



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD VIA VIDEO CONFERENCE AND IN JEFFERSON CITY, MISSOURI,
WEDNESDAY, MAY 5, 2021**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, May 5, 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, May 5, 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, May 4, 2021 at 3:15 p.m. and adjourned at 6:30 p.m.

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-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

APPROVAL OF MINUTES

Upon motion by Commissioner Smith, seconded by Commissioner Briscoe, the Commission unanimously approved the minutes of the regular meeting held on April 7, 2021 and the special meeting held April 6, 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 May 5, 2021, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Briscoe, seconded by Commissioner Smith, 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 May 5, 2021, meeting.

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

Legislative Committee – Commissioner Briscoe reported the legislative session is coming to an end and the department has been successful in working with elected officials in advancing favorable initiatives and opposing those not in the best interest of the traveling public. Additionally, the department is making progress toward the passage of a budget for fiscal year 2022.

Commissioner Briscoe highlighted Senate Bill 262. The passage of this proposal is important to the department and the citizens of Missouri as it relates to addressing transportation needs statewide. The Senate proposal would impose an increase of 2.5-cents per gallon each year for five years. These additional revenues, as outlined in the state's constitution, could only be used to build and maintain roads and bridges across the state with a portion of the revenues going to counties and cities for their transportation needs.

The bill also includes language that would allow any taxpayer who does not wish to pay for the new tax, an opportunity to request a refund from the state of Missouri for those taxes paid each year. This refund is only allowed for passenger vehicles and commercial motor vehicles licensed under 26,000 pounds. The bill also includes an increase in the state's current alternative decal fees; establishes an Electric Vehicle Task Force for studying taxation of electric vehicles; and a federal mandate provision

that disallows a CDL holder to have a commercial motor vehicle license if found guilty of a felony involving human trafficking.

Commissioner Briscoe thanked Senator Dave Schatz, President Pro Tem of the Senate, and Representative Becky Ruth, House Transportation Chair, for sponsoring this legislation and the need for addressing Missouri's transportation funding shortfall.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith reported the Board met on May 4, 2021. The Board approved one loan totaling \$2,000,000 to Lincoln County for the removal of two at-grade crossings on Route 61 and construct a new Route 61 outer road. The Board also addressed the annual meeting items that included the election of officers and approval of the fiscal year 2022 budget. Changes to the Loan Policy were also approved. The next MTFC meeting will be in August 2021.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Boatwright stated the Board has not met since the last commission meeting, therefore there is no report. There have been three committee meetings recently: Investment, Audit, and Governance.

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DIRECTOR'S REPORT

During the May 5, 2021, Commission meeting, Director Patrick McKenna provided the following report:

Development of Draft STIP – The Director stated during the commission meeting there will be a presentation on the Draft Statewide Transportation Improvement Program (STIP). Currently the department is working on projects based on the STIP the Commission approved in 2019. Due to the pandemic a new STIP was not adopted by the Commission in 2020, but the 2019 STIP was amended throughout the past year. More importantly this draft represents the actions the Commission made three years ago to move the emphasis more strongly to taking care of our existing system. The department now has an asset management plan established for the transportation system, and the road and bridge projects in this STIP are prioritized based on that asset management approach.

Gas Tax Legislation Update – Director McKenna reported Senate Bill 262, the gas tax increase proposal, is alive and well. It was voted out of the House Transportation Committee last week and is ready to be brought up on the House floor. It has been more than 25 years since the gas tax was raised and this legislation is critical to addressing unfunded needs. Director McKenna thanked the regional planning partners across the state who have worked hard to update the High Priority Unfunded Needs list. The list allows the department to be ready to know what work will get done next as new federal and state revenues are made available. Director McKenna also thanked the Governmental Relations team (Jay Wunderlich, Luke Reed, and Erin Warner) for their hard work this session. With the COVID protocols, staff had to adapt how they worked with legislators and covered hearings. Director McKenna stated staff have done a wonderful job providing information and monitoring legislation on behalf of the commission.

Work Zone Safety Awareness – Director McKenna stated last week was national work zone awareness week. An update on the week’s activities and the new ways the department is working to improve safety in work zones will be presented during this Commission meeting. The message this year is “Work with Us”. With driver speeding and distraction increasing, that message has never been more important. In 2020, a motorist hit a MoDOT vehicle pulling a truck-mounted attenuator a record 48 times. Last week during work zone awareness week – it happened 3 times! Director McKenna said drivers need to take personal responsibility for their actions behind the wheel.

Public Service Recognition Week – Director McKenna reported this week is the national observance of Public Service Recognition Week. Director McKenna thanked all MoDOT employees along with members of the Commission for their dedication to public service in the State of Missouri. The last year has especially demonstrated the quality of our workforce. The Director thanked team MoDOT for its incredible response to combatting this pandemic, while maintaining a high level of customer service amidst very stressful and challenging conditions. The dedication, professionalism and tireless efforts of employees is not surprising.

Leadership in Action Coin – The Director reported Commissioner Ecker presented Marty Liles, Northwest Assistant District Engineer, with a leadership coin for his quick response to and assistance with a traffic incident. On the evening of March 29, Commissioner Ecker was traveling on Highway 71 when he approached a temporary traffic signal that had been installed for some road work. While waiting at the traffic signal, a semi-tractor trailer approached from behind Commissioner Ecker and was unable to stop. The semi-tractor trailer driver fortunately missed crashing into the que of vehicles by taking the ditch. Commissioner Ecker contacted Mr. Liles regarding the incident. Mr. Liles arrived on scene quickly and warned oncoming traffic of the incident while law enforcement and a tow truck were on scene to get the semi-tractor trailer out of the ditch. Director McKenna and Commissioner Ecker thanked Mr. Liles for going above and beyond the call of duty spending several hours warning motorists of the incident ahead until the contractor was able to arrive on scene.

