



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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January 8, 2025

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN JEFFERSON CITY, MISSOURI,
WEDNESDAY, JANUARY 8, 2025**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, January 8, 2025, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri, and was available via live stream. W. Dustin Boatwright, P.E., Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: Warren K. Erdman, Francis G. Slay, and Daniel J. Hegeman. Gregg C. Smith and Ann Marie Baker were present via WebEx.

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, Director of the Missouri Department of Transportation; Melinda Grace-Beasley, Assistant Chief Counsel-Human Resources; and Pamela J. Harlan, Secretary to the Commission, were present on Wednesday, January 8, 2025.

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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 Hegeman, a quorum of Commission members present approved the minutes of the regular meeting held on December 4, 2024, and the special meeting held on December 3, 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 January 8, 2025, 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 following committee and board reports were made during the January 8, 2025, meeting.

Audit Committee – Commissioner Slay stated there was no report this month and the next Audit Committee meeting is scheduled for March 5, 2025.

Legislative Committee – Commissioner Erdman shared that the legislative session started today. He noted a lot of activities were occurring this week in the state's Capitol as House and Senate members will be sworn into office. This hustle and bustle will continue for the next couple of weeks as preparations continue for the swearing in ceremonies of statewide officials including the state's newest Governor, Mike Kehoe. He reported staff delivered the department's annual report to the Governor, Lieutenant Governor, and members of the Joint Committee on Transportation Oversight. This annual report includes a copy of MoDOT's Annual Comprehensive Financial Report, the *Citizen's Guide to Transportation Funding in Missouri, the Financial Snapshot, and MoDOT's Results* document.

As outlined in statute, MoDOT Director Hassinger will have the opportunity to appear before the Joint Committee to present the report to its members at a time and place yet to be determined.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report this month and the next MTFC meeting will be held February 5, 2025.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Erdman reported the MPERS Governance Committee met on December 9, 2024. At this meeting the committee reviewed several governance policies. The next board meeting is scheduled for February 21, 2025.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported with the start of a new year, the department has preliminary data on the end of the year traffic fatalities for Missouri in 2024. As of Friday, January 3, preliminary data indicates 942 people were killed in Missouri traffic crashes in 2024. This is a 5 percent decrease from 2023 and the second year in a row in which traffic fatalities in Missouri have decreased.

Commissioner Boatwright highlighted that the Missouri State Highway Patrol has reported zero traffic fatalities during the New Year’s holiday. While the progress is encouraging, the loss of life on Missouri roads remains substantial with more than 900 people losing their lives in each of the past five years.

The Missouri Coalition for Roadway Safety Executive Committee will meet later today, where the committee will be taking a closer look at safety trends in 2024, opportunities for improvement in 2025, and updates to the state’s strategic highway safety plan. He encouraged everyone to do their part by committing to buckle up and put the phone down.

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DIRECTOR’S REPORT

During the January 8, 2025, Commission meeting, Director Ed Hassinger provided the following report:

Introduce New Leadership – Director Hassinger noted he had two leadership positions to introduce. He asked Eric Schroeter to come forward. The Director was pleased to announce Mr. Schroeter as the department’s new Deputy Director and Chief Engineer. He stated that Mr. Schroeter has been with the department for 32 years, including the past six years as the Assistant Chief Engineer. He started his MoDOT career in 1992 working in construction for the Central District and then served as the Central District Maintenance Engineer. In 2013, Mr. Schroeter he moved into the statewide role as State Design Engineer. He holds a Bachelor of Science in Civil Engineering from the University of Missouri and is a registered Professional Engineer. The Director stated Mr. Schroeter’s experiences will be critical in guiding and directing the department delivering the largest construction program in MoDOT history as well as the focus on improving operations and overall customer service.

Director Hassinger also announced Pamela Harlan as the department’s new Governmental Relations Director. He stated Ms. Harlan has been with the department for 28 years, including six years in the Chief Counsel’s Office and five years in the Governmental Relations Division before being appointed to the role of Commission Secretary in 2007. She holds a Bachelor of Arts in Political Science from the University of Missouri. The Director stated in addition to her various responsibilities as Commission Secretary, Ms. Harlan also led the effort to automate the contract process as well as compile all the commission policies, making them easily accessible for the Commission and the department to reference regularly. In her previous time spent in Governmental Relations, she regularly attended legislative committee hearings, met with lawmakers on behalf of the department, and advocated for the commission’s legislative agenda. Ms. Harlan’s time spent working alongside dozens of Commissioners, as well as her former experience as a legislative liaison, makes her uniquely qualified for this role. The Director stated he is thrilled to have Ms. Harlan back in Governmental Relations where her experience, leadership, industry knowledge, and awareness will allow her to continue the important work being done with local, state, and federal officials.

AGC Co-op – Director Hassinger reported the 26th annual co-op meeting with MoDOT and the members of the Missouri Associated General Contractors was held on December 5-6. The meeting facilitates discussion in this important public – private partnership to examine innovations, share best practices, discuss what is coming next with projects, and most importantly to foster partnering and relationship building.

During this time of unprecedented amount of construction work, it is critical to build even closer partnership with the department’s private sector contractor community. The department and partners must continue to work together to deliver on-time and on-budget projects for Missouri.

The department was honored to have the Governor-Elect Mike Kehoe speak on the second morning about the importance of transportation and economic development for Missouri. The Director displayed a slide showing the largest crowd ever was in attendance. He stated it is a positive step in continued partnerships.

I-70 Rocheport Bridge Opening – On December 10, a ribbon cutting ceremony was held to celebrate the new Lance Corporal Leon Deraps Interstate 70 Missouri River Bridge at Rocheport. The Director shared a short video with highlights from the celebration. The new eastbound I-70 bridge opened to traffic on December 20. Construction on this \$220 million project began in early 2022. Funding for the project came from several sources including the City of Boonville, the City of Columbia, Boone County, Cooper County, and an \$81.2 million INFRA grant, secured with assistance from Missouri U.S. Congressman Sam Graves.

Although it was a bit cold, it was a great celebration with Governor Parson who had the rare opportunity to see a major river bridge receive funding, break ground, and open to traffic during his tenure. Commissioner Boatwright, Commissioner Smith, and former Commissioners Tom Waters and Brian Treece were in attendance. Director Hassinger congratulated the entire MoDOT team who worked on this river bridge.

Loss of Active Employee – With a heavy heart the Director recognized the loss of one of the department’s district leaders. Southwest Assistant District Engineer Laurel McKean passed away Friday, December 20 after a long hard-fought battle with cancer. She was only 51. Over her career Ms. McKean worked in several locations around the state including the previous Macon district office, Kansas City, and Springfield. She also led several statewide teams. Laurel McKean was a champion for traffic and incident management and recently also served as the Project Director for the I-44 Design-Build bridge bundle. She will be greatly missed.

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PUBLIC COMMENTS

CONCERNS ABOUT SPEED LIMIT IN LONE ELM MISSOURI

Nancy Vieth, Concerned Citizen; David Muntzel, Former State Representative; George Monk, Presiding Cooper County Commissioner; and Charlie Melkersman, Former Cooper County Eastern District Commissioner, presented their concern regarding the speed limit at Lone Elm. They noted for Missouri Highways and Transportation Commission

decades the speed limit was set at 45 miles per hour but in recent years it has been raised to 55 miles per hour. They stated this section is six tenths of a mile and the county could install the signs for MoDOT.

