



**MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION**

**Official Minutes**

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**November 3, 2021**

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**MINUTES OF THE REGULARLY SCHEDULED  
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING  
HELD IN KANSAS CITY, MISSOURI,  
WEDNESDAY, NOVEMBER 3, 2021**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, November 3, 2021, in City Beautiful A at the Loew's Hotel, 1515 Wyandotte Street, Kansas City, Missouri and was available via live stream. Robert G. Brinkmann, P.E., Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: John W. Briscoe, Gregg C. Smith, Michael T. Waters, Jr., 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, November 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.*

**-- OPEN MEETING --**

**COMMISSION/DIRECTOR ITEMS**

**APPROVAL OF MINUTES**

Upon motion by Commissioner Waters, seconded by Commissioner Briscoe, the Commission unanimously approved the minutes of the regular meetings held on August 4, 2021, and September 9, 2021 and the special meetings held August 31, 2021 and September 8, 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**

To make the most efficient use of Commission meeting time and to ensure Commission members are well informed on issues requiring their action, staff prepares and submits to the Commission members, in advance of their meeting, internal memoranda consisting of advice, opinions, and recommendations related to the items of the Commission meeting agenda. Those items considered by staff to be of a routine or non-controversial nature are placed on a consent agenda. During the meeting, items can be removed from the consent agenda at the request of any one Commission member. The items that are not removed from the consent agenda are approved with a single motion and unanimous vote by a quorum of the members.

Minutes reflecting approval of items on the consent agenda are singly reported herein and intermingled with minutes reflecting action on related subjects that were openly discussed. Reference to “consent agenda” is made in each minute approved via the process described in the paragraph above.

Minutes reflecting action on items removed from the consent agenda and openly discussed reflect the open discussion and vote thereon.

### **Consideration of November 3, 2021, Consent Agenda**

No items were removed from the consent agenda. Upon motion by Commissioner Smith, seconded by Commissioner Ecker, 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 Chairman also serves on the Missouri Coalition for Roadway Safety Executive Committee. The following committee and board reports were made during the November 3, 2021, meeting.

**Audit Committee** – Commissioner Brinkmann stated the Audit Committee met on October 28, 2021 with Ted Williamson, the external auditor from RubinBrown, LLP. Williamson presented the Fiscal Year 2021 Annual Comprehensive Financial Report, including the independent audit report. State law requires an annual audit of MoDOT's financial statements be performed by independent certified public accountants. Audited financial statements are also required by the Commission's bond covenants. Commissioner Brinkmann was pleased to report that for the twenty-second consecutive year, MoDOT received an unmodified (clean) opinion. The next Audit Committee meeting has not been scheduled yet.

**Legislative Committee** – Commissioner Briscoe reported district engineers, area engineers, and governmental relations staff have been actively reaching out to House and Senate elected officials to provide them with information regarding planned projects as outlined in the Commission approved five-year Statewide Transportation Improvement Program (STIP). During these visits with legislators, staff took the opportunity to address constituent needs that have been brought to the attention of the elected officials, as well as educate them on information provided in the "*Citizens Guide*." The first day for pre-filing legislation for the 2022 session of the Missouri General Assembly is December 1.

**Missouri Transportation Finance Corporation (MTFC)** – Commissioner Smith stated the board met on October 22, 2021. At this meeting, the board accepted the Fiscal Year 2021 Financial Statement Audit presented by Williams-Keepers LLC. The board approved a one-year renewal option with Williams-Keepers LLC to perform audit services for fiscal year 2022. The board approved to amend the term from

10 years to 15 years for a previously approved loan to the City of Poplar Bluff totaling \$8,871,000 for the reconstruction of Route 67 to a divided, multi-lane interstate highway facility from Route 160 south to County Road 338. The board approved a loan to the City of Poplar Bluff totaling \$9,535,262 for the reconstruction of Route 67 to a divided, multi-lane interstate highway facility from County Road 338 to County Road 352. The next MTFC meeting will be February 2, 2021.

**MoDOT and Patrol Employees' Retirement System (MPERS)** – Commissioner Boatwright reported the board has not met since the last Commission meeting. There is an MPERS Audit Committee meeting scheduled for November 5, 2021. The next board meeting is scheduled for November 18, 2021.

**Missouri Coalition for Roadway Safety Executive Committee** – Commissioner Brinkmann reported the Missouri Coalition for Roadway Safety Executive Committee did not meet this month, but some items of note have taken place.