Meritorious Safety Awards – Director McKenna recognized two employees from the Southwest District who have earned the Meritorious Safety Award – Matt Ilgenfritz and Scott Austin. A senior maintenance worker in Springfield, did not show up for work or call in on the morning of January 12, which was very unlike him. Maintenance Supervisor Matt Ilgenfritz tried calling numerous times but got no answer. Mr. Ilgenfritz and his assistant, Scott Austin, then went to the employee’s apartment, where they got no answer at the door. Once they were able to enter the apartment, they found the employee unresponsive, face down on the floor, with his head under the bed. Mr. Austin called 9-1-1, and the operator had Mr. Austin and Mr. Ilgenfritz pull the employee from under the bed and roll him over. They provided updates to the operator, including the counting of breaths until the ambulance crew arrived. The employee regained consciousness before the ambulance crew took him to the hospital and he is now recovering from his illness. Director McKenna thanked Matt and Scott for their conscientious and caring response to this emergency, which probably saved a life. It is yet another example of the dedication of employees, how they look out for each other, and their commitment to safety.

Announcement of new District Engineer – Director McKenna called upon Ed Hassinger, Chief Engineer, who announced the appointment of Chris Redline as the new District Engineer for the Kansas

City District when Dave Silvester retires at the end of May. Mr. Redline currently serves as the District Engineer for the Northwest District.

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PUBLIC COMMENTS

CONCERNS ABOUT TRANSPORTATION LEGISLATION AND ROADSIDES

Arnie Dienoff, a concerned citizen, expressed his displeasure with the legislative proposal, Senate Bill 262, which would increase the fuel tax by 2.5 cents per year every year for five years. He stated fifty percent of Missourian’s income goes to some form of tax at the federal, state, county and local governments. He explained that he believed a fuel tax should go to a vote of the people.

Mr. Dienoff stated he believed the roadsides in St. Charles county should be mowed more often and should have the litter picked up. He encouraged the Commission to come visit St. Charles to see the out of control jungle and tremendous trash accumulation on the roadsides. He noted as one of the major economic generators for the state, these roadsides should be addressed.

Chairman Waters thanked Mr. Dienoff for his comments and noted we will all have to wait and see what happens during the legislative session.

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MODOT PRESENTATIONS

INNOVATIONS CHALLENGE VIRTUAL SHOWCASE

On behalf of the Director, Kelly Backues, Transportation Planning Specialist, presented this year’s Innovations Challenge Virtual Showcase. A quick overview of the program since its inception was shared including a brief history of the Innovations Challenge and Showcase. MoDOT’s core values of Safety, Service, and Stability are supported by the Innovations Challenge.

Since its inception in 2007, the Innovations Challenge has generated over 2,000 innovations, with over 600 innovations competing in the fourteen statewide showcases that have been held. From those innovations, over 300 innovations have become best practices. Best practices are innovations approved

by a panel of experts to be promoted and used statewide. Over the years the challenge has evolved. It began as a tool and equipment challenge in the districts as a way to share and promote ideas for MoDOT's employees to do their jobs safely and more efficiently. In 2013, the challenge was broadened to all areas of MoDOT and included the categories of projects and productivity. These new categories vastly enhanced the program and provided all employees the opportunity to join in competition.

The Innovations Challenge currently bestows sixteen awards. Four winners come from each of the three categories: tool and equipment, productivity, and projects. Three Director's awards are presented, one each for safety, service, and stability. There is one Dickson People's Choice award named for Jim Dickson who was the Innovations Challenge coordinator since its inception in 2007; he retired in 2018.

For an innovation to advance to the statewide showcase, it must win the first challenge round either at a district or central office. A local panel of experts from each district and central office select the top 18 from each district and central office to advance to the second round. During the second round, each district and central office coordinator rate the innovations to narrow the list down from 144 first round winners to 60 innovations for further consideration in the second round. Those 60 innovations are then considered at the statewide showcase. This was the second year to conduct the virtual showcase. To make that happen each innovation had a narrated video prepared describing the innovation. All three categories had a panel of six judges who were able to read summaries about the innovations, view photos, and watch the video. This year interactive judging occurred with live innovation presentations to a panel of judges that allowed for questions and answers. Director McKenna made his selection for the Director's Awards, and this year MoDOT employees voted electronically for the Dickson People's Choice Award. The winners attended this Commission meeting via WebEx to learn what they won. In addition, an article in Connections as well as videos will be used to share the good news with all MoDOT. Ms. Backues then announced the following winners:

- Productivity
 - Real Time Mapping Updates – St. Louis District
 - Striping Information and Planning System – Central District
 - Stripe Saver – Central District
 - Winter Event Vehicle Report – Kansas City District
- Projects
 - COVID-19 Online Reporting System – Safety and Emergency Management System Division
 - Using Design-Build for Small Bridge Bundles – Southeast District
 - Displaced Left Turn Interchange – Kansas City District
 - Maintenance Management System-Phase I – Maintenance Division
- Tools and Equipment
 - Tractor Halo – Southeast District
 - Tow Plow Whip Light – Kansas City District
 - Camera Assisted Remote Sprayer – Southeast District
 - Concrete Mixing Trailer – Southeast District
- Director’s Awards
 - Safety – Camera Assisted Remote Sprayer – Southeast District
 - Service – Tracker Evolution – Transportation Planning Division
 - Stability – Standard Test Method for Sulfur in Fly Ash – Construction and Materials Division
- Dickson People’s Choice Award –
 - Tractor Halo – Southeast District

Identifying and evaluating innovative efforts will continue to be a significant factor in the achievement of MoDOT’s mission. The selection of innovations was acknowledged for ingenuity and value in support of the department’s tangible results. The Innovation Challenge drives MoDOT’s continual improvement. Commissioner Ecker thanked Ms. Backues for her presentation and expressed his appreciation for employees who continue to come up with new and creative ways to do their work better, safer, and more cost-effective.