Mr. Melkersman noted the increase in the speed limit contributes to safety issues with the school and the Community Center. Mr. Muntzel emphasized his support for the material given to the Commission. He noted that Missouri House Representative Tim Taylor could not be present at this meeting but asked Mr. Muntzel to express his full support of the recommendation to lower the speed limit. Mr. Muntzel noted that several times this meeting he had heard an emphasis on safety and their request is for safety. He shared that he has witnessed excessive speeds throughout this area and has heard of multiple near misses of accidents. He noted there is a huge church, fire department, helipad, and MFA business along the roadway with a lot of traffic. Mr. Muntzel asked the Commission and Director to look at and consider the reduction of the speed limit at the above-mentioned intersection.

Commissioner Boatwright thanked the group for their presentation and bringing their concerns to the Commission. He encouraged Ms. Vieth, Mr. Monk, Mr. Muntzel, and Mr. Melkersman to continue working with the Central District.

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CONCERNS ABOUT COMMISSION TRANSPARENCY

Arnie Dienoff expressed his gratitude for MoDOT road crews for their hard work keeping the roads safe during the recent inclement weather. He inquired who the MoDOT Deputy Director and Secretary to the Commission would be, and also about the presentation regarding the department's process for selling excess property for economic development to the community. Mr. Dienoff noted the last City of O'Fallon zoning meeting discussed the need for a parking development on Highway DD at Caldonia Parkway and asked MoDOT to work with the developer. He shared his distrust of the Commission and the department because meeting materials are not posted online. He believes the Commission would be more transparent if meeting material would be posted online prior to the meeting. He noted his

disagreement with the department's response to his sunshine requests. Furthermore, he verbally requested the December 2024 and January 2025 commission meeting material, as the only thing available to the public is the agenda.

Commissioner Boatwright advised Mr. Dienoff the Deputy Director is Eric Schroeter and the Secretary to the Commission is going to be filled. He noted that the Excess Property Overview presentation today informed the public of the process of excess property conveyance and utilizing outside resources for appraisals to speed up the process. He encouraged the developer working on the O'Fallon development to begin conversations with the department on the process and next steps.

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MODOT PRESENTATIONS

FINANCIAL FORECAST UPDATE

On behalf of the Director, Brenda Morris, Financial Services Director, presented the financial forecast for fiscal years 2026-2030. MoDOT prepares an annual financial forecast to estimate future revenues and expenditures. The forecast is the basis for MoDOT's operating budget, and the funding targets provided to planning partners and MoDOT staff to select projects for the Statewide Transportation Improvement Program (STIP). The financial forecast estimates the various components of state revenue, including the state motor fuel tax, motor vehicle sales taxes, motor vehicle and drivers' license fees, federal funds from the federal motor fuel tax, and other sources as provided by Congress and the Missouri legislature.

The department's projections use a combination of historical information and information from third party sources. The information in the financial forecast is then used to develop the appropriations submission and the department's allocation of resources for operating as well as the targets that are provided to transportation partners in the development of the STIP.

Ms. Morris noted the last couple of years has resulted in additional revenue and bond proceeds

being a part of the available resources to the department. This forecast includes some one-time sources of revenue. It includes the Improve I-70 Program \$1.4 billion of General Revenue and \$1.4 billion of bond proceeds. In addition, the forecast includes \$136.0 million of General Revenue for the annual debt service payments associated with the bonds sold in fiscal year 2024 for this program. The financial forecast includes the Forward 44 Program, \$213.8 million of General Revenue (deposited into the Office of Administration I-44 Project Fund) and \$363.8 million of bond proceeds. In addition, the forecast includes \$44.0 million of General Revenue for the annual debt service payments associated with the bonds sold in fiscal year 2027 for this program. The financial forecast includes \$372.7 million for General Assembly Designated and Funded projects, which include the following projects: Low Volume Roads, US 67 in Butler County, I-70 Interchange in Warren County, US 65 from Buffalo to Warsaw, I-49 and US 58 in Cass County, I-44 Environmental Study, I-55 Outer Service Road in Jefferson County, Jefferson Avenue Community Footbridge in Springfield, US 65 and Route B in Sedalia, US 63 in Columbia, LeCompte Road, Highway BB Engineering Study in Cameron, and Kirbyville School District. The financial forecast includes \$9.7 million of General Revenue for the Governor's Transportation Cost Share Program approved for fiscal year 2020. The forecast also includes \$64.7 million from the Budget Stabilization Fund for the Governor's Transportation Cost Share Program approved for fiscal year 2023. It also includes \$45.2 million of General Revenue for annual debt service payments for bonds issued for the Governor's Focus on Bridges program. Amendment 3 bond issuances of \$654.4 million in 2026, \$579.6 million in 2028, and \$507.8 million in 2030 are also included in this forecast. It also includes the continued implementation of Senate Bill (SB) 262 motor fuel tax increase with full implementation on July 1, 2025. This forecast also includes financing for the I-70 Rocheport Bridge and I-70 at Mineola Hill projects, which were partially financed with a loan from the Missouri Transportation Finance Corporation. The forecast includes loan disbursements in fiscal years 2024 and 2025 along with the corresponding loan repayments.

The financial forecast includes the MoDOT Cost Share program funds of \$45.0 million for 2025 to 2027 and \$30.0 million for 2028 and beyond.

Fiscal Year 2024 actual revenues were \$2.6 million more than projected. Motor fuel taxes were a bit volatile from 2020 to 2023 but seems to have started leveling off in 2024. Moving forward, vehicles with greater fuel economy and vehicles powered by alternative fuels will off-set increases in vehicle miles traveled. This forecast includes an annual decline of -0.20 percent for 2025 and beyond. The overall impact is \$15.6 million more in this forecast compared to last year's forecast.

The motor fuel tax growth assumption does not include SB 262 and has a slow decline in this forecast. The assumption for motor fuel tax is -0.20 percent decline for 2024 to 2026 and -0.25 percent decline for 2027 and beyond as vehicles with greater fuel economy and alternative fuels will off-set increases in vehicle miles traveled. The overall impact is \$83.7 million less compared to last year's forecast.

Assumptions for the state motor fuel taxes for SB 262 are based on fiscal year 2024 gallons with a -0.20 percent decline for 2025 and beyond. The assumption for refunds is 0.5 percent for 2025 and beyond. The overall impact is \$8.8 million more for Senate Bill 262 Motor Fuel taxes.

Motor vehicle sales tax revenues growth assumption for 2025 and subsequent years is 3.0 percent. The overall impact is \$1.9 million more than last year's forecast.

The motor vehicle and driver's licensing fees is \$22.1 million less than what was projected in 2024. Using a four-year average, the growth assumption for 2025 and subsequent years is 1.5 percent. The overall impact is that this forecast is \$66.3 million more than last year's forecast.

Federal revenues include the federal funds for construction projects, preventive maintenance, design work, planning and research, and pass-through funds to local entities. The financial forecast includes the estimated federal apportionments from the Infrastructure Investment and Jobs Act (IIJA) as

approved by Congress. The overall impact is an increase of \$91.1 million of federal revenue from last year's forecast.