First, the fifth annual Buckle Up Phone Down day was held on Friday, October 22. MoDOT, along with other Coalition partners, used the day to highlight the BUPD message which addresses two of the four emphasis areas in Missouri's strategic highway safety plan, *Show-Me Zero*. There are many highlights of the day that were compiled in a video clip that was shared.

At the last committee meeting, it was decided to seek two additional members to serve on the Executive Committee. Commissioner Brinkmann was pleased to confirm AAA will serve a term on the committee and be represented by Angela Nelson, Vice President of Public Affairs and Governmental Relations. In addition, an invitation was extended to and received by the Missouri Police Chiefs Association. He also announced Terry Foster, Chief of Police for Moscow Mills, will represent the association on the Executive Committee. The MCRS Executive Committee looks forward to having these two organizations join the committee and the opportunities it will create for spreading the highway safety message throughout Missouri.

As preparations are made for the next committee meeting in March, Commissioner Brinkmann reminded all Missourians there are four simple things everyone can do to keep roadways safe: buckle up, phone down, slow down, and drive sober. He encouraged everyone to make these commitments today, especially approaching the holiday season.

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## **DIRECTOR'S REPORT**

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

**Budget Submittal** – Director McKenna reported the appropriations and supplemental appropriations requests were submitted and additional details regarding the personal services appropriations was submitted to the Office of Administration. During October using MoDOT's Fiscal Year 2022 budgetary appropriation, the department provided a limited salary increase of a minimum of \$0.50 per hour to approximately 2,700 non-supervisory employees directly involved in delivering winter operations priorities. These actions by the commission and MoDOT are intended to address historic levels of employee turnover and demonstrate a commitment to making employee pay more competitive with the market for similar jobs in the public sector. It is critical to maintain experienced skilled employees to

maintain a safe, efficient transportation system for Missourians and to complete the increased number of projects with the increased state and federal revenue.

**Federal Transportation Bill Update** – Director McKenna reported that Congress has yet to act on the pending Infrastructure Investment and Jobs Act (IIJA) to keep the transportation program rolling. Currently there are enough funds available to manage cash and make payments to contractors for their work on projects around the state. The Director noted that IIJA has nine of the 10 priorities from AASHTO. The only priority not included is the long-term solution for the highway trust fund. He remains hopeful that congress will act on this proposal soon.

**I-70 Rocheport Bridge Groundbreaking** – The Director reported on October 12, 2021 the department participated in a groundbreaking ceremony for the design build project that will replace the bridge over the Missouri River at Rocheport on Interstate 70. The Director thanked the communities who contributed to the cost of the project and the elected officials who participated in the celebration.

**Champ Clark Bridge Awards** – Director McKenna noted the Champ Clark Bridge project has earned several significant awards. He introduced Michael Massman who described the awards the project received from the Associated General Contractors including the 2021 Build America Award for Design-Build Civil, the Marvin M. Black Partnering Excellence Merit Award, and the Grand Award. Keith Killen, Project Director, was recognized for the President’s Transportation Award he recently received at the annual AASHTO meeting in October.

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## **PUBLIC PRESENTATIONS**

### **PRESENTATION BY THE MID-AMERICA REGIONAL COUNCIL (MARC)**

Mayor Carson Ross of Blue Springs, Mid-America Regional Council Vice Chair, welcomed the Commission to the Kansas City region, and thanked them for working together with MARC to successfully accomplish projects. He noted he hopes this partnership will continue and sought assistance to address non-motorized travel with a better system of sidewalks for wheelchairs and pedestrians. Ron Achelpohl, Mid-America Regional Council Director, provided an update on several areas including the recent population growth in the region. He noted the significant areas of growth were noted by location in Platte and Clay counties, but also how the population is more diverse with a significant increase of people of color.

Mr. Achelpohl also reported on recent trends that have been tracked based on performance and goals. While travel time reliability has improved, other areas that are measured are moving in the wrong direction. In the area of safety, he noted fatalities and serious injury crashes are trending back up in a

concerning way. He also reported that pedestrian safety is becoming a much more significant issue as non-motorized fatalities and serious injuries are trending in the opposite direction of their targets. He also reported on road and bridge condition in the region. While the interstate system is in good condition, the non-interstate pavements are not meeting targets. Also troubling is the trend in bridge condition with the percent of good condition bridges declining and the percent of poor condition bridges increasing.

