



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

TABLE OF CONTENTS

March 3, 2021

VOTE TO CLOSE MEETING	4
COMMISSION/DIRECTOR ITEMS	
Election of Chair and Vice Chair.....	5
Commission Reorganization.....	5
Approval of Minutes.....	6
Consent Agenda.....	7
Commission Committees and Commission Related Boards	7
Leadership Coin Recognition	9
Director’s Report	10
MODOT PRESENTATIONS	
General Services Update.....	11
Multimodal Operations Update	13
ADMINISTRATIVE RULES / POLICIES	
Commission Policy Revisions	16
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
Consideration of Bids for Transportation Improvements	23
2020-2024 Statewide Transportation Improvement Program Amendment.....	25
REPORTS	
MoDOT Briefing Report	30
Financial - Budget - Reports – Year-to-Date, Financial Report Period Ending January 31, 2021.....	30
Consultant Services Contract Report.....	30

**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD VIA VIDEO CONFERENCE AND IN JEFFERSON CITY, MISSOURI,
WEDNESDAY, MARCH 3, 2021**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, March 3, 2021, via video conference and at the Missouri Department of Transportation, 105 W. Capitol Ave, Jefferson City, Missouri. Michael T. Waters, Jr., Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: John W. Briscoe, Gregg C. Smith, Robert G. Brinkmann, P.E., Terry L. Ecker, and W. Dustin Boatwright, P.E.

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

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Patrick McKenna, Director of the Missouri Department of Transportation; Rich Tiemeyer, Chief Counsel for the Commission; and Pamela J. Harlan, Secretary to the Commission, were present on Wednesday, March 3, 2021.

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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.*

-- CLOSED MEETING --

VOTE TO CLOSE MEETING

The agenda of the closed meeting was posted in keeping with Sections 610.020 and 610.022, RSMo, including the following statutory citations allowing the meeting to be closed:

1. Section 610.021(1) – Legal actions and attorney-client privileged communications.
2. Section 610.021(3), (13) – Personnel administration regarding particular employees.
3. Section 610.021(11), (12) – Competitive bidding specs, sealed bids, or negotiated contracts.

Upon motion duly made and seconded to convene in closed session, the Chairman called for a voice vote of the members. The vote was as follows:

Commissioner Waters, Aye
Commissioner Briscoe, Aye
Commissioner Smith, Aye
Commissioner Ecker, Aye
Commissioner Brinkmann, Aye
Commissioner Boatwright, Aye

The Commission met in closed session on Tuesday, March 2, 2021 at 3:00 p.m. and adjourned at 5:30 p.m.

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-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

ELECTION OF CHAIR AND VICE CHAIR

In keeping with Section 226.030.2 of the Revised Statutes of Missouri, two members of the Commission from opposing political parties and who have the most seniority in Commission service, shall serve as Commission leadership with one member as chair and the other member as vice chair, respectively. As the most senior member of the Commission, Commissioner Smith requested to be excused from duty as chair and vice chair. Subsequently, Commissioner Smith nominated Commissioner Waters to serve as Chair until March 1, 2022. Commissioner Ecker seconded the nomination, and it was approved unanimously. Commissioner Smith nominated Commissioner Briscoe to serve as Vice Chair until March 1, 2022. Commissioner Boatwright seconded the nomination, and it was approved unanimously.

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COMMISSION REORGANIZATION

Currently, the Commission has two committees: the Audit Committee; and the Legislative Committee. There are also two boards with Commission membership: the MoDOT and Patrol Employees Retirement System Board of Directors (MPERS); and the Missouri Transportation Finance Corporation Board of Directors (MTFC). Periodically, the Commission will need to reorganize the members who serve on committees and boards.

The Audit Committee was created by the Commission at its September 4, 1998 meeting and was charged with interacting with internal and external auditors, performing financially related assignments as deemed necessary, and to provide periodic reports to the Commission. The Audit Committee Charter states the committee is composed of not less than two commissioners. Typically, there have been three Commissioners that serve on the committee and are appointed by the Chair of the Commission. Chairman

Waters stepped down from his position on the Audit Committee creating a vacant position and the need for a new Audit Committee Chairman. Commissioners Brinkmann and Ecker continue to serve on this committee. Chairman Waters appointed Commissioners Briscoe to serve on the Audit Committee, and appointed Commissioner Brinkmann as the Audit Committee Chair.

The MoDOT and Patrol Employee's Retirement System (MPERS) was founded in 1955. MPERS is the retirement system for both MoDOT and the Missouri State Highway Patrol. The MoDOT and Patrol Employees' Retirement System (MPERS) operates under the direction and control of an eleven-member Board of Trustees. Three members of the Missouri Highways and Transportation Commission serve as trustees on the Board. These trustees are elected by the members of the Commission. Commissioner Briscoe stepped down from his position creating a Commission member vacancy on the MPERS Board of Trustees. Commissioners Smith and Brinkmann continue to serve on the Board of Trustees. Chairman Waters nominated Commissioner Boatwright as a new member of the MPERS Board of Trustees. Commissioner Smith seconded the nomination, the Commission unanimously elected W. Dustin Boatwright to serve on the MPERS Board of Trustees.

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APPROVAL OF MINUTES

Upon motion by Commissioner Briscoe, seconded by Commissioner Smith, the Commission unanimously approved the minutes of the regular meeting held on February 3, 2021. 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 March 3, 2021, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Smith, seconded by Commissioner Briscoe, 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. The following committee and board reports were made during the March 3, 2021, meeting.

Audit Committee – Commissioner Waters stated there was no report; the next Audit Committee meeting is scheduled for April 2021.

Legislative Committee – Commissioner Briscoe reported this has been an extremely unusual legislative session, with the health threat of COVID and most recently the inclement weather things have been a little chaotic. Legislative leaders in both the House and Senate have had to rearrange committee public hearing schedules; cancel or postpone chamber floor debates; or simply cancel sessions all together for the protection and well-being of the members of the general assembly and their staff. However, the House Budget Committee and the Senate Appropriations Committee have found time to begin diving deeply into the various state department budget requests for fiscal year 2022.