A review of the anticipated disbursements included in the forecast and started with a review of the operating budget expenditures. The forecast includes funding the pay strategies that were included as part of the appropriations request. That includes:

- \$13.6 million to continue implementing the market plan and to provide tenure and performance pay increases.
- \$30.7 million to hire an additional 309 employees in 2026 for the following: Audits & Investigations (2); Financial Services (4); Human Resources (1); Safety & Emergency Management (7); Maintenance (3); Highway Safety & Traffic (8); Maintenance Operations (229); Equipment Technicians (24); Improve I-70 Program (3); and Program Delivery (28).
- The forecast also includes a 2.0 percent annual cost of living adjustment in 2027 and beyond. Raises are contingent each year on legislative and/or Commission action.
- The retirement contributions are 52.0 percent in 2025 and 37.0 percent in 2026 and beyond per the actuarial report.

The expense and equipment portion of the budget includes increases of \$22.6 million for various roadside contracts to mow, sweep, remove litter, and relocate homeless camps; \$8.3 million for traffic supplies; \$3.8 million for non-fleet equipment, including tow plows, wing plows, snow blowers, shuttle mowers, paint tanks, spreader beds, a dive boat replacement, and emergency response vehicle upgrades; \$4.9 million for roadway improvements; and \$15.0 million for facility improvements to mechanical systems. Expense and equipment for 2027 and beyond includes a 2.5 percent annual growth rate for inflation.

For the 2024-2030 periods, the forecast relies on deficit spending in each year. The average deficit spending is \$187.4 million per year. On June 30, 2024, the combined balance of the State Road Fund, State Road Bond Fund, and State Highways and Transportation Department Fund was \$1,587.0 million. Deficit spending will reduce the balance amount from an estimated \$922.4 million on July 1, 2025, the beginning of state fiscal year 2026, to \$274.9 million on June 30, 2031, the end of state fiscal year 2031. Of the \$274.9 million projected to be in the state treasury at that time, \$214.9 million is the projected State

Road Fund balance.

The forecast includes only road and bridge revenues and disbursements. The disbursements for program delivery include contractor awards, the design and bridge consultant engineering costs, right of way acquisitions, and debt service. Contractor awards are expected to be \$2.1 billion in 2024, \$2.4 billion in 2025, \$1.4 billion in 2026, \$2.5 billion in 2027, \$2.0 billion in 2028, and \$1.4 billion in 2029 and 2030. The design and bridge consultant engineering costs are projected to be \$130 million in 2024 and \$110 million in 2025 and beyond. The right of way acquisitions are forecasted at \$30 million for 2024 and beyond.

The forecast includes only road and bridge revenues and disbursements. For the other modes, the bulk of available funding is from the federal government and totals approximately \$443.6 million per year. The funds are passed through to local governments and providers and, when required, most of the matching funds are provided by the entities receiving the funds.

Following discussion, the Commission commended the department and its excellent management of transportation funding in a fiscally responsible way for Missouri. Commissioner Hegeman thanked the General Assembly, the Governor, and federal delegates like Congressman Graves who are transportation advocates for the state of Missouri. Commissioner Erdman noted the department is exceedingly careful about debt and protecting against risk. The accelerated amortization is a breakthrough and is how the department is responsibly handling this short term debt. He also noted the increase of staffing for operations is not an increase in the budget, just the authorization to fill those positions. Commissioner Boatwright thanked Ms. Morris for her presentation.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

On behalf of the Director, Llans Taylor, Transportation Planning Director, reviewed with the Commission how the Statewide Improvement Program (STIP) is developed. The STIP development for

state fiscal years 2026 through 2030 (July 1, 2025, through June 30, 2030) begins with the approval of the financial forecast. The STIP is MoDOT's proposed list of transportation projects for the next five years. This document is developed through collaboration with MoDOT's planning partners and is an essential part of communication with the citizens of Missouri. The STIP describes how the taxpayers' transportation dollars are being invested.

Mr. Taylor explained the Transportation Planning Division's STIP development role is to connect data with stakeholder input and needs to deliver transportation improvements. The division's focus is on the data, policy, and providing guidance and support to the districts. The districts are the implementation arm of this effort. They work directly with the local leaders and citizens to get their perspective on needs and challenges. Through the district's effort they are building the relationships on trust and cooperation so when it is time to have the difficult conversation about having too few resources and too many needs, they can work together and move forward with a plan.

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. MoDOT works with planning partners, transportation stakeholders, and customers to identify road and bridge improvement projects for inclusion in the STIP. Once developed, the draft STIP is brought to the Commission at the May Commission meeting. The draft STIP is then shared with various audiences during the public comment period. Input from public audiences and the final STIP will be presented to the Commission at the July Commission meeting. The STIP requires MHTC, Federal Highway Administration, and Federal Transit Administration approval. Projects in Metropolitan Planning Organization (MPO) areas also require separate MPO, Governor, Federal Highway Administration, and Federal Transit Administration approval.

The draft STIP is developed in coordination with the Long-Range Plan, Financial Forecast, Operating Budget, Asset Management Plan, and Missouri's Show-Me Zero – Driving Missouri Toward

Safer Roads. MoDOT's Long Range Transportation Plan was developed through robust, statewide outreach, engaging transportation stakeholders to establish goals and a 25-Year vision of transportation in Missouri. It identifies five goals for transportation improvements in Missouri:

- Take care of the transportation system and services we enjoy today
- Keep all travelers safe, no matter the mode of transportation
- Invest in projects that spur economic growth and create jobs
- Give Missourians better transportation choices
- Improve reliability and reduce congestion on Missouri's transportation system

The High Priority Unfunded Needs List is generated based on the recognition that there is an annual shortfall of \$1.1 billion a year. Working with planning partners, \$5.4 billion of regional needs are identified and prioritized on the unfunded needs list. Statewide and major bridge needs add \$5.1 billion to the unfunded needs list. This combines to \$10.5 billion of identified high priority unfunded needs for the next ten years. These needs are grouped and listed in Tiers 1, 2, or 3; or Multimodal, Major Bridge, or Statewide.

The financial forecast allows the department to estimate the funds that will be available for programming projects. Once the department knows the funds available from the financial forecast, it can distribute the funds through the commission approved STIP funding allocation. The funding distribution is based on system size (includes number of miles of roadway, and square foot of bridge deck, etc.), system usage (includes vehicle miles traveled), fatalities and serious injuries (includes accident history), population, and employment. The estimated amounts for the Fiscal Year 2025 Funding Distribution includes \$58 million for safety, \$706 million for asset management, and \$1 billion for system improvements, totaling \$1.764 billion for construction program funds. This amount does not include the additional state funding that is available for the Improve I-70 program, Forward 44 program, and legislative designated projects.

Mr. Taylor explained the department is focused on maintaining the roads and bridges in a condition that is as good as can be sustained. This is where the challenging work takes place in the districts to address asset management before using funds for system improvements. Mr. Taylor then described MoDOT's planning partners which include Regional Planning Commissions (RPCs), MPOs, and Transportation Management Areas (TMAs). In 1965, the Missouri Legislature enacted the State and Regional Planning and Community Development Act, which created RPCs. An RPC is a consortium of local governments, many of which use Transportation Advisory Committees to establish regional consensus on transportation issues and prioritize transportation needs within their regions. These organizations work directly with MoDOT to establish their district wide priorities for transportation project prioritization. MPOs are established for urbanized areas with a population over 50,000. An MPO acts as a council of governments that facilitates collaboration by stakeholders. The MPO establishes a metropolitan transportation plan/transportation improvement plan specific to their region and works directly with MoDOT to establish their region's transportation projects. The MPO uses committees and boards, working with stakeholders, to formally take action and commit to projects. TMAs are established for urbanized areas with a population over 200,000. TMAs are essentially MPOs with additional planning and programming requirements. There are three TMAs in Missouri: East West Gateway Council of Governments in St. Louis, Mid-America Regional Council in Kansas City, and the Ozarks Transportation Organization in Springfield.