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WORK ZONE AWARENESS WEEK UPDATE

On behalf of the Director, Ashley Buechter, Traffic Liaison Engineer, explained as construction season picks up across the state, MoDOT is reminding drivers to watch out for crews on the roads. This year MoDOT is asking drivers to “work with us” by making smart and safe choices that can protect their lives and the lives of highway workers. MoDOT has thousands of work zones across the state every year, including construction and maintenance operations.

Even with the COVID-19 pandemic, road and bridge contractors were working and maintenance operations continued. Ms. Buechter noted although traffic volumes were down considerably during last year's construction season, 2020 was a disappointing year for work zone safety. In work zones last year, there were 48 buffer truck crashes – more than ever before, 1,899 total crashes, 58 serious injuries, and 27 fatalities. The top five contributing circumstances for work zone crashes in Missouri in 2020 were: distracted or inattentive driving, following too close, improper lane usage, driving too fast for conditions, and failing to yield.

Work zone safety is about more than just statistics. It's about the people who have been impacted. Since 2000, nineteen MoDOT employees have been killed in the line of duty, thirteen of them taking place in work zones. While thankful to not have added to that number in the past few years, the record-setting buffer track crashes are cause for concern. Each of those buffer trucks are driven by a MoDOT employee who wants to go home safely every night.

A majority of the work zone crashes are happening in dry, clear conditions, often on straight stretches of road. It is the driver's behavior that is directly contributing to the work zone crashes and is the reason why the department is highlighting the role drivers play in work zone safety. Two of the most impactful decisions drivers can make every time they get in the car is to buckle up and put their phone down. The best defense in any crash is a seat belt. In 2020, seventy-four percent of occupant fatalities in work zones were not wearing a seat belt. Reading a text message takes an average of five seconds, when driving at 55 miles per hour, a driver who is reading a text message is driving the length of a football field blindfolded. According to preliminary data, 266 work zone crashes and 2 work zone fatalities were caused by distracted driving in 2020. Slowing down for work zones is another simple action and smart decision drivers need to make. Speeding is almost always a factor in buffer truck crashes. Compared to the year prior, 2020 saw a seventy-five percent increase in speed related work zone fatalities.

Ms. Buechter explained that National Work Zone Awareness Week was April 26-30. During that week the department promoted safety messages through news releases, social media, and short videos. The Governor and the Highway Patrol also participated in the week with video messages. In addition, the department has partnered with the highway patrol and local law enforcement to increase safety within work zones. This is called Operation Protect, through targeted law enforcement presence in work zones to reduce speeding, distracted driving, and other unsafe driving habits that could put lives at risk.

MoDOT strives to innovate and find strategies to take away some of the danger that employees are faced with year after year. She reported on the expanded use of technology that enables vehicles to send alerts to motorists whenever the emergency lights are activated on MoDOT trucks. This technology includes the HAAS real time digital alerts that are sent through tools like the WAZE navigation app. MoDOT is expanding the use of the digital alerts to more vehicles in the fleet around the state. The automated flagger assistance devices will be more prevalent in maintenance operations. These devices improve safety by removing the human flagger from the roadway and putting them in the cab of the truck with the ability to operate the flagger assistance device from the cab which is protected by the truck mounted attenuator (TMA). The department will also be using new technology in traffic control equipment. This suite of tools referred to as iCone connected technology, and reports work zone data directly to navigation systems in connected vehicles. The iCone connected technology improves safety and travel times aiding in real-time decisions as vehicles approach active work zones. The department will continue to use dynamic message boards to provide motorists with advance warning of upcoming work zones. Some of these warnings may encourage drivers to use the zipper merge when a lane is closed ahead. MoDOT will continue to use temporary rumble strips in both construction and maintenance work zones to help reduce distracted driving.

Ms. Buechter concluded her presentation noting that work zones are dangerous places where lives are at stake. It is critical for drivers to slow down and pay attention and to work with us. Everyone plays

a role in work zone safety. Commissioner Smith stated most drivers cannot appreciate what it is like to have traffic buzzing past at 70 miles an hour while doing your job. He noted MoDOT does so much to minimize the impacts to drivers from work zones, to make them safer, and to give the public tools to help them plan their trips in advance. Ultimately, it is driver behavior that is more important than anything we can put in place. He urged drivers to please, pay attention, do not use your phones, slow down, and wear your seat belt.

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CONSIDERATION OF PROPOSALS FOR FIXING ACCESS TO RURAL MISSOURI (FARM) BRIDGE PROGRAM DESIGN-BUILD PROJECT

On behalf of the Director, Jeff Gander, Project Director, described the project that will replace up to 40 bridges that are in poor condition, weight restricted, supported by timber pile, or have one lane but carry two-way traffic.

Project Goals

The goals of the design-build project are to deliver the project by October 31, 2023 within the programmed budget of \$25.99 million; maximize the number of locations to be addressed; provide quality long-lasting structures; and minimize public inconvenience through increased construction speed and flexibility in scheduling. The project budget of \$25.99 million includes engineering and stipends. The design-build contract amount is \$21.5 million for a fixed price/best value proposal. The source for these funds includes a \$20.8 million Competitive Highway Bridge Program grant and the remaining \$5.2 million is from the Northwest and Northeast District Budgets.