Commissioner Briscoe pointed out an update regarding a funding increase for transportation. Senator Schatz, Pro Tem of the Senate, filed Senate Bill 262 (SB 262), which in its original form would simply increase the state's fuel tax by 2 cents a year for five years. It would require approval by Missouri voters. On February 9, the Senate Committee on Transportation, Infrastructure, and Public Safety gave approval to its version of SB 262. The Senate Committee Substitute for SB 262 would increase the state's current 17-cents per gallon motor fuel tax by 2.5 cents per gallon per year for the next six years. The measure also includes a provision that will allow the traveling public to request a refund of the amount of the new tax paid if adequate documentation for a refund is presented to the Department of Revenue at the end of each year. And, this proposal would not require a vote by Missouri voters.

Based upon the number of gallons of fuel used in 2020, this proposed increase of 15 cents would generate about \$610 million once fully implemented.

The additional 5 cents, added to the original proposed 10-cent fuel tax increase, would pay for expected "refunds" that are believed to occur if persons request a refund of the amount of new taxes paid. The new fiscal impact should be about \$407 million in new revenues annually for much-needed road and bridge improvements.

On the other end of the Capitol, Representative Becky Ruth, Chair of the House Transportation Committee, filed House Bill 1044 (HB 1044). This bill would increase the state's fuel tax by 2 cents per year for five years beginning on January 1, 2022. Then, beginning January 1, 2023, any person is eligible to have the portion of the increased amount refunded by filing a claim with the Department of Revenue. This proposal would not require a vote by Missouri voters.

HB 1044 would result in about a 10 cent increase or about \$407 million in new revenues. Any refunds would come out of this amount of new funding generated from HB 1044.

Budget hawks in the Capitol have already crunched the numbers to project refund amounts. Similar legislation implemented in the state of South Carolina points to a refund rate of 25 to 30 percent of the total amount of new funds generated from either SB 262 or HB 1044. More legislative actions and public discussion are expected on increasing the state's fuel tax in the very near future.

Finally, the annual legislative spring break recess begins upon adjournment on March 11 and will last until March 22.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report; the next MTFC meeting is scheduled for May 2021.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Briscoe reported the MPERS board met on Friday, February 26. Colonel Eric Olson was elected as chair and Todd Tyler was elected as vice-chair. At this meeting the board: approved policy revisions, reviewed the annual planning calendar, and received investment reports from NEPC. The board also reviewed pending legislation. Commissioner Briscoe noted his concerns regarding Senate Bill 238 that has been filed to reduce Commission representation on the board. He also expressed concern regarding Senate Bill 618 that will modify the terms of the active employee members of the MPERS board without a vote of its members, this proposal also goes beyond what was recommended to the board by Funston Advisors. Director McKenna noted that MPERS is a very important retirement benefit for MoDOT and the MSHP employees. He explained that over \$200 million a year in resources from the State Road Fund goes into this benefit. He stated while the board approved policy revisions, he voted against those policy revisions. In the Director's opinion some of these policies move away from transparency and impede board members attempt to perform their fiduciary duties. Director McKenna noted he shared the same concerns regarding the legislation that Commissioner Briscoe expressed. He also noted there are differences of opinion on these matters, and that the public should know what those different opinions are.

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LEADERSHIP COIN RECOGNITION

Commissioner Waters recognized and congratulated David Hagemeyer, Bridge, and Llans Taylor, Transportation Planning, for being the 2020 Leadership Coin, Bronze Coin recipients. In 2017, the department set out to create a program where employees could recognize great leadership in one-another.

This program revolves around the department's values of Safety, Service, and Stability. This program recognizes leadership behaviors that drive MoDOT forward in these critical parts of the department's culture. This recognition is meaningful, because it is a testament to the honoree's commitment to the department's values and showing the way every day. Mr. Hagemeyer and Mr. Taylor have each received the leadership in action coin at least three times since the inception of the program. Commissioner Waters presented Mr. Hagemeyer and Mr. Taylor with a Bronze Coin keepsake to show the Commission and department's appreciation.

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DIRECTOR'S REPORT

During the March 3, 2021, Commission meeting, Director Patrick McKenna provided the following report:

Winter Operations – The Director thanked the MoDOT team and partner agencies for the incredible job they did over the recent two-week winter storm period. Continuous round-the-clock operation periods battling snow, ice, high winds and bone-numbing sub-zero temperatures. Everybody gave a tremendous effort in both the planning and execution of the work it required to keep roads clear and Missourians safe. Their efforts did not go unnoticed. Commissioner Boatwright was so impressed that he personally made calls to every maintenance superintendent to offer his thanks. Commissioner Smith sent an email thanking everyone who works on winter operations. The Director shared with the Commission a few of the hundreds of public thank you comments received on social media and online. The Director noted hopefully the worst of the winter is behind us, but the work is never done, as the pothole fight has already begun all over the state.

Meritorious Safety Awards – Director McKenna recognized two employees from the Southwest District who have earned the Meritorious Safety Award – Justin Moffett and Hunter Duckett. They were part of a three-person crew chipping brush on a rural route. They were following in a pickup behind the chipper that was being towed by a dump truck driven by Manual Morris. After finishing one assignment and moving to a new location, Manual got out of the dump truck and placed a 20-foot tree limb with branches into the chipper. As the chipper started pulling the limb, it rolled, catching his shoestrings and pulling Manual's feet out from under him. As the limb continued feeding into the chipper, Manual's hammer loop on his pants also got snagged by the branches. Manual was fighting hard to free himself, while yelling for help. The yelling got the attention of Hunter and Justin who started running and got to the chipper in time to shut it down, while freeing Manual. Four to six more inches, Manual would have been pulled into the grinding drum of the chipper. Their quick actions prevented Manual from suffering serious injuries, and he walked away with just some scrapes and bruises. Director McKenna thanked Hunter and Justin for their heroism.

Statewide Planning Partners Meeting – Last month MoDOT held the annual statewide planning partners meeting. He thanked the planning partners for the hard work they’ve been doing updating and refining the list of unfunded priority needs, while also working on the development of the next STIP. Doing double duty makes this a busy time for them, and us, but both efforts are critically important as we prepare for the future and the possibility of delivering a larger program. If that happens, MoDOT wants to be ready.