Mr. Achelpohl also reported on the new long range transportation plan for the Kansas City region called Connected KC 2050. This plan establishes the regional vision for transportation, develops policies and strategies for implementing the vision, and identifies regionally significant projects to advance the vision. He noted the region anticipates having \$52 billion of revenues and expenditures over the life of the plan. He explained the key challenges for the region are funding, transit, and climate. Mr. Achelpohl then explained there are opportunities to work together to improve system safety, condition, and operations. Together MARC and MoDOT can work to expand transportation choices and improve resiliency and environmental stewardship. All of this can be accomplished to support a vibrant economy for the state and region.

Commissioner Waters thanked them for their joint presentation and for working with MoDOT through the planning process to bring the right projects to the region.

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#### **PRESENTATION BY THE NORTHLAND REGIONAL CHAMBER OF COMMERCE**

Darren Hennen, Board Member, explained to the Commission that his presentation has two purposes today; one is to introduce the chamber's new president and the other is to share about some projects that have been identified. He then introduced Ms. Jenny Johnston, the new chamber president. Ms. Johnston explained the chamber started a transportation task force committee to prioritize projects and seek funding opportunities at the local, state, and federal levels. Additionally, the chamber has a seat



on MARC’s total transportation committee and the Northland TIFF advisory committee. She also thanked the Commission for supporting the Buck O’Neil Bridge project.

Mr. Hennen explained as the population in the region grows so do the transportation needs, and he reviewed a list of priority projects in the Northland. He noted a choke point where I-29 and I-35 split needs to be addressed to manage congestion. The region has received an \$800,000 grant to study this location and determine what improvements need to be made. He noted the need to expand from the two lanes on I-35 as it enters Kansas City. He explained there is a need to analyze traffic capacity on Highway 152. He noted there is a cost share project underway on Highway 152 at the Platte Purchase interchange. This project is moving the congestion down the highway. The next project is Highway 291 from I-35 to the Clay County line into Platte County, this road needs to be considered for expansion to a super two due to the growth and increased traffic volume in the region. The next corridor is along Highway 92 from Platte City over to Excelsior Springs and over to Richmond.

Mr. Hennen explained in the past the Northland’s focus has been primarily on the north/south corridors, but as the region continues to grow, the need to start addressing some of the east/west corridors to address capacity has evolved. Commissioner Smith thanked them for their joint presentation and partnership with the department, he also noted he is familiar with most of the routes mentioned in their presentation.

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**PRESENTATION BY THE GREATER KANSAS CITY CHAMBER OF COMMERCE**

Scott Smith, Co-Chair of the Big 5 Transportation Initiative, explained the chambers members place a high priority on having transportation infrastructure that is critical to the region’s economic growth. There are two items he addressed in his presentation. One is recognizing some recent transportation achievements. The other is a review of the chamber’s Big Five Transportation Initiative.

First, he thanked the Commission and the department for the coordination on the replacement of the Buck O'Neil Bridge. He also commended everyone for their efforts in passing a fuel tax measure earlier this year, which was a long overdue investment in transportation infrastructure.

Mr. Smith explained in 2011 the Chamber launched its Big 5 Initiative that focuses on five community-based projects to build on the region's strengths and make Kansas City the best place to live and work. The initiatives include topics of entrepreneurship, early childhood education, urban neighborhoods, arts, and transportation. Under the transportation initiative there are two sub committees: one is addressing regional transportation investment strategies, and the other is addressing workforce access. The regional transportation investment group is reviewing critical needs and how the region can work collaboratively to advocate for investment on the identified transportation priorities. The workforce access subcommittee is working to connect employers with employees using transportation alternative programs. This is not limited to traditional transit but includes micro transit van pools and ride sharing.

Commissioner Boatwright thanked Mr. Smith for his presentation and noted that he looks forward to collaborating in the future as well. Director McKenna noted the potential to help the workforce access subcommittee when the next federal reauthorization bill passes as it includes funding for multimodal facilities and should create opportunities for the region.

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**PUBLIC COMMENT**

**APPRECIATION OF THE COST SHARE PROGRAM**

Andrew Nelson, City of Republic, expressed his appreciation to the Commission regarding the Commission's cost share program, especially for a project the Commission just approved on the consent agenda. This project will widen Route MM from Route 360 (James River Freeway) to Interstate 44 and lead to economic development in southwest Missouri. The project will improve safety by reducing traffic

congestion as a result of the development of the Amazon and Convoy of Hope fulfillment and distribution facilities at this location.

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## **MODOT PRESENTATIONS**

### **UPDATE FROM MODOT'S KANSAS CITY DISTRICT**

On behalf of the Director, Chris Redline, Kansas City District Engineer, described the district with some statistics including the district has 9 counties with a population of 1.33 million. While the district has just over 3,000 state highway miles, the district maintains almost 8,000 lane miles with all the six lane (and multi-lane) sections of road.

