and the Commission, state road bonds will be issued in one or more series to provide funds in the amount of \$363,750,000 for the purpose

of paying the remaining portion of the costs of improving I-44, with debt service of the I-44 Improvement State Road Bonds to be paid from funds provided through the annual appropriation process from the GR Fund to the SRF.

Mr. Hassinger recommended the Commission authorize MoDOT’s Director (Interim Director), Deputy Direct/Chief Engineer, or Chief Financial Officer to execute the MOU, subject to approval as to form by the Chief Counsel’s Office. Via approval of the consent agenda, the Commission unanimously authorized MoDOT’s Director (Interim Director), Deputy Direct/Chief Engineer, or Chief Financial Officer to execute the MOU, subject to approval as to form by the Chief Counsel’s Office described above.

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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 Call F03 has 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 October 18, 2024, letting, as recommended, and noted in Table I below; (2) Award of contract to the lowest responsive bidder for bids received at the October 25, 2024, special letting for slide repairs, as recommended, and noted in Table II below.

**Table I
Award of Contracts
October 18, 2024, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	B, DD, H	Andrew, Buchanan	JNW0008	\$1,755,594.38	\$0.00	Phillips Hardy, Inc.	3 Bridge Deck Replacements

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A02	136	Nodaway	JNW0034	\$1,613,918.85	\$0.00	Herzog Contracting Corp.	Coldmill and Resurface
A03	F, 59, T	Atchison, Holt	JNW0111	\$3,336,714.50	\$0.00	Hardy Construction, LLC	3 Bridge Deck Replacements
A04	I-35, 69	Clinton	JNW0133	\$42,235,428.15	\$0.00	Michels Road & Stone, Inc.	Concrete Pavement Replacement and Pavement Rehab
A05	T, H, CC, M, B, NN, V, T, YY, Y, A	Caldwell, Daviess, Gentry, Harrison, Livingston	JST0102	\$8,459,852.87	\$0.00	Herzog Contracting Corp.	Resurface
A06	A, O, M, HH, UU, D, F, K, O, AA	Harrison, Worth	JST0101	\$6,578,356.35	\$0.00	Herzog Contracting Corp.	Resurface
B01	36	Marion, Ralls	J2P3354	\$8,209,703.21	\$0.00	Emery Sapp & Sons, Inc.	Pavement Repairs and Diamond Grinding
B02	BB	Randolph	JNE0079	\$2,452,747.66	\$0.00	Capital Paving & Construction, LLC	Resurface
	D		JNE0078				
	DD		JNE0040				
B03	94	Montgomery, Warren	JNE0041	\$1,072,200.00	\$0.00	N.B. West Contracting Company	Seal Coat
B04	O, U, C, CC, EE, M, JJ	Audrain, Monroe, Ralls, Randolph	JST0104	\$7,859,777.70	\$0.00	Emery Sapp & Sons, Inc.	Resurface
C01	Various	Cass, Clay, Jackson, Platte	J4I3174	\$2,400,000.00	\$0.00	Whatever It Takes Electrical Contractors LLC	Job Order Contract for Lighting Repair
C02	I-435	Clay	J4P3468	\$3,779,953.81	\$0.00	Comanche Construction, Inc.	4 Bridge Rehabilitations
C03	291, I-29	Jackson	J4P3485	\$371,055.00	\$0.00	AAD Contracting, Inc.	Bridge Washing
C04	23	Johnson	JKR0090	\$1,247,663.35	\$0.00	Capital Paving & Construction, LLC	Coldmill, Resurface and Add Right Turn Lane