State Freight and Rail Plan – Since the summer, MoDOT has been developing Missouri’s next state freight and rail plan. In the past week, the team hosted virtual industry forums with representatives from agriculture, freight carriers, warehousing and distribution, and shippers and manufacturers. The department anticipates completion of the plan by fall.

Awards – ACEC-MO and MO/KS ACPA – Three weeks ago, MoDOT and its engineering partners were recognized by the American Council of Engineering Companies-Missouri for quality engineering achievements. The top honor, the Grand Conceptor Award, went to HNTB of Kansas City for the design of the Champ Clark Bridge. A Grand Award went to the I-435 South Loop Link project in Kansas City. The design-build team was Radmacher Brothers Excavating and Wilson & Co. engineers. Honor Awards went to Transystems for the I-35/Route 152 interchange in Liberty, HR Green for Route 109 improvements in Wildwood in the St. Louis District, and HNTB for the U.S. Route 24 bridge over Delaware Street in Independence.

The 435 South Loop Link project also recently won an award from the Missouri/Kansas Chapter of the American Concrete Pavement Association for best concrete overlay. Three other MoDOT projects were also winners. In the divided highways-urban category, Emery Sapp & Sons won for the I-435/I-70 interchange in Kansas City. Emery Sapp also won in the roller compacted concrete category for an I-55 outer road project in Scott County. And, in the general aviation airports category, Ideker won for a runway reconstruction project at the Chillicothe Municipal Airport.

Video with Representative Sam Graves - Last week, the Director participated in AASHTO’s annual Washington Briefing, and a presentation with Congressman Sam Graves. He noted MoDOT is really lucky to have his leadership as the ranking member of the House Transportation and Infrastructure Committee. Congressman Graves shared his thoughts for the next federal surface transportation bill, and he had some very insightful thoughts that the Director shared in a video clip.

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MODOT PRESENTATIONS

GENERAL SERVICES UPDATE

On behalf of the Director, Ben Reeser, General Services Director, presented a brief overview of the responsibilities and accomplishments of the General Services Division. General Services activities include statewide fleet management, facilities management, and procurement. There is a team of employees statewide who help manage and maintain these assets and provide procurement services. Mr.

Reeser reported General Services staff includes 31 full time positions in Central Office and 250 full time positions in the districts. Of the 250 fulltime positions in the districts, there are 190 equipment technician roles. These are the unsung heroes who keeps the equipment up and running whether it is for winter operations or summer mowing and striping work.

MoDOT owns over 4,900 fleet and equipment units with a \$471 million replacement value. Fleet and equipment are categorized into light duty, dump trucks, and other. Light duty includes passenger cars, utility trucks, vans and light duty trucks. Dump trucks include single and tandem axle trucks capable of being used for winter operations, these are the work horses of the fleet. Other fleet includes tractors, backhoes, loaders, stripers, skid steers, motor graders, aerial units, cranes, excavators, distributors and sweepers.

A funding analysis performed by a consultant in 2018 recommended an additional \$145.8 million to replace the backlog of vehicles that are over the recommended replacement age. The fiscal year 2021 fleet investment budget totals \$38.4 million and includes an increase of \$9.58 million from fiscal year 2020 to address the backlog. Mr. Reeser explained the department monitors fleet age, miles/hours, and condition to manage the fleet.

MoDOT owns facilities at 197 sites with almost a \$125 million replacement value. In addition to Central Office and seven district buildings, at least one maintenance building is in every county of the state to provide local services. The Commission allocates \$7.2 million annually for facility asset preservation needs and capital improvements for functional needs. Currently, a \$16.1 million backlog exists for asset preservation needs and a \$13.9 million backlog for functional needs. Asset preservation needs include replacing or repairing existing facility systems such as HVAC, roofing, and water heaters. Functional need priorities address sufficiency of breakrooms, restrooms, garage bays, and cold storage.

In addition to the facilities that MoDOT employees work from, there are facilities that MoDOT manages for the traveling public to use. This includes 7 welcome centers, 14 rest areas, and 22 truck parking facilities. These facilities are located around the state along the interstate system.

MoDOT manages fleet and facilities using an asset management approach. The asset management models provide a rolling 5-year plan for fleet and facility investment needs. The models are reviewed annually and revised, if needed.

MoDOT uses the state of Missouri's online procurement system, MissouriBUYS. This system is used for non-construction solicitations for materials, services, equipment, and facility projects. MoDOT administered 272 solicitations from February 1, 2020 to January 31, 2021.

Commissioner Brinkmann thanked Mr. Reeser for his presentation and noted he is not surprised by the amount of life the department gets out of its equipment as it is maintained well, some of the old trucks look really good! Commissioner Ecker inquired if the department is short 180 dump trucks, how much would it cost to purchase those? Director McKenna responded it would cost \$27 million.

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MULTIMODAL OPERATIONS UPDATE

On behalf of the Director, Michelle Kratzer, Multimodal Operations Director, presented a brief overview of the responsibilities and accomplishments of the Multimodal Operations Division. Multimodal includes non-highway modes of transportation such as transit, aviation, railroads and waterways. Missouri has 121 public use airports, 18 public river ports, 34 public transit, and 140 specialized transit providers, 4,625 miles of railroad track, and 600 miles of shared-use paths for bicyclists and pedestrians. The other modes of transportation move 1 billion tons of freight.

Missouri is a state rich in natural resources and infrastructure with a robust multimodal transportation system. But unlike roads and bridges, MoDOT does not own most of this infrastructure. Rather, the Multimodal team works with transportation partners statewide to administer funding and

oversight for airports, river ports, railroads and transit, and complete rail and airport safety inspections. The majority of Missouri's state transportation revenue is legally required to be spent on roads and bridges, leaving only \$89 million, or about 4 percent of total revenue, available for multimodal needs. Missouri receives \$55 million in federal funds, \$15 million in state transportation funds, and \$19 million in state general revenue. The MoDOT Multimodal team of 30 full-time employees and 1 temporary part-time employee helps promote safety, service, and stability by partnering with agencies statewide to deliver multimodal transportation options.