Mr. Redline described the different challenges the district is facing currently which include workforce concerns, homeless population, and litter. While turnover and retention are a statewide issue, the district is leading in its turnover rate of eighteen percent. In the month of July, the district hired 12 people for maintenance work, but lost over 30 maintenance workers that month. The district currently has 87 vacancies, of which 61 are in maintenance. In 2021 the district had 115 employees leave the department.

Mr. Redline explained there has been a significant increase in calls regarding homeless camps in the urban area. With the pandemic and the decrease in the work force, the department is not able to do much to help address the problem and the matter continues to worsen. This is a much larger and growing societal problem and the department is trying to work with the city and other partners to come up with alternate solutions.

With the increase in calls on litter, Mr. Redline explained this really highlights the staffing challenge. When staff shrinks in a maintenance building, prioritization becomes even more critical, so high priority safety issues are addressed first, and litter is not considered a safety issue. It is a highly visible issue and calls to clean up the roadsides have increased.

Mr. Redline then described two major projects underway that will help maintain the district's assets and improve traffic congestion when the project is complete. The first project he described is the bridge deck replacement for the I-435 bridge over the Missouri River. This bridge carries over 81,000 vehicles per day. This project will extend the life of the bridge for another twenty-five to thirty years. The project will be completed by the end of the year. Another project is the Buck O'Neil design build project that will replace the bridge on Highway 169 over the Missouri River. This project has been made possible due to the region's support and with funding from the City of Kansas City. The project will take place in a series of phases, with different traffic impacts during construction.

The district is proud of its emergency response team. Mr. Redline reported in just the third quarter the team provided almost 6,500 assists. Whether it was to help a stranded motorist get their vehicle repaired enough to be moved to safety, or providing traffic control due to a crash, the services provided are very much appreciated by the traveling public. Mr. Redline shared some thank you notes for the emergency response services that have been provided. He also recognized Greg Morgan, Motorist Assistance Shift Supervisor, who has worked for the department for forty-three years.

Mr. Redline also explained the district has started a safety reset. He shared a sticker that an employee prepared that will be installed on all vehicles to remind employees to use a spotter when backing up. This will be an innovation for consideration during the next innovations challenge.

Commissioner Smith thanked Mr. Redline for his presentation and noted his concern for the need for staff for winter operations and to help with the litter issues. Mr. Smith also expressed his appreciation for Mr. Morgan's many years of service with the department.

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## **FISCAL YEAR 2021 ANNUAL COMPREHENSIVE FINANCIAL REPORT, INCLUDING INDEPENDENT AUDIT REPORT**

On behalf of the Director, Brenda Morris, Chief Financial Officer, and Ted Williamson, CPA of RubinBrown, LLP, presented the Annual Comprehensive Financial Report (ACFR) for Fiscal Year 2021 including the Independent Audit Report. State law requires an annual audit of MoDOT's financial statements be performed by an independent certified public accountant. MoDOT believes preparing the ACFR demonstrates the highest level of public accountability and is deemed more transparent because of the information it presents. Ms. Morris explained while the Financial Services Division is responsible for preparing the ACFR, the results that are presented in the report are based upon a department wide effort. Ms. Morris reported for the twenty-second consecutive year, MoDOT received an unmodified (clean) opinion. An unmodified opinion is issued when auditors can state that financial statements conform, in all material respects, to all reporting requirements.

Ms. Morris reported while the ACFR is a lengthy and technical accounting document it also includes additional information about the department. The management discussion and analysis section of the ACFR provides a good overview of the financial activity of the last year and the statistical section provides comparative information. An item discussed in the management discussion and analysis section is the department's financial health based on information presented in the financial statements. The department's net position in fiscal year 2021 increased by a little more than \$980.2 million or 3.4 percent when compared to fiscal year 2020. Capital assets increased by \$415.5 million compared to last fiscal year. Net capital assets grew by \$418.6 million compared to fiscal year 2020. This amount includes the value of Missouri's almost 34,000 miles of highway, nearly 10,400 bridges, and property owned (land, buildings, equipment, and vehicles). Liabilities increased by \$103.8 million in fiscal year 2021. The primary reason for the increase is changes in the actuarial assumptions associated with the pension and other post-employment benefits.