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
C05	I-35	Jackson	JKU0018	\$7,723,606.90	\$0.00	Superior Bowen Asphalt Company, LLC	Coldmill and Resurface
	I-670		JKU0029				
C06	I-435	Jackson	JKU0036	\$3,083,221.74	\$0.00	Ideker, Inc.	Coldmill and Resurface
C07	C	Cass	JKU0265	\$1,724,676.64	\$0.00	Ideker, Inc.	Resurface
	VV		JKU0044				
	KK		JKU0435				
	E	Jackson	JKU0069				
C08	I-35	Clay	JKU0060	\$7,843,225.05	\$0.00	Emery Sapp & Sons, Inc.	Resurface
C10	40	Jackson	JKU0074	\$9,214,268.22	\$0.00	Ideker, Inc.	Coldmill and Resurface
C11	I-470, 291	Jackson	JKU0115	\$123,003.20	\$0.00	Leavenworth Excavating & Equipment Company, Inc.	Drainage
C13	Various	Cass, Clay, Jackson	JKU0410	\$2,081,739.00	\$0.00	Concrete Strategies, LLC	9 Bridge Rehabilitations
C9A	V,J,CC,B,Y	Cass, Clay, Platte, Ray	JKU0421	\$1,910,605.10	\$0.00	Vance Brothers, LLC	Resurface
C9B	F, ZZ, E	Cass, Clay, Platte	JKU0443				Seal Coat
D01	AC, 63	Boone	J5P3433	\$10,991,730.65	\$0.00	Emery Sapp & Sons, Inc.	Modify Interchange Configuration
D05	H, M	Dent, Phelps	JCD0067	\$2,474,662.83	\$0.00	Willard Asphalt Paving, Inc.	Resurface
D06	54	Cole	JCD0220	\$121,983.66	\$0.00	Louis-Company, LLC	High Friction Surface Treatment
D07	H, E, AC, NN, PP, JJ	Camden, Laclede, Pulaski	JST0097	\$3,320,296.41	\$0.00	Willard Asphalt Paving, Inc.	Resurface
D2A	54	Miller	J5P3500	\$12,562,232.00	\$0.00	Capital Paving & Construction, LLC	Coldmill, Resurface, and Guard Cable
D2B	V		JCD0148				Resurface

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
D4A	E	Boone	JCD0055	\$2,812,061.69	\$0.00	Capital Paving & Construction, LLC	Resurface
	VV, 63 OR, PP		JCD0066				
D4B	TT		JCDM0041				
F01	I-55	Jefferson, St Louis, St Louis City	J6I3484	\$3,289,262.28	\$0.00	Collins & Hermann, Inc.	Sign Replacement
F02	Various	Franklin, Jefferson, St Charles, St Louis, St Louis City	J6Q2025E	\$1,577,465.00	\$0.00	Gerstner Electric, Inc.	ITS Maintenance
F03*	366	St Louis	J6S3582	\$23,275,548.21	\$153,750.00	Gershenson Construction Co., Inc.	Coldmill, Resurface, Bridge Replacement, and ADA Improvements
F04	141	St Louis	JSL0028	\$2,713,000.00	\$0.00	N.B. West Contracting Company	Resurface
F05	I-64	St Louis City	JSL0064	\$1,770,519.30	\$0.00	Missouri Petroleum Products Company, LLC	Microsurfacing
F06	I-44	Franklin, St Louis, St Louis City	JSL0128	\$698,338.54	\$0.00	TraMar Contracting, Inc.	Pavement Marking
F07	94	St Charles	JSL0011	\$1,693,430.94	\$0.00	N.B. West Contracting Company	Coldmill and Resurface
G02	K, F, JJ, TT, Y, F	Dallas, Laclede, Webster	JST0109	\$4,227,000.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Resurface
G03	W, A, DD, T, TT, W	Benton, Henry, St Clair	JST0110	\$4,427,699.46	\$0.00	APAC-Central, Inc.	Resurface
H01	61	Cape Girardeau	J9P3575	\$1,585,743.74	\$0.00	Putz Construction, LLC	Drainage Improvements
H02	60	New Madrid	J9P3703	\$955,382.38	\$0.00	Apex Paving Co.	Shoulder Improvements

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
H04	25	Cape Girardeau	J9S3706	\$469,469.00	\$0.00	The Truesdell Corporation of Wisconsin, Inc. dba Truesdell Corporation Midwest	Bridge Rehabilitation
H05	38, 19, W, CC, B	Howell, Ozark, Ripley, Shannon, Texas, Wright,	JSE0046	\$2,508,594.70	\$0.00	Missouri Petroleum Products Company, LLC	Scrub Seal
H06	KK, T, N	Cape Girardeau, Perry, Ste Genevieve	JSE0047	\$1,030,700.00	\$0.00	N.B. West Contracting Company	Scrub Seal
H07	I-55	Cape Girardeau	JSEM0061	\$2,049,848.39	\$0.00	Lappe Cement Finishing, Inc.	Conversion of Rest Area to Truck Parking
S01	I-64, I-55, I-70	Pemiscot, St Charles, St Louis, St Louis City	JST0071	\$1,676,182.10	\$0.00	Plattin Creek Excavating, LLC dba PCX Construction, LLC	Bridge Rehabilitations
			TOTAL	\$211,308,462.96	\$153,750.00		

* Call F03 – Funding by City of Crestwood Enhancements - \$28,626.97

**Table II
Award of Contract
October 25, 2024, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A07	I-29	Holt	JNW0145	\$1,734,512.75	\$0.00	C.P. Excavating, LLC	Slide Repair
			TOTAL	\$1,734,512.75	\$0.00		

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 October 18, 2024, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown in the above tabulation.