MoDOT is one of ten federal aviation administration block grant states, MoDOT administers funds to 68 of Missouri's 75 federal airports. The remaining seven, like St. Louis and Kansas City, for example, receive their funding directly from the Federal Aviation Administration. However, those airports are eligible for state aviation funds through MoDOT, as are all publicly owned, public use airports. The pandemic has impacted airports significantly, so Missouri airports received \$152.5 million in federal Coronavirus Aid, Relief, and Economic Security, or CARES Act funds, of which MoDOT is administering \$8.5 million to 68 airports. This, along with 81 active projects estimated at more than \$105 million is a heavy lift for our aviation team, especially with two project managers. Their hard work, coupled with the asset management approach, helped keep airfield pavement at 90 percent good condition. This is important for local, general aviation airports in attracting and retaining businesses in their communities. Oftentimes the airport is the first impression business leaders have of the community and it must be capable of accommodating their need. The state airport system is an economic engine for Missouri supporting over 100,000 jobs and an annual economic impact of \$11.1 billion.

Freight is economy in motion. Geographically, Missouri is at the heart of America, with an extensive network of interstate highways. Missouri is the fourth largest rail state in tonnage, with the country's second and third largest freight rail hubs in Kansas City and St. Louis, respectively. And St. Louis is the third largest U.S. inland port. Airports have available capacity for increased freight cargo.

So, to make the most out of this opportunity, MoDOT is working with freight partners across the state to consolidate and update the state freight and state rail plans, it just makes sense from a strategic and resource perspective to combine the updates into Missouri's first comprehensive State Freight and Rail Plan to help identify freight opportunities both policy and projects to increase economic development and jobs.

Missouri has seventeen public ports, one tri-state port commission. Public ports have tremendous impact moving 4 million tons of freight. Ports support \$100.6 billion in economic activity and includes 290,000 jobs. Investment in ports is essential for Missouri's economic vitality.

The department's railroad operations include state safety oversight and safety inspections. Missourians tell MoDOT they want more passenger rail service, however, funding at existing levels is quite uncertain. Every year the department must plead its case for general revenue funds for Amtrak. Part of the state freight and rail plan update includes an economic impact study for state-supported Missouri River Runner passenger rail service between Kansas City and St. Louis, and this study shows eighty-two percent of Missourians live within 60 miles of a passenger rail station. Missouri River Runner generates \$208 million in annual economic activity. MoDOT oversees highway-railroad crossing safety projects which total \$7.8 million annually. The rail projects team works with communities and railroads across the state to improve the network of 3,800 rail grade crossings with highways. More than half of these crossings lack gates and lights and other safety features. The team has been using a collaborative corridor approach, as a result, MoDOT received the AASHTO President's Award for rail corridor studies. Missouri also received the Federal Railroad Administration's competitive grant awards for \$13.1 million.

Transit is an important quality of life issue for many Missourians, and it's an economic issue for everyone. People need to be able to get to the grocery store, to their doctor's appointments, and to their jobs. Every county in Missouri has some form of transit service available, providing 63 million trips annually. Transit in Missouri has a \$3.67 billion annual economic impact. Transit supports 29,180 jobs

in Missouri. Ms. Kratzer noted sadly, Missouri's per capita spending on transit is the lowest compared to its surrounding states. In 2020 MoDOT delivered the nation's first CARES Act grant for \$67.8 million, earning the 2020 Missouri Public Transit Association's Transit Champion Award.

The multimodal transportation system is an economic engine for the state. Providing transportation options is an essential public service that helps improve the quality of life for many Missourians. The MoDOT Multimodal team of 30 full-time employees and 1 temporary part-time employee helps promote safety, service, and stability by partnering with agencies statewide to deliver multimodal transportation options.

Commissioner Boatwright thanked Ms. Kratzer for her presentation. He noted that multimodal operations are probably the most out of sight for the everyday citizen. He noted how these modes work together and expressed his appreciation for the team at MoDOT to provide a total transportation system for the benefit of every citizen. He also noted how this type of work impacts the global economy.

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ADMINISTRATIVE RULES / POLICIES

COMMISSION 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. Following preparation of the annual financial forecast, the department determined that policy revisions were necessary to fulfill the budget and funding targets.

One policy revision will address asset management for minor roads through the continuation of the Asset Management Deficit program. This program sets aside \$10 million in the Statewide Transportation Improvement Program (STIP) to provide additional funding to Districts that have not been able to meet certain asset management plan goals with existing resources. Another policy revision will

change the funding for the cost share program by increasing the share for economic development from ten to twenty percent. In addition, a new policy has been developed for the Maintenance Asset Management Deficit program. This program addresses routes in poor condition that are maintained by the Department's operating budget. This program has funding of \$15 million for fiscal years 2022 and 2023, and \$12.5 million in 2024. The funding for this program is contingent upon Amendment 3 bond proceeds, and the Coronavirus Aid, Relief, and Economic Security (CARES) Act funds transfer being received. The modifications are noted below in green text for new language, and red strike through text for deleted language.

On behalf of the Director, Brenda Morris, Chief Financial Officer, and Eric Schroeter, Assistant Chief Engineer, recommended the Statewide Transportation Improvement Program-Funding Allocation and Financial-Project Funding and Financing Alternatives-Cost Share Program policies be revised and the Financial-Budget-Operating Budget-Maintenance Asset Management Deficit policy be added as indicated with the green text for new language and red strike through text for deleted language:

Category: STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Subcategory: Funding Allocation

STIP FUNDING ALLOCATION

After soliciting significant public involvement into its funding allocation process in 2003, the Commission approved a policy for distribution of funds available for road and bridge improvements. This decision is the financial basis upon which the Five-Year Statewide Transportation Improvement Program is prepared.