Transportation planning in Missouri is a pipeline that carries stakeholder input directly to the decision-making process and maintains their voice in transportation solutions. Once programmed, what once were needs are now committed projects that will address transportation in each region and help provide a world-class transportation system that is safe, innovative, reliable, and dedicated to a prosperous Missouri. The next steps in the STIP development process include having the Transportation Planning staff statewide engage with partners to create the new STIP. The goal is to have a draft prepared in May for presentation and consideration by the Commission.

Commissioner Hegeman thanked Mr. Taylor for his presentation and noted the current planning model is appreciated by partners and gives the local communities a voice in transportation.

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MODOT IMPROVE I-70 PROGRAM REPORT

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

The safety and economic prosperity of Missourians depends, in part, on an I-70 that grows along with the state and nation. MoDOT has been formally studying the I-70 corridor for over 25 years as there have been many concepts and ideas; it came down to funding. With the passage of the State Fiscal Year 2024 budget on June 30, 2023, the Missouri General Assembly allocated \$2.8 billion in state funding from the General Revenue Fund for the Improve I-70 Program. The funding is to be utilized to add a third lane and rebuild/repair the existing lanes to both eastbound and westbound I-70 from Blue Springs to Wentzville for a total project length of nearly 200 miles. Mr. Kopinski noted that of the \$2.8 billion in funding, \$1.4 billion is General Revenue funds with transfer authority to the State Road Fund (SRF) to directly pay for project costs and the remaining \$1.4 billion is for debt service payments from bonds issued by the Missouri Highways and Transportation Commission (MHTC) for the Improve I-70 Program.

Mr. Kopinski reported MoDOT is using internal staff to deliver as much of the Improve I-70 Program as possible. In total, 23 full-time staff are being utilized for the program. The program is being implemented with a centralized approach and a Program Director who is overseeing the entire Improve I-70 Program. By doing this it will help ensure consistency across the nearly 200 miles. To help deliver the various segments of the program within the internal team an east, central, and west team were developed. These dedicated employees work tirelessly to keep the project moving forward and in collaboration with Federal Highway Administration as I-70 is a federal interstate and a Department of Defense route.

The Improve I-70 Program includes eight total project segments across the state. The nearly 200 miles will be broken into various contracts that will be awarded as either design-bid-build or design-build. Total completion of the corridor is anticipated by the end of 2030. In June 2024, a groundbreaking ceremony was held in Columbia to celebrate the culmination of the procurement effort and began work on I-70 in late summer. In the fall, paving began on the third lane of a seven mile stretch from Kingdom City to Columbia. The next paving operation will be the seven mile stretch from Columbia to Kingdom City.

In November 2024, the team brought the Warrenton to Wentzville stretch of the program to the Commission for award. Mr. Kopinski noted this section of improvements includes projects previously programmed in the Statewide Transportation Improvement Program (STIP), which are now being combined into one large project and will address widening, realignment, an interchange, and a bridge replacement. Due to the age of the infrastructure, the project will be brand new full depth pavement for all three lanes. The team has begun public meetings on this stretch of roadway, with a groundbreaking ceremony and construction tentatively beginning in early spring.

Mr. Kopinski highlighted the upcoming projects of the Improve I-70 Program. The 20 miles of I-70 from Blue Springs to Odessa had five industry teams shortlisted for this project. The tentative project

award date is May 7, 2025. The 14 miles of I-70 from Rocheport to Columbia will begin the procurement process in June 2025. The tentative project award date is November 5, 2025.

As with every project MoDOT programs, getting public input is critical to success from the early design stage to the final ribbon cutting. In August 2023, MoDOT completed seven statewide initial public meetings in cities along the I-70 corridor with over 1,000 in person attendees. The purpose of these meetings was to inform residents and stakeholders that the funding was in place and construction would soon be underway. MoDOT also sought input from the public for the projects. From August 2023 to November 2024, MoDOT completed seven industry meetings around the state with over 750 in person attendees. Over 3,000 individuals have signed up for the Improve I-70 Program emails.

Mr. Kopinski concluded with information on the Improve I-70 work zone safety. He noted while most of the traveling is respectful, paying attention, not speeding or impaired, there are drivers speeding through these work zones or driving inattentively. The team is going to re-engage law enforcement partners to step up enforcement efforts in work zones.

Commissioner Erdman thanked Mr. Kopinski for his presentation and appreciated the outreach with the local communities and engaging with them to hear their desires and concerns. The Commission commended Mr. Kopinski and the entire Improve I-70 team for this historic project of monumental size and funding.

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MOTOR CARRIER SERVICES UPDATE

On behalf of the Director, Aaron Hubbard, Motor Carrier Services Director, provided to the Commission an overview of the responsibilities and accomplishments of the Motor Carrier Services (MCS) Division. Prior to 2002, the Motor Carrier Services division's single function was the issuance of oversized and overweight permits by Executive Order 02-03. The functions of several agencies were consolidated into a centralized one stop shop to increase access and efficiency of service and serve as a

single point of contact for the transportation industry. Now there are two sides of the division: one is the Communication Compliance Center where they take care of registrations, collect fuel taxes, and issue permits, and the other is the Safety and Compliance section that ensures safe operations around the state.

MoDOT is a one stop shop for motor carriers in Missouri where they can take care of all of their paperwork. This is a huge benefit for those carriers and is something the department is proud to offer.

Under the One Stop Shop, MoDOT Motor Carrier Services manages the following eight programs:

- International Fuel Tax Agreement (IFTA),
- International Registration Plan (IRP),
- Oversize/Overweight Permitting (OSOW),
- Safety & Compliance,
- Missouri Operating Authority (OPA),
- Unified Carrier Registration (UCR),
- Household Goods Authority (HHG),
- Hazardous Waste/Waste Tire Authority (HWWT).

The Compliance Communications Center team processed over 125,000 registrations and fuel tax transactions, issued 160,000 oversize/overweight permits, and registered over 65,000 commercial vehicles. The Safety and Compliance employees encourage compliance with state statutes and federal regulations. This section also conducts new entrant safety audits and guide and educate carriers from the beginning of their brand-new business. The Safety and Compliance section conducted over 1,000 federal safety audits, completed over 1,100 vehicle inspections, and performed 264 full-on carrier investigations.

Mr. Hubbard reported that while staff strive for peak production, that output must always be balanced with measurable quality of service. Every month 1,200 carriers who recently conducted business with the Motor Carrier Services division is invited to describe their experience and provide suggestions for improvements and process changes. Obtaining this customer feedback is valuable as the division strives to adapt to an ever changing industry. For the first three quarters in calendar year 2024, 94.8 percent of respondents reported a positive interaction with the division. The customer satisfaction was 92.3 percent

for calendar year 2023, 87.3 percent for calendar year 2022, 96.2 percent for calendar year 2021, and 96.2 percent for calendar year 2020. Mr. Hubbard noted that while the primary objective is to educate, assist, and advocate for motor carriers, staff are still responsible for enforcing regulations, assessing penalties, and when warranted, placing non-compliant carriers out of service. Given this variance of interaction, feedback consistently acknowledges their appreciation of staff efforts.