2. Awarded contract to the lowest responsive bidder for bids received at the October 25, 2024, special letting for slide repair, as recommended, and noted in Table II above.

Commissioner Boatwright abstained from Calls H01, H02, and H04. Commissioner Erdman abstained from Calls B04, C03, C05, C06, C10, C13. Commissioner Hegeman abstained from Calls A02, A05, A06, C03, C05, C06, C08, C10. Commissioner Slay abstained from call F06.

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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 thirteen new highway and bridge projects, three project modifications, and two projects are being removed due to work being done by MoDOT forces, as noted in Table I below.

**Table I
2025 – 2029 STIP
Highway and Bridge Construction Schedule
November 8, 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 (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
NW Linn JNW0146	US 36	Pavement repair from west of Rte. 13 to 2 miles east of Rte. 129 near Bucklin.	2025 CN	\$2,532	\$186
NE Marion JNE0210	US 36	Pavement resurfacing 0.5 mile west of Rte. 24 to 0.3 mile west of Macon County line near Clarence.	2025 CN	\$14,688	\$1,108
NE Various JNE0132	Various	Job Order Contracting for guardrail repair at various locations in the Northeast District.	2025 CN	\$1,000	\$90
KC Johnson JKR0450 *	CST N MAGUIRE ST	Payment to Warrensburg for design of North Maguire Street and Holden Street bridge improvements over Rte. 50.	2025 CN	\$1,067	\$10

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>
KC Platte JKU0448	MO 92	Right of way acquisition for roadway widening at Centennial Bridge over the Missouri River.	2025 CN 2025 RW	\$16	\$6
KC Various JKR0163	Various	Job Order Contracting for guard cable and guardrail repair at various locations in the rural Kansas City District.	2025 CN	\$1,257	\$88
SL St. Charles JSL0120	MO 94	Add intersection turn lanes and replace signal at Rte. D.	2027 CN 2026 RW	\$2,987	\$171
SL St. Charles JSL0235	MO 94	Add intersection turn lanes and signal at Rte. B.	2027 CN 2026 RW	\$800	\$146
SL St. Louis JSL0234	MO 141	Add intersection turn lanes and upgrade signals at Parkway South Middle School and at Springdale Lane.	2027 CN 2026 RW	\$247	\$52
SL St. Louis JSL0232	RT D	Signal optimization from Schuetz Road to Ogden Avenue.	2027 CN	\$2,567	\$339
SL St. Louis JSL0233	US 67	Signal optimization from Old James Town Road to Missouri Bottom Road and Blake Drive to Old St. Charles Road.	2027 CN	\$3,314	\$438
SW Christian JSU0103	MO 125	Add safety signage 0.1 mile north of Lindenlure Drive.		-\$23	-\$11
SW Christian JSR0296D	RT PP	Pavement preservation treatment from Rte. 14 in Sparta to south of Oldfield Road.		-\$61	-\$9
SE Cape Girardeau JSE0247 *	US 61	Payment to Jackson to add corridor lighting on Rte. 61 from south of K Land Drive to Old Orchard Road.	2025 CN	\$927	\$8
SE Perry JSE0246 *	MO 51	Payment to Perryville to add roundabout at Alma Avenue.	2026 CN	\$1,605	\$15

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
ST Crawford JST0127	RT KK	Pavement resurfacing on Rte. F in Crawford County and Rte. KK in Crawford and Phelps County's.	2025 CN	\$2,770	\$191
STNew MadridJST0126	RT E	Pavement resurfacing from Rte. 114 in Morehouse to Rte. D west of Lilbourn.	2025 CN	\$1,816	\$175
ST Warren JST0125	RA IS70W WRIGHT CITY	Construct additional truck parking at existing eastbound and westbound facilities at Wright City, Boonville, and Mineola.	2026 CN	\$32,143	\$2,500
			TOTAL:	\$69,652.00	\$5,503.00

**Contingent upon 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 Boatwright abstained from voting on Job Number JST0126, Route E, in New Madrid County. Commissioner Erdman abstained from voting on Job Number JNW0146, Route 36, in Livingston County.

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>
Camden	54	J5P3573
Greene	D	J8S3153

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.

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 to the Governor for the past month, however, there were three items that department staff communicated with the executive team through an issue brief that was shared via this report.

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FINANCIAL - BUDGET - REPORTS – YEAR-TO-DATE, FINANCIAL REPORT PERIOD ENDING SEPTEMBER 30, 2024

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date September 30, 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 September 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 722 active contracts held by individual engineering consultant firms prior to October 1, 2024. Fifteen engineering consultant services contracts were executed in September 2024, for a total of \$4,255,029. There were no non-engineering consultant contracts executed in September 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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