Of the total funds available for road and bridge improvements in the Statewide Transportation Improvement Program (STIP), allocation will be in keeping with the following process:

- Step 1: Deduct federally sub-allocated pass-through funds designated for specific purposes, including the following:
- Off-System Bridge Replacement and Rehabilitation Program (BRO) - Maintain replacement and rehabilitation funding for bridges not on the state road system at the fiscal year 2009 (SAFETEA-LU) level of \$21.2 million.
 - Large Urban Surface Transportation Program (STP-U) – Large Cities – Maintain funding at approximately \$60 million per year for Kansas City, St. Louis, and Springfield, as mandated in the current federal transportation act.

- Congestion Mitigation and Air Quality (CMAQ) Program - Distribute Missouri's estimated minimum guarantee of CMAQ funds to St. Louis and Kansas City based upon population. Distribute remaining CMAQ funds to the area(s) not meeting federal air quality requirements. This distribution will use the same demographics included in apportioning the federal CMAQ funds to Missouri.
- Transportation Alternatives Program – Allocate 50 percent of Transportation Alternatives program per year for local programs.
- Recreational Trails Program – This program provides approximately \$1.7 million annually for developing and maintaining motorized and non-motorized recreational trails. This program is administered by the Department of Natural Resources.
- Rail/Highway Crossing – This program provides approximately \$6 million annually for improving the safety of highway/rail crossings.
- Highway Planning & Research – This program provides approximately \$20 million annually for MoDOT planning and research activities and for planning activities performed by Regional Planning Organizations.
- Metropolitan Planning – This program provides approximately \$5 million annually for planning activities performed by Metropolitan Planning Organizations.

Step 2: Deduct funding for non-highway transportation agencies (aviation, railways, transit, and waterways) appropriated by the state legislature for the designated purposes and federal funds. This funding cannot be used for roads and bridges.

Step 3: Deduct the financing cost for projects accelerated through bond financing, including debt service relative to Amendment 3. Excludes GARVEE bonds.

Step 4: Beginning in Fiscal Year 2022, deduct engineering budget.

Step 5: Deduct specific funding sources, such as federal Open Container safety funds, federal Transportation Alternatives (statewide) funds, and other uniquely distributed funds.

Step 6: In Fiscal Year 2020, deduct \$25 million for cost-sharing projects statewide, increasing to \$30 million in 2021, \$35 million in 2022, \$40 million in 2023, \$45 million in 2024 and annually thereafter.

Step 7: Deduct funding contributed by partnering agencies. Includes project funding from cities, counties, or other state agencies, and federal earmarked funds.

Step 8: Deduct project savings and adjustments. Includes project cost savings or overruns, and adjustments for engineering costs.

Step 9: ~~In Fiscal Years 2020 and 2021, d~~ Deduct \$10 million per year for an Asset Management Deficit Program.

Of the remaining funds available for road and bridge improvements:

Step 1: In Fiscal Years 2020 and 2021, allocate \$35 million for Safety Projects. Distribute \$32 million in fiscal year 2020 based on three-year average crash rate. Distribute \$32 million in fiscal year

2021 based on a three-year average of the number of fatalities and serious injuries on the state highway system. Allocate \$3 million for statewide safety initiatives.

Beginning in Fiscal Year 2022 and every year thereafter, allocate \$29 million for Safety Projects. Distribute \$27 million based on a three-year average of the number of fatalities and serious injuries on the state highway system. Allocate \$2 million for statewide safety initiatives.

Step 2: Allocate \$435 million to Taking Care of the System, for Fiscal Years 2020 and 2021, divided as follows:

\$125 million for Interstates/Major Bridges.

\$310 million for remaining Taking Care of System

Distribution based on a formula that averages:

- Percent of total Vehicles Miles Traveled (VMT) on the National Highway System and remaining arterials.
- Percent of square feet of state bridge deck on the total state system.
- Percent of total lane miles of National Highway System and remaining arterials.

Beginning in fiscal year 2022 and every year thereafter, establish an Asset Management funding category. The category allocation amount is based on needs identified in MoDOT's Asset Management Plan and will be reviewed and updated, if necessary, annually. These amounts will include inflation consistent with MoDOT's Asset Management Plan. The allocation is distributed as follows:

- Major Bridges (bridges 1000 feet or greater in length)
- Asset Management – Remaining asset management total distributed based on formulas that average:
 - Percent of total Vehicles Miles Traveled (VMT) on the National Highway System and remaining arterials.
 - Percent of square feet of typical state bridge deck (bridges less than 1000 feet in length) on the total state system.
 - Percent of total lane miles of National Highway System and remaining arterials.

Step 3: In Fiscal Years 2020 and 2021, allocate remaining funds to Flexible Funds that can be used for safety, taking care of the system or major project type of work.

Distribution based on the average of:

- Percent of total population.
- Percent of total employment.
- Percent of total VMT on the National Highway System and remaining arterials.

Beginning in Fiscal Year 2022 and every year thereafter, allocate remaining funds to System Improvements. Funds must be first used to meet asset management goals, and then remaining funds may be used for other priorities.

Distribution based on the average of:

- Percent of total population.
- Percent of total employment.
- Percent of total VMT on the National Highway System and remaining arterials.

Effective Date: ~~February 6, 2019~~ **March 3, 2021**
Supersedes Policy Dated: ~~January 4, 2018~~ **February 6, 2019**
Last Reaffirmed:
Date of Origin: January 10, 2003

Related Commission Minutes: January 10, 2003; June 2, 2004; February 7, 2006; February 4, 2011; March 1, 2012; November 7, 2013 – Comprehensive Policy Review; February 3, 2016, July 7, 2016, January 4, 2017, January 4, 2018; February 6, 2019; **March 3, 2021.**

(February 4, 2011- Increased base level funding for cost share from \$30M to \$35M and added a variable amount component with savings generated from debt service associated with refinanced bonds and with redirected internal operating budget cost savings).

(March 1, 2012 – Beginning in Fiscal Year 2013, increased base level funding for cost share from \$35M to \$45M and added a variable amount generated from prior project savings for Fiscal Years 2013 through 2015.)