An integral component of high customer service rating is the effective management of the phone queue. In 2023, staff handled over 120,000 inbound phone calls with an average hold time of 2:09 minutes. Through November of calendar year 2024, the average wait time has decreased to 1:01 minutes. This performance is exceptional and has become the hallmark by which Motor Carrier Services distinguishes itself from all other call centers, public and private. Mr. Hubbard noted the 2022 data that reflects lower levels of customer satisfaction and higher average hold times. That year marked the most challenging for MCS operation post pandemic. Staffing shortages and historically high turnover in conjunction with the implementation of a new electronic business system for external users and the seismic market growth of carriers entering the industry stretched the division's limited resources. Overall performance certainly suffered at many levels but the resiliency of the MCS team shined through. Mr. Hubbard commented that while statistically the data may suggest this year to be the worst for customer service, it may have been the first especially considering the magnitude of all of the hardships presented.

MoDOT is an active member in both the International Fuel Tax Agreement (IFTA) and International Registration Plan (IRP). This allows MoDOT to collect user taxes and fees and transmit collections to other jurisdictions through a Clearinghouse. MoDOT Motor Carrier Services collects user taxes and fees and deposits approximately \$117 million dollars into the State Road Fund each year. Mr. Hubbard noted the past growth in the trucking industry led to increased deposits of 15 percent. While this historic performance is exciting, he noted that they are currently experiencing the plateau of that explosive growth.

Aside from the user fees collected, Motor Carrier Services also plays a crucial role in the preservation of the department's federal funding. Every year the division submits a state enforcement plan to the Federal Highway Administration (FHWA) that details the resources and activities committed to safeguarding the state's infrastructure. Failure to execute this plan and certify performance can result in a penalty withholding of 10 percent of Missouri's federal funding. Much of the success behind executing this plan centers on the performance of the department's safety partners, Mr. Hubbard noted while law enforcement partners are great in emergency management, they are also crucial to preserving the state's infrastructure. Through a memorandum of understanding, the Missouri State Highway Patrol operates the commission owned weigh stations and provide the necessary enforcement presence. It is a relationship that predates the department's obligation to certify a state enforcement plan with the oldest agreement on file from 1978. The Highway Patrol weighed over 500,000 commercial vehicles, performed over 44,000 vehicle inspections, and detected nearly 3,000 oversized/overweight vehicle violations, which is complimentary to the electronic pre-clearance service that provide mainline weigh in motion screening for another 12 million trucks traversing the state.

Mr. Hubbard highlighted the department's partnership with the Missouri State Highway Patrol. He noted the division works with several other partners including the Missouri Trucking Association, Missouri Dump Trucking Association, Federal Motor Carrier Safety Administration, as well as MoDOT Districts and Division.

Commissioner Slay thanked Mr. Hubbard for his presentation and commended Mr. Hubbard and his team for serving the public and making sure everyone gets the proper attention.

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EXCESS PROPERTY OVERVIEW

On behalf of the Director, Brenda Harris, Assistant to the State Design Engineer-Right of Way, updated the Commission on the department's excess property management. Director Hassinger began the

presentation by noting that one of the services the department provides is to manage the access to the highway system. The department receives about 1,400 requests every year for access, from building a driveway to building an interchange. Of those 1,400 requests, about 260 requests are for commercial access. Typically, those requests are also in conjunction with the request to purchase any excess right of way as part of the development. The department's role is to make sure that the access is consistent and safe. Director Hassinger noted that others involved in this process from the private and public sector were invited, including the Department of Economic Development.

Ms. Harris reported Realty Asset Management also known as the excess property disposal process, involves the management of Commission-owned lands and leaseholds. The goal of Realty Asset Management is to retain no more excess property than is needed for future expansion and relinquish property no longer needed for the operation of the state highway system. The parameters of this pursuit covered within state and federal laws include Section 227.290 RSMo, Title 23 Part 710 of the Code of Federal Regulations, the Missouri Constitution, Commission Policy, and MoDOT policy and procedures.

While state statute purports to grant responsibility to the Missouri Highways and Transportation Commission (MHTC) for the management and operation of MoDOT's excess property disposal, the statute also provides the option and discretion to convey at no cost to any other federal, state, or local governmental entity, any land for their public roadway or operation system. The Commission purchased these properties with road funds, and as such, are constitutionally prohibited from being diverted from the stated purpose. The statute also includes reference that excess lands will not be conveyed for less than fair market value to any governmental/local agencies for the purpose of capital gain or development opportunities that fall outside the classification of a "public roadway system".

Federal Highway Administration (FHWA) agrees that MoDOT cannot "give away" excess property due to language within the Code of Federal Regulations, which establishes parameters for conveyances, relinquishments, and leaseholds, stating "Current fair market value must be charged for the

use or disposal of all real property interest if those real property interests were obtained with Title 23 funding. Exceptions to this requirement must be submitted to FHWA in writing for consideration and approval.”

The Realty Asset Disposal process involves MoDOT’s District Right of Way (ROW) staff who are designated to manage the realty side of the department with assistance and guidance from Central Office Right of Way. The decision to sell realty owned by the Commission lies solely within the discretion of the Commission and department. As outlined within state statute, if realty is no longer needed for the operation of the highway system it can be sold or exchanged for approximate fair market value with those proceeds returning to the State Road Fund.

The creation of excess property can be a result of a project or redesign of an existing route. MoDOT has two criteria of excess property – stand alone or assemblage properties. If a property can stand alone, it can be marketed for sale to the general public. In the event a property is only available for assemblage, MoDOT can offer to sell it to the adjoining landowner.

On an annual statewide average, the districts receive approximately 300 customer requests to sell Commission owned properties. The district makes a determination on whether the requested property is considered excessive to the needs of the highway system. The majority of the requests give the customer the opportunity to provide the fair market value appraisal, Professional Land Survey, or both, in an effort to speed up the conveyance process. MoDOT does not have the available staff to prepare the appraisal and survey needed for the conveyance process as resources are stretched and in short supply.

Ms. Harris reported that Section 236.51 of the Engineering Policy Guide (EPG) guides MoDOT staff through the disposal process including procedures for the valuation methodology, legal opinion for ownership, survey requirements, sales agreement, environmental review, access management, utility impacts, and closing of sale. All associated information is retained for record retention and potential audit purposes.

Ms. Harris stated there are several types of excess property classifications involving different processes and procedures defined under the state and federal laws and provided examples of different conveyance types. She provided an example of a Change in Route and assembled excess property involving the old Route 136 in Atchison County. The new Route 136 was constructed to the south leaving the old roadway. This property could not stand alone and is only available to the adjoining landowner, who requested to purchase. The adjoining landowner added a portion of his own property and sold the tract to Dollar General for development. In the second example, an excess property that became available after a request to chip away from a wider than needed section of right of way. The requestor assembled it to their existing tract for added parking. The third example is a former MoDOT facility no longer needed for the operation and is considered a stand-alone parcel that was marketed and sold on the open market and awarded to the highest bidder. Prior to the sale, a plan for new access management was disclosed during advertisement. The purchaser agreed resulting in a couple of well managed access points. The final example provided involved a large project that fixed sloping, added outer roads, and intersection improvements, leaving a stand-alone property that was marketed and sold to the highest bidder. Ms. Harris noted that access was managed ahead of time, preventing any further access issues after a development begins.