MoDOT's External Civil Rights Division established a six percent disadvantaged business enterprise goal for construction work and a twelve percent disadvantaged business enterprise goal for professional services for the project. The best value proposer will be required to meet workforce diversity

goals of 3.1 percent minority to 11.4 percent minority (depending on the county) per craft and 6.9 percent female per craft. There are also three on the job training positions at 1,000 hours each. This includes one position for construction and two positions for professional services.

Procurement Process

By Commission action on November 6, 2019, the Commission approved the use of design-build for the Fixing Access to Rural Missouri (FARM) Bridge Program Design Build Project. Since then, MoDOT's design-build team has been working through the procurement process. Five teams were prequalified on December 23, 2020, to compete for the contract. The Request for Proposals was released on January 12, 2021. The MoDOT Design-Build team held five confidential discussions with each team over a period of eight weeks to discuss their proposal ideas. Final proposals were submitted on April 6, 2021. The MoDOT design-build team reviewed and evaluated the proposals. The three teams that submitted proposals include:

- Capital-HDR – major participants include Capital Paving & Construction and HDR Inc.
- ESS-Parsons – major participants include Emery Sapp & Sons and Parsons.
- Lehman-Wilson – major participants include Lehman Construction and Wilson & Company.

Evaluation

The items that were evaluated by the MoDOT design-build team included bridge bundle definition (55 points available), bridge quality and longevity (30 points), and location completion and maintenance of traffic (15 points available), for a total of 100 points. Mr. Gander provided a summary of the proposals submitted by each team and the total points awarded to each team as outlined below.

- Capital-HDR – 65.7 points
- ESS-Parsons – 70.1 points
- Lehman-Wilson – 72.1 points

Commission Consideration and Action

Mr. Gander recommended Lehman-Wilson Team as the best value proposer. Their proposal includes:

- Delivery of a \$26 million project to be completed by October 31, 2023
- Provides for the replacement of 31 structures in 15 counties
- Constructs low maintenance steel structures that allow for future re-deck and rehabilitation
- Replaces an additional 2,321 square feet of existing bridge deck
- Occurs on routes with the highest average daily traffic for routes on any proposal
- Provides the highest average Benefit Cost Ratio of any proposal

Chairman Waters thanked Mr. Gander for his presentation and the MoDOT design-build team for their work on this project to date.

After consideration, Commissioner Smith moved that the Commission adopt staff recommendations to approve the Lehman-Wilson design-build team as the best value proposal for the Fixing Access to Rural Missouri (FARM) Bridge Program design-build project in Northwest and Northeast Districts; authorize the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or their designee to negotiate and execute a contract with the Lehman-Wilson Team subject to approval as to form by the Chief Counsel's Office; and authorize payment of a \$130,000 stipend to the unsuccessful proposing teams. This motion was seconded by Commissioner Brinkmann. The Commission unanimously approved the motion.

Commissioner Brinkmann noted how amazed he was with the amount of work being accomplished by design-build at MoDOT. He was impressed with the fairness and the metrics used in this project and a lot of effort went into this to make sure the state got the best value for the funds available for this project.

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COST SHARE PROGRAM

On behalf of the Director, Ed Hassinger, Chief Engineer, and Doug Hood, Assistant Financial Services Director, presented a summary of the cost share program. Mr. Hassinger explained the purpose

of the cost share program is to build partnerships with local entities to pool efforts and resources to deliver state highway and bridge projects. Mr. Hassinger explained there is great demand for transportation projects beyond asset management projects.

He described how the commission recognized there was a need to set aside resources to share in the cost of projects that will benefit the taxpayers and help the department improve transportation with its limited resources. He also reported on how the program has evolved over time. On January 8, 2014, the Commission suspended the Cost Share Program due to declining transportation funding. Thankfully, on January 4, 2017, the Commission was able to reinstate the Cost Share Program and made available \$10 million in fiscal year 2018 and \$15 million in fiscal year 2019. Funding increased to \$25 million in fiscal year 2020 and increases \$5 million per year until 2024. When the Commission reinstated the cost share program in 2017, ten percent of the cost share program funds were set aside for economic development projects. On March 3, 2021, the Commission increased the economic development portion of cost share funds from ten to twenty percent beginning in fiscal year 2024 and modified the policy so the Commission may also select economic development projects in coordination with the Department of Economic Development.

Mr. Hood reported there is more than just the financial value in the cost share program. The department gets to jointly solve transportation problems with local entities and strengthen those relationships. The department also gets to increase its efficiency through this program and develop innovative solutions with the local entities. This program also leads to improved coordination between the department and the local entities when working on projects that affect state and local transportation systems.

When a local entity chooses to participate in the cost share program, they submit an application that includes the project location, project scope and need, along with project estimates. Projects must be on the state highway system. There is a minimum cost for the project of \$200,000. There are different

aspects of a transportation project that are eligible for funding including the design, any right of way, utility relocation, construction, and construction inspection. When a local entity submits its application, they are agreeing to provide the local match of fifty percent of the project cost. For the economic development portion of funds, those projects can be funded at a higher ratio, and some of those may be up to one hundred percent cost share program funds. Applications are reviewed by a multidisciplinary group including staff from the divisions of Financial Services, Design, Right of Way, Highway Safety and Traffic, Transportation Planning, and Chief Counsel's Office. For the economic development portion of funds there is an additional review by the Department of Economic Development to determine the economic impact of the project and a recommendation to the Cost Share Committee of the funding level for those projects. Once those reviews are complete projects are submitted to the Cost Share Committee for their review and approval, and the last step is to the Commission for approval through a STIP amendment or annual update.

The program has been successful. Since reinstated in 2017, there is a demand for the program to increase; MoDOT receives a lot of applications for projects. Current available funds are low but will increase when the next STIP is approved by the Commission in July which is when the 2024 funds will be released as well as the increase of funds available through the economic development part of the program. Since 2004, the Cost Share Program has leveraged \$1.07 of local funds for every \$1.00 of cost share funds which delivered highway and bridge projects totaling over \$1 billion.