(February 3, 2016 Beginning in fiscal year 2017, increase funding for the safety category from \$25 million to \$35 million annually, with \$3 million allocated to statewide safety initiatives and the remaining \$32 million distributed to districts. Eliminate the major projects and emerging needs funding category and allow all remaining funds to be distributed in the flexible funding category. Revise the Transportation Alternatives funding from 75 percent allocated for local programs and 25 percent allocated for MoDOT statewide usage, to 50 percent for local programs and 50 percent for MoDOT statewide usage.)

(July 7, 2016 Eliminated the sub-allocation of federal funds for the STP-U and BRM programs. These programs are no longer required by federal law. Technical correction to the Transportation Alternatives Program to better reflect the February 3, 2016 changes.)

(January 4, 2017 Created an Asset Management Deficit Program at \$10 million per year, starting in Fiscal Year 2018. Re-activated the suspended Cost Share Program at \$10 million starting in Fiscal Year 2018, \$15 million in Fiscal Year 2019, and increasing to \$25 million in Fiscal Year 2020 and thereafter.)

(January 4, 2018 Increased Cost Share Program funding to \$30 million in fiscal year 2021, \$35 million in 2022, \$40 million in 2023, \$45 million in 2024 and annually thereafter. Updated distribution method for Safety Projects by distributing \$32 million in fiscal year 2019 and 2020 based on three-year average crash rate and distributing \$32 million in fiscal year 2021 and every year thereafter based on a three-year average of the number of fatalities and serious injuries on the state highway system.)

(February 6, 2019 – creates a deduction for engineering, reduces the safety projects by the amount of engineering that was part of the original allocation construction funding for safety remains the same, changes the term accident to crash, creates the Asset Management Category that will replace the TCOS category in FY 2022, creates the System Improvement Category that will replace the Flexible Funds category in FY2022.)

(March 3, 2021 – removed the sunset on the asset management deficit program.)

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. ~~The Committee selects projects~~ 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 ~~with 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. ~~Ten percent (10%)~~ ~~Twenty percent (20%)~~ of the cost share program funds are set aside 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: March 3, 2021 ~~February 7, 2018~~
Supersedes Policy Dated: February 7, 2018 ~~November 7, 2013~~
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.**

Category: FINANCIAL
Subcategory: Budget
Sub-Subcategory: Operating Budget
Sub-Sub-Subcategory: Maintenance Asset Management Deficit Program

MAINTENANCE DEFICIT PROGRAM

The Commission wishes to address routes in poor condition maintained by the Department’s operating budget through the establishment of a Maintenance Asset Management Deficit Program. Within the Operating Budget the Maintenance Asset Management Deficit Program will be \$15 million in Fiscal Years 2022 and 2023, and \$12.5 million in Fiscal Year 2024 as long as funding is available to support this program.

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.

Execution of Documents

Under this policy, the Commission delegates authority for approval of bids and quotes, expenditures of funds and execution of agreements and contracts up to the Maintenance Asset Management Deficit program amounts in the Commission-approved Operating Budget and 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, and, subject to their respective areas, the Chief Counsel, Division Heads, and District Engineers, (any one) are authorized to approve single transactions of \$100,000 or less. These staff members may delegate authority to others under their supervision to approve bids and quotes, expend funds and execute agreements and contracts in an amount not to exceed \$100,000 per transaction. Such delegation must be by written advisory from the staff members noted above to the Financial Services Director for the Central Office employees or to the manager responsible for processing district invoices for district employees.

Annual Reporting

The department will report to the Commission the status of the Maintenance Asset Management Deficit Program annually.

Effective Date: March 3, 2021
 Supersedes Policy Dated:
 Last Reaffirmed:
 Date of Origin: March 3, 2021

Related Commission Minutes: March 3, 2021 – initial policy approved.

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

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Travis Koestner, 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 H02 has local funding, as noted in Table I below, and the department received all the necessary concurrences.

Mr. Koestner recommended: (1) Award of contracts to the lowest responsive bidders for bids received at the February 19, 2021, letting, as recommended and noted in Table I below. (2) Rejection of bids received on Calls D01, D02, G05, and G06 due to excessive bids per Section 102.15 of the Missouri Standard Specifications for Highway Construction, as recommended and noted in Table II below

**Table I
 Award of Contracts
 February 19, 2021, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01 ^	I-29	Atchison	J1I3110	\$5,338,466.37	\$0.00	Phillips Hardy, Inc.	2 Bridge Rehabilitations
A02	Various	Chariton, Livingston	J1P3287	\$348,665.00	\$0.00	Ti-Zack Concrete, Inc.	ADA Improvements
B01 ^	11	Adair	J2S0413	\$1,147,941.96	\$0.00	Widel, Inc.	Bridge Replacement
	149		J2S0416				
B02 ^	CC	Lincoln	J2S3330	\$1,598,053.70	\$0.00	Bleigh Construction Company	Bridge Replacement
	M		J2S3005				
C01	70	Saline	J3M0255	\$407,658.50	\$0.00	Lehman Construction, LLC	Pavement Improvements
C02 ^	YY	Saline	J3S3127	\$2,329,708.40	\$0.00	Phillips Hardy, Inc.	Bridge Replacement