Ms. Harris stated valuing excess property or determining fair market value is outlined and established in state statute and the Code of State Regulations. Approximate fair market value includes the price under two options: 1) excess parcels that are non-stand-alone, used for assemblage to an adjoining property, will be valued using across the fence calculations/taking on the value of the adjoining property; and 2) for stand-alone excess parcels, they will be marketed and sold through an open public sale process advertised for the appraised value. MoDOT utilizes good faith awareness practices by using a public auction service or other competitive bid process while also advertising on several news platforms.

Valuing non-stand-alone excess property that will be assembled to an adjoining land must have consideration to the size, shape, location, utility, access, and in some cases the physical characteristics such as slope, grade, elevation, and drainage of the parcel as these characteristics relate to the contributory value to the assembled property. The excess property is considered to be combined with an adjacent property and takes on the highest and best use and its value. If the ultimate assemblage changes the use of the property, the valuation is reflected as such.

Stand-alone realty are parcels large enough to have physical characteristics that allow them to be freestanding and appraised individually to determine the highest and best use using sales data to establish the fair market value. Stand-alone realty is generally developed and has a higher probability of involving a traffic access plan prior to sale approval to mitigate traffic flow issues in the event a large development is constructed. Ms. Harris noted that historically the department receives above fair market value for stand-alone parcels.

In conclusion, Ms. Harris stated that the department recognizes their role in actively managing the Commission owned property and ensures the citizens of Missouri are getting the best return for their tax dollars. The disposal of excess property is strictly governed by federal and state law. Operating outside of the requirements could jeopardize the department's ability to utilize federal dollars on MoDOT's projects and operations. Over the last decade, staff has conveyed 1,008 excess properties which resulted in \$43.4 million dollars returning to the State Road Fund. The sale of these properties has assisted local government by returning taxable land to the tax rolls and in some instances boasting economic development to the area.

Commissioner Smith thanked Ms. Harris for her presentation, education on the topic, and protection of taxpayer's dollars on such investments. Commissioner Erdman noted this topic does not get a lot of attention, but it is vitally important to the state, highway system, and economic development.

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ADMINISTRATIVE RULES/POLICIES

COMMISSION POLICY REVISION – COMMISSION FUNDING ALLOCATION POLICY REVISIONS

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 establish the annual set-aside funding as \$9 million, so the funds are not reduced starting in fiscal year 2028.

On behalf of the Director, Todd Grosvenor, Financial Services Director, recommended the STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM-Funding Allocation policy be revised as indicated with green text for new language and red strike through text for deleted language.

Category: FINANCIAL
Subcategory: Project Funding and Financing Alternatives
Sub-Subcategory: Cost Share Program

Cost-Share Program

Since 1926, counties and political subdivisions have been allowed to participate in the cost of improvements on the state highway system in order to advance the projects. On December 9, 1988, the Commission approved its first policy pertaining to business enterprise participation in improvement projects on the state highway system.

Cost Share Committee

The Cost Share Committee consists of the Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, and two members selected by the Director.

The Cost Share Committee will select projects under this program; however, the Commission may select projects that demonstrate economic development. Projects are selected prior to recommending approval by the Commission via a Statewide Transportation Improvement Program (STIP) amendment.

In addition to the Project Funding and Financing Alternatives policy, Cost Share Program projects must be in compliance with all of the following:

- Project must be on state highway system.
- Local metropolitan planning organization (MPO) or regional planning commission (RPC) must support the project.
- The department District Engineer in which the project is located must review the need and proposed solution before the project can be considered.
- Agreement approved by the Missouri Highways and Transportation Commission (MHTC) and the project sponsor is required for each project. The MHTC agreement identifies project expenses that will be included and each party’s responsibility for project costs. These agreed upon expenses are called “participation costs.”
- At a minimum, the agreement between MHTC and the project sponsor will include expenses for construction inspection, construction contract, and any construction change orders. Other expenses that may be included are preliminary engineering, right of way acquisition, right of way incidental costs and utility relocations.

- When project sponsors are willing to partner with the department, the department will match their investment up to fifty percent (50%) of the project cost. The department will work in cooperation with the Department of Economic Development and project sponsors to determine when targeted investments can be made to create jobs and may provide up to one hundred percent (100%) of participation costs. **Nine million dollars (\$9.0 million)** ~~Twenty percent (20%)~~ of the cost share program funds are set aside **annually** for projects that demonstrate economic development through job creation.
- Retail development projects do not qualify as economic development projects that create jobs.
- Projects that significantly expand the state highway system or increase maintenance costs for MoDOT must have pre-approval by the Deputy Director/Chief Engineer prior to submittal of the application to MoDOT. If a project significantly expands the state highway system or increases maintenance costs the Commission may seek an agreement for the project sponsor to either: (1) accept the transfer of ownership of a portion of the existing state highway system in an amount of miles as determined by the Commission; or (2) payment of all increased maintenance costs.

Effective Date: **January 8, 2025** ~~March 3, 2021~~
 Supersedes Policy Dated: **March 3, 2021** ~~February 7, 2018~~
 Last Reaffirmed: February 6, 2019
 Date of Origin: December 9, 1988

Related Commission Minutes – February 9, 1926; December 9, 1988; October 5, 1990; November 2, 1990; December 6, 1991; August 6, 1993; September 8, 1993; January 12, 1996; October 3, 1997 (2); August 10, 2001; March 10, 2004. November 7, 2013- combined Commission actions pertaining to the various funding and financing options with the Project Funding and Financing Alternatives Policy. January 8, 2014 – suspended cost share program; January 4, 2017 – reinstated cost share program. February 7, 2018 – separated Commission actions pertaining to the various funding and financing options, removed reference to economic development, added two Cost Share committee members selected by Director, modified project requirements. February 6, 2019- reaffirmed. March 3, 2021, revised policy to set aside twenty percent of cost share funds for projects that demonstrate economic development. **January 8, 2025, revised policy to set aside nine million dollars of cost share funds for projects that demonstrate economic development.**

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

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REPORT AND RECOMMENDATION REGARDING FINAL ORDER OF RULEMAKING – UNIFORM RELOCATION ASSISTANCE

On behalf of the Director, Brenda Harris, Assistant to State Design Engineer-Right of Way, presented to the Commission the final order of rulemaking for the Uniform Relocation Assistance Program administrative rule, Title 7, Code of State Regulations (CSR), 10-4.020, that will be accomplished via a permanent, amended rule. Changes to the rule are being made to align with the new June 3, 2024, federal regulations in Title 49, Code of Federal Regulations, Part 24, that implemented 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 June 3,

2024, federal regulations implement Congress' 2012 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. Under Section 536.175 RSMo, the Commission is required to review each of its rules in the *Code of State Regulations*, and as a result of this review, these rule changes were proposed for consideration.