The next Cost Share Committee meeting is scheduled for June 17, 2021. Applications were due April 16, 2021. MoDOT received thirteen applications requesting over \$10 million. Those applications are currently under review. Chairman Waters thanked Mr. Hassinger and Mr. Hood for their presentation noting this program does not get as much recognition as it deserves.

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2022-2026 DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

On behalf of the Director, Eric Curtit, Transportation Planning Director, presented the 2022-2026 Draft Statewide Transportation Improvement Program (STIP) which is developed in unison with the budget and financial forecast. Mr. Curtit explained the STIP is MoDOT's proposed list of transportation projects for the next five years. This document describes how transportation dollars are being invested, and represents MoDOT's commitment to Missourians.

For fiscal year 2022, the highways and bridges program comprise sixty-two percent of funding and totals \$1.2 billion. The operations and maintenance portion of the program is about \$503 million. While including the maintenance and operations plan is not a requirement, it does provide the citizens of Missouri a comprehensive view of the total investment in Missouri's transportation system. Mr. Curtit reported the local program is funded at \$151 million. Local programs receive federal funds for large flexible urban funding, county bridge programs, air quality, state planning and research, highway and rail crossing safety, transportation alternatives, and recreational trail programs. Finally, the draft STIP also provides \$95 million for multimodal programs and includes funding for all modes including transit, aviation, rail, waterways, and freight.

Mr. Curtit explained in January, the financial forecast presented to the Commission had \$4.7 billion of contractor awards available for fiscal years 2022 through 2026. Then in February, a revised financial forecast was presented to the Commission to include the Coronavirus Response and Relief Supplemental Appropriations Act and the redirected Coronavirus Aid, and Relief and Economic Security Act (CARES Act) monies. This provided an additional \$800 million of contractor awards for fiscal years 2022 through 2026.

The STIP maintains a focus on asset management and was developed in coordination with the department's asset management plan. Missourians have expressed their top priority is to maintain roads and bridges in their current condition. Ninety percent of the road and bridge projects in this STIP are

directed at taking care of the system. Missouri's transportation system is comprised of 34,000 miles of roadway and over 10,400 bridges. Roads are classified into three categories. The first category is major roads, which include the interstates and roads designated as part of the National Highway System, for a total of 5,500 miles, and carry seventy-six percent of all the travel and are at ninety-one percent good condition. The second category includes minor roads that carry more than 400 vehicles a day represent about 17,500 miles of roadway and are in eighty-one percent good condition. The low volume roads carry less than 400 vehicles a day, carry two percent of traffic, account for about 11,000 miles of roadway, and are in seventy percent good condition. Mr. Curtit explained the major roads and minor roads are funded and programmed in the STIP. The STIP also provides for bridge maintenance on the low volume minor roads, but the pavements on low volume minor roads are maintained through the operating budget.

Mr. Curtit stated while the department is meeting the statewide goal for pavement condition on minor roads and low volume minor roads, there are different conditions when comparing the districts. In order to close gap on condition, the department is using targeted funding for the worst condition minor and low-volume minor roads through the asset management deficit program. The goal of the program is to improve the pavement conditions, so travelers have similar driving experiences across the state. The Commission implemented the asset management deficit program in 2017 to assist districts who are unable to meet MoDOT's asset management goals. Commission action on March 3, 2021 removed the sunset on this program and created the new maintenance asset management deficit program to address low-volume minor roads in poor condition that are being maintained with operating budget resources.

The Commission action on February 6, 2019, that modified the STIP – Funding Allocation policy will begin to take effect in this STIP in 2022. The Asset Management funding category replaced the Taking Care of the System funding category. MoDOT's asset management plan will be used to establish the total funding amount for the Asset Management category. The Asset Management category will distribute funding to two subcategories: major bridges and asset management. An allocation to major

bridge funding will occur as needed and will be distributed directly to each district. The Asset Management category will be reviewed and updated, if necessary, annually. A System Improvement category replaced the Flexible Funds funding category. These funds must first be used to meet asset management goals, and then remaining funds may be used for other priorities. The engineering budget will be deducted from the available funding for distribution.

He noted the STIP was developed in collaboration with many partners including the regional planning commissions, metropolitan planning organizations, local elected officials, and many others. Objective data is used to distribute funds to the districts who work side-by-side with the planning partners to identify needs and prioritize projects that are included in the draft STIP being presented today. The amount of funds available to distribute in the construction program is \$866 million. Of that amount \$29 million is distributed for safety related projects, \$670 million is distributed for asset management projects, and \$167 million is distributed for system improvements. Safety funds are distributed based on fatalities and serious injuries. Asset management funds are distributed based on highway travel, bridge size, and highway miles. The remaining funds, system improvement funding, is distributed based on population, employment, and highway travel.

Mr. Curtit reported on the changes for the 2022-2026 draft STIP. There were 861 projects added to the draft STIP; 806 of those are asset management, which are aimed at keeping the roadways and bridges at the condition levels that they are at currently. Thirteen projects are categorized as system improvement projects, and forty-two other projects, which include emergency response and intelligent transportation systems, on-call work zone enforcement, and payback projects. The multimodal program added twenty projects, three in aviation and seventeen in rail. There were twenty-eight projects deleted from the STIP, but the work from all the projects is being accomplished in another way. Those projects are either incorporated into another project, addressed by an existing contract, or the work was performed by MoDOT's forces. The multimodal program deleted one project that is now being administered by the

Federal Aviation Administration (FAA). Totals for this STIP include 1,434 construction projects, 443 scoping jobs, 233 transit projects, 39 aviation projects, 102 railroad projects, and 2 waterways projects.