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
C03	169	Clay	J4P3268B	\$732,008.05	\$0.00	Amino Brothers Co. Inc.	ADA Improvements
C04	45	Platte	J4S3278	\$4,357,163.79	\$0.00	Ideker, Inc.	Resurface
	92		J4P3275				Intersection Improvements
C05	Hickman Mills	Jackson	J4S3282	\$1,872,341.25	\$0.00	Emery Sapp & Sons, Inc.	Pavement Improvements
D03	19,100	Gasconade	J5P3387	\$471,641.79	\$0.00	Magruder Paving, LLC	Resurface
D04	A,Y	Gasconade	J5S3351	\$837,000.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal Coat
	T,V		J5S3342				Seal Coat and Guardrail Improvements
D05	63	Boone	J5P3195	\$4,418,755.87	\$0.00	S & A Equipment & Builders, LLC	Intersection Improvements
F01	A	Jefferson	J6S3292	\$3,636,615.81	\$0.00	Magruder Paving, LLC	Coldmill and Resurface
F02	AJ	Franklin	J6S3392	\$839,726.40	\$0.00	N.B. West Contracting Company	Resurface
F03	364	St Louis	J6S3495	\$1,574,537.59	\$8,000.00	Pavement Solutions, LLC	3 Bridge Rehabilitations
F04	Various	Franklin	J6P3543	\$484,600.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal Coat
F05	Various	Franklin	J6S3591	\$318,519.32	\$0.00	Missouri Petroleum Products Company, LLC	Seal Coat
G01	83, H	Benton	J7P3107H	\$1,633,200.00	\$0.00	Hartman and Company, Inc.	2 Bridge Deck Replacement
G02	265	Stone	J7P3190I	\$197,999.49	\$0.00	Widel, Inc.	Bridge Replacement
G03	171	Jasper	J7P3262	\$7,483,694.23	\$0.00	APAC-Central, Inc.	Resurface and Intersection Improvements
			J7P3263				Resurface
			J7P3268				Resurface and Add Shoulders
	O	J7S3189J					
G04	171	Jasper	J7P3283	\$455,046.00	\$0.00	APAC-Central, Inc.	ADA Improvements
	O		J7S3250				
G07	13	Stone	J8P2391	\$204,160.75	\$4,000.00	Ewing Signal Construction, LLC	Signal Improvements
H01 ^	A	Wayne	J9S3383	\$454,999.00	\$0.00	RL Persons Construction, Inc.	Bridge Replacement
H02 *	Various	Stoddard	J9S3620	\$1,476,124.21	\$0.00	Lappe Cement Finishing, Inc.	ADA Improvements
H03	60,67	Various	J9M0281	\$1,497,750.79	\$0.00	STF, LLC dba Traffic Control Company	Striping
			TOTAL:	\$44,116,378.27	\$12,000.00		

^Focus on Bridges Program

*Call H02 – Funding by City of Bertrand – \$125,000.00

**Table II
Rejection of Bids
February 19, 2021, Bid Opening**

Call	Route	County	Job No.	Description
D01 ^	I-70	Callaway	J5I3365	Bridge Rehabilitation
	I-70	Boone	J5I3366	2 Bridge Rehabilitations
D02 ^	54	Camden	J5P3270	Bridge Rehabilitation
G05	64	Hickory	J7S3359	Bridge Rehabilitation
	7	Benton	J7P3360	Bridge Rehabilitation
	Various	Various	J7P3299	9 Bridge Rehabilitations
G06	LP 44	Greene	J8S3155	Pavement Improvements
	744	Greene	J8S3151	Bridge Rehabilitation
	I-44	Greene	J8I3147	Pavement Improvements

^Focus on Bridges Program

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received at the February 19, 2021, bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Rejected the bids received on Calls D01, D02, G05, and G06 due to excessive bids per Section 102.15 of the Missouri Standard Specifications for Highway Construction, as recommended and noted in Table II above.
3. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Brinkmann abstained from Call F03.

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2020-2024 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

On behalf of the Director, Ed Hassinger, Deputy Director/Chief Engineer, requested approval to revise the 2020-2024 Statewide Transportation Improvement Program (STIP) that was approved in July 2019, for the implementation or modification of eighteen highway and bridge projects, as noted in Table

I below; one multimodal project, as noted in Table II below; and ten Department of Natural Resources Recreational Trails projects, as noted in Table III below.

Table I
2020 – 2024 STIP
Highway and Bridge Construction Schedule
March 3, 2021 Amendment
Project Changes

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
NW Daviss J1I3434	IS 35	Scour repair due to flooding at the Grand River 1.9 miles north of Route DD near Pattonsburg. Project involves bridge A1756. Potential ER project.	2022 CN	\$552	\$46
NW DeKalb J1P3368	US 36	Pavement resurfacing from 0.7 mile east of Route AC to Route 31 near St. Joseph.	2022 CN	\$3,171	\$355
NW Harrison J1S3431	RT N*	Pavement resurfacing from east of I-35 to 0.2 mile west near Eagleville. \$75,205 Cost Share and \$75,205 Private Developer funds.	2022 CN	\$159	\$23
NW Mercer J1P3435	US 136	Scour repair due to flooding 0.9 mile west of Route Z near Ravanna. Project involves culvert H0995. Potential ER project.	2022 CN	\$233	\$25
NE Various J2P3361	Various	On-call work zone enforcement at various locations in the Northeast District.	2022 CN	\$10	\$1
NE Various J2P3370	Various	Job Order Contracting for guardrail repair at various locations in the Northeast District.	2022 CN	\$1,273	\$88
KC Clay J4S3482*	US 69	Payment to City of Kansas City to add shared use path, upgrade pedestrian facilities and drainage improvements from Highland Avenue to Chouteau Trafficway. \$2,745,217 Cost Share funds.	2022 CN	\$2,745	-\$14
CD Callaway J5S3509	OR 70	Pavement resurfacing from Route 54 to Route JJ and from Route A to Route D, includes eastbound I-70 outer road from Route YY to Montgomery County line and from Route Z to end of state maintenance, also includes Route YY from Route D to I-70 outer road. \$834,000 District Operation funds.	2021 CN	\$859	\$87
CD Various J5S3369	Various	Upgrade pedestrian facilities to comply with the ADA Transition Plan and address nonstandard ADA facilities at various locations in the Central and Northwest Districts. \$9,197,000 Statewide Transportation Alternatives funds. Design-Build project.	2022 CN 2021 RW	\$7,042	\$2,952