At the October 2, 2024 Commission meeting, the Commission authorized the filing and publication of the proposed amended rule. Following Commission approval, staff filed this rule, along with the proposed emergency amendment, with the Joint Committee on Administrative Rules (JCAR) and the Office of the Secretary of State (SOS), who published the proposed permanent, amended rule in the *Missouri Register* for public comment. The public had from November 15, 2024, to December 15, 2024, to submit comments in support of or in opposition to the notice of amended rulemaking. No comments were received during the public comment period

After consideration, the Commission, via approval of the consent agenda, unanimously approved the final order of rulemaking for the permanent amended rulemaking, and authorized the Secretary to the Commission to file the final order of rulemaking with JCAR and SOS, and authorized the Director, Assistant Chief Engineer, Chief Administrative Officer, or Chief Safety and Operations Engineer to execute documents to complete the final rulemaking process.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Danica Stovall-Taylor, Assistant State Design Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month. She noted Call G02 has local funding, as noted in Table I below, and the department has not received all the necessary concurrences.

Ms. Stovall-Taylor recommended: (1) award of contracts to the lowest responsive bidders for bids received at the December 13, 2024, letting, as recommended, and noted in Table I below; (2) rejection of Call F05 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II below; and (3) rejection of Call F01 due to deficient bidding documents per Section 102.15(b) of the Missouri Standard Specifications for Highway Construction as noted in Table II below.

**Table I
Award of Contracts
December 13, 2024, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	I-29	Andrew	J1I3262	\$4,810,577.92	\$0.00	Emery Sapp & Sons, Inc.	2 Bridge Rehabilitations
		Atchison	J1I3280				
B01	I-70	Montgomery, Warren	J2I3309	\$6,397,519.05	\$0.00	Emery Sapp & Sons, Inc.	Coldmill and Resurface
C01	Y	Lafayette, Saline	J3S3162	\$3,434,155.85	\$0.00	Radmacher Brothers Excavating Co., Inc.	Bridge Replacement
C02	D	Cass	J4S3453	\$821,458.82	\$0.00	Widel, Inc.	Bridge Replacement
D01	I-44	Laclede, Pulaski, Crawford, Phelps	JCD0104	\$1,218,661.48	\$0.00	America's Parking Remarketing, LLC	Pavement Marking
	I-70	Cooper, Boone, Callaway	JCD0097				
D02	87	Moniteau	JCD0113	\$1,467,994.56	\$27.68	S & A Equipment & Builders, LLC	Roundabout
D03	I-44	Phelps	JCD0209	\$397,397.00	\$0.00	The Truesdell Corporation of Wisconsin, Inc. dba Truesdell Corporation Midwest	High Friction Surface Treatment
D4A and D4B	50	Cole	J5P3523	\$5,350,183.43	\$0.00	E & C Bridge, LLC	3 Bridge Rehabilitations
	54		J5P3525				8 Bridge Rehabilitations

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
	50		JCD0075				Bridge Removal
F02	100	Franklin	JSL0035	\$8,843,900.00	\$0.00	N.B. West Contracting Company	Coldmill, Resurface, Bridge Deck Replacement and Bridge Deck Rehabilitation
F03	231	Jefferson	JSL0042	\$1,083,916.57	\$0.00	Gershenson Construction Co., Inc.	Coldmill and Resurface
F04	I-70	St Charles, St Louis, St Louis City	JSL0127	\$474,857.73	\$0.00	STF, LLC dba Traffic Control Company	Pavement Marking
G01	76	Taney	JSR0053D	\$2,179,972.56	\$0.00	Louis-Company, LLC	Bridge Rehabilitation
	160, I-49, 65, BU 65, Branson Landing Blvd	Dade, McDonald, Taney	JSR0053				5 Bridge Rehabilitations
G02*	I-44	Greene	J8I3044C	\$70,750,000.00	\$0.00	Capital Paving & Construction, LLC	Grading, Drainage, and Pavement
			J8I3225				Resurface
			JST0088B				Pavement Improvements
			JSU0076				Grading, Drainage, Bridge, and Pavement
			JSU0114				Sound Abatement
G03	59, 90, O	McDonald, Newton	JSR0097	\$1,238,938.99	\$0.00	Advanced Highway Sign and Supply, LLC	Sign Installation
	Various	Barry, Lawrence, Stone, Taney, Webster	JSR0099				
H01	72	Iron, Madison	J9P3736	\$5,580,000.00	\$0.00	Pace Construction Company, LLC	Resurface and Add Shoulders
H02	142	Butler	J9S3673	\$2,545,000.00	\$0.00	Pace Construction Company, LLC	Resurface and Bridge Rehabilitation
	158		J9S3672				Resurface
H03	BB	Scott	J9S3741	\$3,300,000.00	\$0.00		

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
	BU 60	New Madrid, Scott	J9S3722			Pace Construction Company, LLC	Resurface and Add Shoulders
	ZZ	Scott	J9S3743				
H04	Various	Various	JSE0129	\$1,726,602.00	\$0.00	James H. Drew Corporation	Sign Replacements
H09	60	Wright	JSEM0070	\$59,519.97	\$0.00	Emery Sapp & Sons, Inc.	Pavement Grooving
			TOTAL:	\$121,680,655.93	\$27.68		

* Call G02 – Funding by Green County – \$76,500.00 (JSU0076)

+ Call G02 – Contingent upon transfer of funds (JST0088B)

**Table II
Rejection of Bids
December 13, 2024, Bid Opening**

Call No.	Route	County	Job No.	Description
F01	67	St. Louis	J6S3669	2 Bridge Deck Replacements and 1 Bridge Rehabilitation
F05	I-70	St. Louis City	JSL0075	Microsurfacing

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 December 13, 2024, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown in the above tabulation.
2. Rejected Call F05 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II above.
3. Rejected Call F01 due to deficient bidding documents per Section 102.15 (b) of the Missouri Standard Specifications for Highway Construction as noted in Table II above.

Commissioner Boatwright abstained from Call H03. Commissioner Erdman abstained from Calls C02 and D4A.

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FORWARD 44 PROJECT CONTRACT AUTHORIZATIONS

On behalf of the Director, Brenda Morris, Chief Financial Officer, explained Interstate 44 remains a vital east-west corridor that supports economic activity in Missouri and across the country. Approximately 35,500 vehicles travel on I-44 daily, 29 percent of which are commercial vehicles with some segments as high as 40 percent commercial vehicles. During the 2024 Missouri legislative session, the Missouri General Assembly, with Governor Parson’s support, addressed a top transportation need in the state, improving I-44. The General Assembly demonstrated their support for improving I-44 through passage of MoDOT’s fiscal year 2025 appropriations bills. These bills, approved by Governor Parson, provide General Revenue for the costs to plan, design, construct, reconstruct, rehabilitate, and repair specific portions of I-44 as noted in the appropriations.

One of the conditions for the transfer of General Revenue into the State Road Fund I-44 Improvement Fund for the Forward 44 program is evidence of an awarded contract by the Missouri Highways and Transportation Commission.

Ms. Morris presented the Forward 44 contracts listed below for the Commission’s consideration and award, contingent upon the transfer of funds from the Office of Administration I-44 Improvement Fund to the State Road Fund I-44 Improvement Fund.