The next step in the process is for the department to conduct a public comment period for the draft STIP, May 5, 2021 through June 4, 2021. The draft STIP will be shared with various audiences by personal contacts, news releases, MoDOT's website, and availability at MoDOT buildings across the state. The department will collect the comments received and recommend action, noting any changes to the draft STIP. The final STIP will then be presented to the Commission at its July 1, 2021, meeting for consideration and approval. Commissioner Boatwright commended Mr. Curtit and his staff on the preparation of the STIP and coordinating with the public. He also noted the approval of the STIP is one of the most important things the Commission does because it demonstrates our commitment to Missouri taxpayers. It is an important document because it tells precisely how transportation dollars are being invested.

* * * * *

RESOLUTIONS

RESOLUTION EXPRESSING APPRECIATION TO DAVID SILVESTER FOR HIS MANY ACHIEVEMENTS AND ACCOMPLISHMENTS

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

WHEREAS, David Silvester began his career with the Missouri Highways and Transportation Department on January 13, 1992, and served the people of Missouri with distinction for over twenty-nine years; and

WHEREAS, Mr. Silvester moved through increasingly responsible assignments culminating in his appointment to District Engineer; and

WHEREAS, during his tenure, Mr. Silvester performed his duties with dignity, integrity, fairness, and a genuine compassion for the best interests of all Missourians, without regard to their area of residence or station in life; and

WHEREAS, through Mr. Silvester's outstanding engineering expertise and leadership abilities, many major transportation projects were brought to fruition, one of the most notable being the completion of four lanes on US 36 across northeast Missouri; and

WHEREAS, Mr. Silvester was continually interested in, and focused on, the development and well-being of department employees, never seeking praise or recognition for himself, but delighting in praise and recognition of others. He is known department wide for hosting his pancake breakfasts at department facilities around the state, making the opportunity to get to know employees who work at those buildings; and

WHEREAS, Dave's interest in and concern for others endeared him to his colleagues and friends, his keen sense of humor would brighten any occasion, and his knowledge of the department and the districts made him a valuable resource that many relied upon; and

WHEREAS, Dave Silvester recognized the value in establishing and maintaining excellent relations with organizations in Missouri for the betterment of Missouri's transportation system. His friendly demeanor brought people together where he listened and helped them reach consensus; and

WHEREAS, Dave Silvester fostered innovation by giving employees encouragement and freedom to create new ideas, tools, and processes. In this area he led by example, working on the project that installed the first round-about in the City of Carthage, converting the mayor from skeptic to advocate for this once new, and now standard, way to improve traffic flow; and

WHEREAS, Mr. Silvester responded to our requests by providing timely information and education, in a professional, courteous, and friendly manner;

WHEREAS, David Silvester recognized the importance of balancing family and career and is a loving husband to Dianna while performing his job duties with compassion, dedication, and pride;

NOW, THEREFORE, BE IT RESOLVED that the Missouri Highways and Transportation Commission does hereby publicly express its appreciation and gratitude to David Silvester for his service to the citizens of Missouri and extends to him best wishes in his future endeavors.

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

* * * * *

RESOLUTION EXPRESSING APPRECIATION SHEILA TRACY FOR OUTSTANDING SERVICE TO THE STATE OF MISSOURI

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

WHEREAS, Sheila Tracy is retiring from her position as President of the Northland Regional Chamber of Commerce after serving the people of the Northland with distinction for over twenty-eight years; and

WHEREAS, Ms. Tracy has been a tremendous partner with the Missouri Department of Transportation and the Kansas City area; and

WHEREAS, Ms. Tracy performed her duties with the highest degree of integrity, innovation, and passion for transportation improvements in the region; and

WHEREAS, Ms. Tracy worked tirelessly on several large transportation projects including the Christopher S. Bond Bridge that carries I-29, I-35 and US 71 over the Missouri River, the new terminal at Kansas City International Airport, and the new Buck O'Neil bridge that carries US 169 over the Missouri River; and

WHEREAS, Ms. Tracy was a leader in the chamber of commerce community and her experience merited acceptance and respect throughout the state; and

WHEREAS, Ms. Tracy generously gave of her time to contribute to the betterment of Missouri's transportation system; and

NOW, THEREFORE, BE IT RESOLVED that the Missouri Highways and Transportation Commission does hereby publicly express its appreciation and gratitude to Sheila Tracy for her service to the citizens of Missouri.

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

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BUSINESS ISSUES

CITY OF BRANSON WEST – BRANSON WEST MUNICIPAL AIRPORT, STATE TRANSPORTATION ASSISTANCE REVOLVING FUND LOAN REQUEST

On behalf of the Director, Todd Grosvenor, Financial Services Director, and Michelle Kratzer, Multimodal Operations Director, presented to the Commission the City of Branson West-Branson West Municipal Airport State Transportation Assistance Revolving (STAR) fund loan request to finance an airport improvement project for the construction of four T-hangars, two clear span box hangars and a new access taxi lane. On November 6, 2019 the Commission approved the loan request, however, due to higher than anticipated construction bids, the City requested a project scope modification to construct four clear span box hangars and a new access taxi lane. No T-hangars will be constructed. Due to project delays, the City also requested the semi-annual principal and interest payments originally due on September 1 and March 1 of each year, beginning on September 1, 2020 through March 1, 2030, be modified to December

1 and June 1 of each year, beginning on December 1, 2021 through June 1, 2031. The amount, term and interest rate of the loan remain the same. No loan disbursements have been made to date.