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
SL St. Charles J6P3372	US 67	Add J-turns at Riverlands Way and raise southbound lanes from the Mississippi River to north of Machens Club Drive. \$800,000 Open Container, \$1,100,000 Federal Lands Access Program and \$1,668,000 District Operation funds.	2021 CN 2021 RW	\$2,263	\$150
SL St. Louis J6P3602*	MO 100	Payment to the City of Manchester to upgrade pedestrian facilities to comply with the ADA Transition Plan from Baxter Road to Route 141. \$1,119,125 Cost Share funds	2022 CN	\$1,119	\$15
SW Greene J8P3207	US 60	Add ITS for Ozarks Traffic at various locations on Route 60 (James River Freeway) in Springfield, Route FF (West Bypass) near Battlefield and various locations in Ozark.	2022 CN	\$997	\$119
SW Henry J7P3465	MO 13	Add turn lanes, sidewalk, and pavement resurfacing at Rtes. 7/18 (Ohio Street) in Clinton.	2022 CN 2021 RW	\$926	\$243
SW Various J7P3469	Various	Job Order Contracting for guard cable and guardrail repair in the rural Southwest District.	2021 CN	\$2,311	\$246
SW Various J8P3209	Various	Job Order Contracting for guard cable and guardrail repair in the urban Southwest District.	2021 CN	\$840	\$90
SW Webster J7P3101B	Various	Right of way acquisition for ADA Transition Plan improvements at various locations in Webster County.	2021 RW	\$10	\$260
SE Madison J9P3763	US 67	Erosion control repairs at various locations including Route 60.	2021 CN	\$515	\$44
			TOTAL:	\$25,025	\$4,730

*Contingent upon the execution of the cost participation agreement

**Table II
2020 - 2024 STIP
Multimodal Operations
March 3, 2021 Amendment**

District County	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Project Funds (Dollars in Thousands)
Statewide	Complete a Statewide Highway-Railroad Grade Crossing Action Plan to meet FAST Act legislation requirements	2021 Rail	\$150
		TOTAL:	\$ 150

Table III
2020 - 2024 STIP
Recreational Trails Program – FY202 Grant Recipients
March 3, 2021 Amendment
Project Changes

Grant No.	Project Name, Scope of Work, and Project Sponsor	Grant Award	Project Cost
2020-02	<p>Perche Creek Trail, MKT to Gillespie Bridge Road Phase I Non-Motorized Trails Project To plan and construct a multi-use concrete trail approximately 1.1 miles with a bridge over Perche Creek. <i>Columbia Parks & Recreation</i></p>	\$250,000	\$1,200,000
2020-03	<p>Piedmont Walk trail Extension Phase 2 Non-Motorized Trail Project To construct a 1,550 ft long, six-foot-wide, and 4" thick asphalt extension of the City's pedestrian trail to tie Handy Park to existing trail in Ash Park <i>City of Piedmont</i></p>	\$89,469	\$127,666
2020-05	<p>Lions Club Park Recreation Trail Non-Motorized Trail Project To construct two trails, one 0.34 mile and one 0.30 mile separated by creek running through existing park including two bridges on either end of trail, 2 ADA picnic areas, 4 ADA park benches, 6 solar powered lights and ADA bathroom renovation. <i>City of Winona</i></p>	\$129,621	\$205,056
2020-06	<p>Duquesne Memorial Park Non-Motorized Trail Project To construct an 8' wide and 0.22 mile concrete loop trail and amenities to include benches, trash cans, and landscaping. <i>City of Duquesne</i></p>	\$96,886	\$121,107
2020-07	<p>Cassville South Park Trail Improvements Non-Motorized Trail Project To renovate 0.55 mile of gravel trail with asphalt paving and installation of 64' of 12" corrugated metal pipe. <i>City of Cassville</i></p>	\$53,101	\$70,432
2020-08	<p>The James-Maramec Iron Works Bike Path Restroom Facility Non-Motorized Trail Project To install a precast all concrete constructed ADA restroom, fencing and landscaping at the trail head of the St. James-Maramec Iron Works Bike Path. <i>City of St. James</i></p>	\$25,000	\$31,500
2020-11	<p>Finger Lakes ORV Trail Upgrade and Trail Amenities Non-Motorized Trail Project To renovate 9 miles of 8 to 12-foot-wide gravel and dirt trail using gravel and dirt. Install culverts to move water away from the trail surface. Accommodate future expansion by constructing a widened trail for machines greater than 50 inches. Install trail makers on the main ORV trail, including directional signs, maps and points of interest with GPS coordinates. Install an air pump station at motocross track trailhead, under the overhang at the scoring tower (a central location), that will allow riders to serve their machines within the park. <i>Missouri State Parks - Finger Lakes</i></p>	\$49,200	\$61,500

Grant No.	Project Name, Scope of Work, and Project Sponsor	Grant Award	Project Cost
2020-12	<p align="center">Black River Trail Motorized Trail Project To pave approximately 3,867 linear feet of existing rock trail. <i>Missouri State Parks - Johnson's Shut Ins</i></p>	\$125,465	\$156,831
2020-13	<p align="center">Weston Bend SP Paved Trail Rehabilitation Phase 1 Non-Motorized Trail Project This project will rehabilitate 0/84 mile of the 2.75 miles of paved trails. The park intends to renovate 116,160 square feet of 8-foot-wild asphalt trail using asphalt. <i>Missouri State Parks - Weston Bend</i></p>	\$144,000	\$180,000
2020-14	<p align="center">Rocky Hollow Park Trail Development Project Phase 1 Non-Motorized Trails Project To construct three 0.25 mile trail segments, trailhead amenities, signage and trash receptacles. <i>Clay County Parks</i></p>	\$197,500	\$399,725
	TOTAL:	\$1,160,242	\$2,553,817

Via approval of the consent agenda, the Commission unanimously approved the amendments to the 2020-2024 STIP as noted in the tabulations above. Commissioner Smith abstained from voting on Job Number J7P3465 Route 13 in Henry County.

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-- **REPORTS** --

REPORTS

The Commission received the following written reports.

MODOT BRIEFING REPORT

Patrick McKenna, Director, provided to the Commission the written monthly Issue Briefs that are sent from the department to the Governor since the previous MoDOT Briefing Report. There was one briefing report for the past month.

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FINANCIAL - BUDGET - REPORTS – YEAR-TO-DATE, FINANCIAL REPORT PERIOD ENDING JANUARY 31, 2021

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date January 31, 2021, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Travis Koestner, State Design Engineer, submitted a written report of consultant contracts executed in the month of January 2021, 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 366 active contracts held by individual engineering consultant firms prior to January 1, 2021. Ten engineering consultant services contracts were executed in January 2021, for a total of \$2,019,728. There was one non-engineering consultant contract executed in January 2021, for a total cost of \$94,691.

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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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