- The amount of \$12,177,980 for a construction contract with Capital Paving & Construction, LLC with contract number 241213-G02. This construction contract includes Job Number JST0088B, Greene County, which rebuilds pavement from Route 13 to Route 65 in Springfield.
- The amount of \$529,280 for a professional services contract with AECOM with contract number 2024-11-85833. This contract area includes Job Number JST0117, St. Louis County. Services for this contract include preliminary analysis and design, environmental evaluation, and survey work to prepare for projects in this contract area.

Ms. Morris also recommended the Commission authorize (1) the Director or Chief Financial Officer to request the transfer of funds from the Office of Administration I-44 Improvement Fund to the

State Road Fund I-44 Improvement Fund, and (2) the Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, and Chief Financial Officer or their designee to execute the contracts and documents that are part of the Forward 44 Project, subject to approval as to form by the Chief Counsel's Office.

Via approval of the consent agenda, the Commission took the following action.

1. Awarded the contracts listed above contingent upon the transfer of funds from the Office of Administration Improve I-44 Improvement Fund to the State Road Fund I-44 Improvement Fund.
2. Authorized the Director or Chief Financial Officer to request the transfer of funds from the Office of Administration Improve I-44 Fund to the State Road Fund I-44 Improvement Fund.
3. Authorized the Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, and Chief Financial Officer or their designee to execute the contracts and documents that are part of the Forward 44 Program, subject to approval as to form by the Chief Counsel's Office.

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IMPROVE I-70 PROJECT CONTRACT AUTHORIZATIONS

On behalf of the Director, Eric Kopinski, I-70 Program Coordinator, explained Interstate 70 remains a vital east-west corridor that supports economic activity in Missouri and across the country. Approximately 56,000 vehicles travel on I-70 daily, 25 percent of which are commercial vehicles. Improving I-70 fulfills a critical need for the state. Historic investment in I-70 began in 2023 with Governor Parson's call on the General Assembly to make a generational investment to widen and rebuild the I-70 corridor demonstrating his ongoing commitment to transportation. The General Assembly demonstrated their continued support for improving I-70 through passage of MoDOT's fiscal year 2025 appropriations bills. These bills, approved by Governor Parson, provide unprecedented levels of General Revenue for the costs to plan, design, construct, reconstruct, rehabilitate, and repair three lanes in each direction on approximately two hundred miles of I-70.

One of the conditions for the transfer of General Revenue into the State Road Fund I-70 Project Fund for the Improve I-70 program is evidence of an awarded contract by the Missouri Highways and Transportation Commission.

Mr. Kopinski presented the Improve I-70 contracts listed below for the Commission's consideration and award, contingent upon the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund.

- The amount of \$1,557,490 added to the existing professional services contract 2023-02-75992 with Hg Consult, Inc. This contract area includes Job Number JST0019, Jackson I-70. Services for this contract include environmental reevaluation, survey, utility coordination and preliminary design for the project on I-70 in this area.

Mr. Kopinski also recommended the Commission authorize (1) the Director and Chief Financial Officer to request the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund, and (2) the Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, or Chief Financial Officer or their designee to execute the contracts and documents that are part of the Improve I-70 Program, subject to approval as to form by the Chief Counsel's Office.

Via approval of the consent agenda, the Commission took the following action.

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

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2025-2029 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

Eric Schroeter, Deputy Director/Chief Engineer, requested approval to revise the 2025-2029 Statewide Transportation Improvement Program (STIP) that was approved in July 2024, for the implementation of eighteen new highway and bridge projects as noted in Table I below.

Table I
2025 – 2029 STIP
Highway and Bridge Construction Schedule
January 8, 2025, 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 Atchison JNW0148	RT B	Pavement preservation treatment on various routes in Atchison, Holt, Nodaway, and Buchanan Counties.	2025 CN	\$5,000	\$400
KC Clay JKU0454	MO 92	Repair slide 0.4 mile west of Old Quarry Road near Excelsior Springs.	2025 CN	\$357	\$96
SL St. Charles J6P3649	MO 370	Pavement resurfacing from east of Elm Point Road to I-270 and on Rte. 94 from Rte. B to north of Little Hills Expressway.	2025 CN	\$5,493	\$558
SL Various JSL0240	Various	Repair signals, flashers, signage and lighting at various location in the St. Louis District.	2025 CN	\$434	\$60
SW Greene JSU0327*	BU 65	Payment to Springfield to add bicycle/pedestrian trail and upgrade pedestrian signal on Glenstone Avenue at Sunset Street.	2025 CN	\$44	\$1
ST Chariton JST0131	RT UU	Pavement resurfacing from Rte. 5 to Scribner Road.	2025 CN	\$336	\$25
ST Franklin JST0134	RT V	Pavement resurfacing from Rte. 47 to Rte. 100.	2025 CN	\$1,000	\$75
ST Johnson JST0130	RT YY	Pavement resurfacing from Rte. 13 to Rte. CC.	2025 CN	\$812	\$73

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 Mississippi JST0129	RT O	Pavement resurfacing on Rtes. O, AA, OO and Rte. U from County Road 732 to end state maintenance in New Madrid County.	2025 CN	\$1,247	\$160
ST Monroe JST0128	RT Y	Pavement resurfacing from Rte. M to Rte. 22 in Audrain County.	2025 CN	\$1,510	\$105
ST Polk JST0135	RT FF	Pavement resurfacing from Rte. 32 to Rte. EE.	2025 CN	\$565	\$45
ST Sullivan JST0132	RT DD	Pavement resurfacing from Rte. 6 to Rte. MM.	2025 CN	\$752	\$55
ST Worth JST0133	RT AA	Pavement resurfacing from Rte. C to 178th Road.	2025 CN	\$262	\$19
			TOTAL:	\$17,812	\$1,672

**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 Erdman abstained from voting on Job Number ST0128, Routes Y and N, in Audrain County. Commissioner Hegeman abstained from voting on Job Number NW0148, Routes D and N, in Andrew and Buchanan Counties.

REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN ON HIGHWAYS

**US Route 61, Lincoln County
Routes K and V to Creech Lane
Job No. JNE0004
Public Hearing Held October 29, 2024
Public Comments Received Until November 12, 2024**

This project includes corridor and intersection improvements. It proposes the elimination of two existing at grade median crossovers at Routes K and V and Creech Lane and the construction of a new, full-access controlled interchange and outer roads. Estimated cost for this improvement is \$19,316,000. The project will have fully controlled access right of way. During construction, work will mainly take place adjacent

to US Route 61, Routes K and V, and Creech Lane. Lane closures and limited temporary roadway closures will be required to connect to travelways into existing travelways. The project is 1.5 miles in length.

On behalf of the Director, Paula Gough, Northeast District Engineer, recommended approval of the location and design as presented at the public hearing.

After full consideration of the favorable and adverse economic, social, and environmental effects of the recommended location and designs, the Commission via approval of the consent agenda unanimously found and determined the recommended location and designs would best serve the interest of the public and approved the recommendation.

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REPORTS

The Commission received the following written reports.

MODOT BRIEFING REPORT

Ed Hassinger, 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 was one item that department staff communicated with the executive team through an issue brief.

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MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2025

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date November 30, 2024, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Danica Stovall-Taylor, Assistant State Design Engineer, submitted a written report of consultant contracts executed in the month of November 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 718 active contracts held by individual engineering consultant firms prior to December 1, 2024. Fourteen engineering consultant services contracts were executed in November 2024, for a total of \$4,200,336. There were no non-engineering consultant contracts executed in November 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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