With the requested changes, the STAR fund loan would not exceed \$680,000 with a fixed interest rate of 1.66 percent for a term of ten years. The City of Branson West will make semi-annual principal and interest payments on December 1 and June 1 of each year, beginning on December 1, 2021 through June 1, 2031. The City pledges to repay the loan from revenues generated by its one-half cent transportation sales tax (no sunset). The City also pledges its hangar rental income to augment any unexpected shortfalls. The loan was reviewed and approved by the Cost Share Committee, consisting of the Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, Chief Administrative Officer and Governmental Relations Director on April 6, 2021.

Via approval of the consent agenda, the Commission unanimously approved the requested changes to the City of Branson West's STAR fund loan request described above and authorized the execution of the loan agreement pursuant to the Commission's policy.

* * * * *

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Kenny Voss, 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. He noted Calls A04, D05, and F03 have local funding, as noted in Table I below, and the department received all the necessary concurrences.

Mr. Voss recommended: (1) Award of contracts to the lowest responsive bidders for bids received at the April 16, 2021, letting, as recommended and noted in Table I below. (2) Concur in award to the best value proposal received by the City of Grandview, as recommended and noted in Table II below. (3)

Concur in award to the lowest responsive bidder for the bids received by the City of Warrenton, as recommended and noted in Table III below.

**Table I
Award of Contracts
April 16, 2021, Bid Opening**

| Call No. | Route | Counties | Job No. | Bid Amount | Non-Contractual Costs | Contractor | Description |
|-----------------|--------------|-----------------|----------------|-------------------|------------------------------|--|--|
| A01 | I-229 | Buchanan | J1I3297 | \$1,145,459.00 | \$0.00 | PCI Roads, LLC | 12 Bridge Rehabilitations |
| A02 | Various | Various | J1P3126 | \$784,312.05 | \$0.00 | Superior Rail System, LLC | Job Order Contract - Guardrail and Guard Cable |
| A03 | 36 | Linn | J1P3334 | \$63,758.45 | \$0.00 | Vance Brothers, Inc. | Microsurfacing |
| A04* | AA, C | Atchison | J1S3433 | \$2,179,135.83 | \$0.00 | Herzog Contracting Corp. | Resurface |
| | TT, V, ZZ | Nodaway | J1S3381 | | | | |
| B01 ^ | 54 | Audrain | J2P3247 | \$1,554,626.35 | \$0.00 | Emery Sapp & Sons, Inc. | Bridge Deck Replacement |
| | J | | J2S3071 | | | | Bridge Replacement |
| C02 | 40 | Jackson | J4S3279 | \$2,128,184.25 | \$0.00 | Superior Bowen Asphalt Company, LLC | Coldmill, Resurface, and ADA Improvements |
| C03 | I-49 OR | Cass | J4S3369 | \$849,248.00 | \$0.00 | Boone Construction Co. | Bridge Replacement |
| D01 | I-44 | Various | J0I3007Q | \$415,964.35 | \$0.00 | N.B. West Contracting Company | Job Order Contract - Asphalt Pavements Repairs |
| D02 | I-44 | Various | J0I3007R | \$158,289.78 | \$0.00 | N.B. West Contracting Company | Job Order Contract - Concrete Pavement Repair |
| D03 | I-70 | Various | J0I3007Z | \$409,396.75 | \$0.00 | Lamke Trenching & Excavating, Inc. | Job Order Contract - Concrete Pavement Repair |
| D04 ^ | I-70 OR | Boone | J5S3253 | \$614,643.09 | \$0.00 | Don Schnieders Excavating Company, Inc. | Bridge Replacement with Culvert |
| D05** | M | Boone | J5S3378 | \$1,571,073.55 | \$0.00 | Sam Gaines Construction, Inc. | Intersection and ADA Improvements |
| D06 ^ | I-70 | Callaway | J5I3365 | \$1,212,271.23 | \$0.00 | Emery Sapp & Sons, Inc. | Bridge Rehabilitation |
| D07 ^ | I-70 | Boone | J5I3366 | \$2,439,558.85 | \$0.00 | Emery Sapp & Sons, Inc. | 2 Bridge Rehabilitations |
| F02 | 180 | St Louis | J6S3048 | \$12,888,486.49 | \$0.00 | Gershenson Construction Co., Inc. | ADA, Coldmill, Resurface, Signals & Entrances |
| F03*** | 340 | St Louis | J6S3430 | \$1,139,143.40 | \$0.00 | L.F. Krupp Construction, Inc. dba Krupp Construction | Grading and Pavement |
| G01 | H | Polk | J7S3184 | \$1,191,628.40 | \$0.00 | Hunter Chase & Associates, Inc. | ADA Improvements |
| | Various | Various | J7P3370 | | | | |

| Call No. | Route | Counties | Job No. | Bid Amount | Non-Contractual Costs | Contractor | Description |
|----------|---------|-----------------|---------------|------------------------|-----------------------|---------------------------|---|
| H01 | Various | Various | J0I3007T | \$349,909.39 | \$0.00 | Apex Paving Co. | Job Order Contract - Asphalt Pavement Repair |
| H04 | Various | Various | J9P3630 | \$307,950.00 | \$0.00 | J M Scheidle, LLC | Job Order Contract - Guardrail and Guard Cable Repair |
| H05 | C | Douglas, Wright | J9S3418 | \$3,217,000.00 | \$0.00 | Pace Construction Company | Resurface |
| | H | Shannon | J9S3375 | | | | |
| | 95 | Douglas, Ozark | J9S3378 | | | | |
| | F | Shannon | JPS3376 | | | | |
| | | | TOTAL: | \$34,620,039.21 | \$0.00 | | |

^Focus on Bridges Program

*Call A04 – Funding by Outlaw Wind Project, LLC (J1S3433) – \$973,832.00

Funding by White Cloud Wind Project, LLC (J1S3381) – \$996,163.97

**Call D05 – Funding by City of Ashland – \$785,536.78

***Call F03 – Funding by City of Creve Coeur – \$43,184.00

**Table II
Concurrence in Award of Best Value Proposal
City of Grandview Design-Build Proposals**

| Route | Counties | Job No. | Bid Amount | Contractor | Description |
|-------|----------|----------|-----------------|----------------------------|---|
| I-49 | Jackson | J4P2237* | \$11,800,000.00 | Radmacher Bros. Excavating | Design Build Conversion of Outer Road from One-Way to Two-Way |

*MoDOT Cost Share – \$4,524,242.00

**Table III
Concurrence in Award
City of Warrenton Bid Opening**

| Route | Counties | Job No. | Bid Amount | Contractor | Description |
|-------|----------|----------|----------------|-------------------------------|------------------|
| 47 | Warren | J2P3247* | \$1,699,999.00 | RL Persons Construction, Inc. | ADA Improvements |

*MoDOT Funding – \$849,999.50 (Maximum Share \$1,393,500 of total project costs)

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received at the April 16, 2021, bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Concurred in award of contract to the best value proposal received by the City of Grandview, as recommended and noted in Table II above.
3. Concurred in award of contract to the lowest responsive bidder for bids received by the City of Warrenton, as recommended and noted in Table III above.
4. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Brinkmann abstained from Calls D01, D02, D03, and F01. Commissioner Boatwright abstained from Call H01.

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APPROVAL OF PLANS FOR CONDEMNATION

On behalf of the Director, Kenny Voss, Assistant State Design Engineer, recommended the Commission approve the following detailed project plans, approved by the Chief Engineer, for filing as necessary for the condemnation of right of way.

| <u>County</u> | <u>Route</u> | <u>Job Number</u> |
|----------------|--------------|-------------------|
| Cape Girardeau | 177 | J9S3452 |

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

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PROPERTY ACQUISITION AND CONVEYANCES

BARTLE HALL RECONCILIATION OF AGREEMENTS

On behalf of the Director, Dave Silvester, Kansas City District Engineer, reported in April 2005, the Commission executed the Bartle Hall Expansion – Phase II agreement to reimburse the City of Kansas City, Missouri, in the amount of \$7,500,000 for the construction, bridge removal, inspection, and design costs incurred by the City for several items within the project, J4I1710, Section 7 (C).

The payback project, J4P2316, to the City was postponed until the lighting requirement of the agreement was fulfilled, Section 19(B). A portion of the requirement was that the City install highway tunnel lighting at warranted locations on the improvement. The last of the lighting requirements was fulfilled by a permit in August 2018.

The Kansas City District has used the \$7,500,000 payback to partner with the City of Kansas City for two projects, the Buck O’Neil short-term rehabilitation, J4S3085B, and the Buck O’Neil Environmental Assessment, J4S3085. One payment to the Commission from the City of Kansas City for the Oxford on the Blue project has reduced the balance as well. The table below describes how two project partnerships were 50/50 cost share and the Oxford on the Blue payment responsibility. The final amount remaining of the balance from the Bartle Hall Expansion – Phase II agreement is \$3,380,326.58.

| Project | Est. Project Cost | Resp. Entity | Finance Resp | MHTC | City | Funding Source |
|--------------------|-------------------|--------------|--------------|--------------|--------------|----------------------------|
| J4S3085B | \$4,800,000* | Commission | 50% | \$2,400,000 | | Cost Share/District Budget |
| | | City | 50% | | \$2,400,000 | *** |
| J4S3085 | \$1,883,346.84** | Commission | 50% | \$941,673.42 | | Cost Share/District Budget |
| | | City | 50% | | \$941,673.42 | *** |
| Oxford on the Blue | \$778,000 | City | 100% | | \$778,000 | *** |

* Construction Contract only. Consultant contract, Entity PE and MoDOT PE & CE not to be included.
 ** Consultant Contract for EA work. Entity PE and MoDOT PE not to be included.
 *** Deducted from \$7.5M Commission owes Entity (See J411710 Cooperative Agreement Bartle Hall Expansion-Phase II and J4P2316 Budget Transfer to KCMO)

Mr. Silvester recommended approving three agreements: Bartle Hall Expansion – Phase II Supplemental Cooperative Agreement, Buck O’Neil Supplemental Cost Share Agreement, and Oxford on the Blue Supplemental Real Estate Purchase Agreement. He also recommended authorizing the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the agreements, with approval as to form by the Chief Counsel’s Office.

Via approval of the consent agenda, the Commission unanimously approved the reconciliation of agreements described above.

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-- **REPORTS** --

REPORTS

The Commission received the following written reports.

CONTRACTOR PERFORMANCE REPORT

On behalf of the Director, David Ahlvers, State Construction and Materials Engineer, presented the annual contractor performance report for 2020. Project performance evaluations were completed by the resident engineers and provided to the contractors for review and comment. Performance summaries will be mailed to the contractors the week of May 17, 2021. Pursuant to 7 CSR 10-10.070, Procedure for Annual Rating of Contractors, no contractors are being placed on probation as a result of the 2020 performance ratings. Contractors receiving the top ratings for the 2020 construction season will be recognized with a plaque.

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FINANCIAL ACCOUNTABILITY REPORT – QUARTERLY REPORT

On behalf of the Director, Todd Grosvenor, Financial Services Director, provided to the Commission the written Quarterly Financial Accountability Report for the period ending March 31, 2021.

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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 MARCH 31, 2021

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date March 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 March 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 362 active contracts held by individual engineering consultant firms prior to March 1, 2021. Fourteen engineering consultant services contracts were executed in March 2021, for a total of \$4,396,406. There were no non-engineering consultant contracts executed in March 2021.

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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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