Ted Williams, CPA of RubinBrown, LLP, reviewed with the Commission the results of the audit of the ACFR for the year ended June 30, 2021. He explained the ACFR is a large comprehensive report, and the auditor's opinion covers the financial statements. Included in the financial statements is the independent auditor's report which is the unmodified (clean) opinion on the financial statements. The auditor's opinion states the financial statements are free from any material misstatement and presented in accordance with generally accepted accounting principles. Mr. Williamson was pleased to report the report on internal control and compliance did not identify any material weaknesses or significant deficiencies in internal controls. He explained this year there were no new Governmental Accounting Standards Board (GASB) standards that needed to be implemented. Mr. Williamson explained they did review the estimates made and found they were reasonable within the context of the financial statements, and they did not identify any corrections that needed to be made. Mr. Williams praised the professional and competent Financial Services Division staff and other areas of MoDOT for their assistance and cooperation during the audit process.

Commissioner Ecker commended staff for its twenty-second consecutive year of financial reporting with a clean opinion. He noted the department is top tier in its accounting practices. Commissioner Waters stated the Commission has confidence in the department and its ability to spend the taxpayer's resources wisely.

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**RESOLUTION AUTHORIZING THE OFFER FOR SALE OF THIRD LIEN STATE ROAD BONDS, SERIES A 2021**

On behalf of the Director, Brenda Morris, Chief Financial Officer, informed the Commission that it needed to take several actions in order to issue and sell the remaining state road bonds that would generate the proceeds necessary to pay the remaining project costs to improve 250 state highway system bridges that were included in the Governor's Focus on Bridges Program.

Ms. Morris reminded the Commission that the General Assembly passed Senate Concurrent Resolution No. 14 that identified the conditions that needed to be met for the Commission to issue state road bonds to fund the program. Ms. Morris stated the conditions contained in Senate Concurrent Resolution No. 14 in order for the Commission to issue its state road bonds, including that MoDOT accept a grant from the federal government. Ms. Morris noted that while that federal grant was not specified in the Senate Concurrent Resolution No. 14, the intent was that the grant would come from the Infrastructure for Rebuilding America (INFRA) discretionary grant program.

Ms. Morris reminded the Commission that the department was awarded an INFRA grant in July 2019 for the Rocheport Bridge replacement project and for additional climbing lanes at Mineola Hills. Ms. Morris reported the department accepted the INFRA grant that shall be used to pay a portion of the costs for these Interstate 70 projects, and the department's acceptance of the INFRA grant triggered the Commission's authority to issue state road bonds for the Focus on Bridges Program.

Ms. Morris explained to obtain the \$301 million of bond proceeds, the department planned for the Commission to conduct two bond issuances to generate proceeds for the Focus on Bridges Program. Two bond issuances ensured compliance with IRS spending requirements. In November 2019 the first issuance of third lien state road bonds series B 2019 was sold, and the department received \$201 million in proceeds. Today, Ms. Morris sought approval for the second and final issuance to generate \$100 million in proceeds of third lien state road bonds series A 2021.

The department met with credit rating agencies and received outstanding ratings from Moody's, Standard & Poor's, and Fitch. The bonds will be sold on November 16 with proceeds to be delivered on December 15.

Ms. Morris recommended adoption of the following Resolution authorizing the issuance of Series A 2021 Bonds, in an aggregate principal amount not to exceed \$100,000,000 to fund projects for the state highway system. The Resolution further delegates authority for approving certain documents and actions

in connection with the issuance of said Series A 2021 Bonds. Ms. Morris also requested authority for the execution of documents related to the Series A 2021 Bonds.

### **RESOLUTION**

#### **RESOLUTION AUTHORIZING THE ISSUANCE OF THIRD LIEN STATE ROAD BONDS, SERIES A 2021, IN AN AGGREGATE PRINCIPAL AMOUNT NOT TO EXCEED \$100,000,000, TO FINANCE THE COSTS OF PROJECTS FOR THE STATE HIGHWAY SYSTEM; AND AUTHORIZING AND APPROVING CERTAIN DOCUMENTS AND ACTIONS IN CONNECTION WITH THE ISSUANCE OF SAID SERIES A 2021 BONDS.**

1. The Commission is duly organized and existing under Article IV, Section 29 of the Missouri Constitution and Sections 226.005 to 226.191 of the Revised Statutes of Missouri, as amended, with authority over all state transportation programs and facilities as provided by law, and is vested with the powers and duties specified in Chapters 226 and 227 of the Revised Statutes of Missouri, as amended, including the general supervision and control over the Missouri Department of Transportation (“**MoDOT**”) and the construction, reconstruction and repairs of the statewide connected system of public roads, highways and bridges which are acquired, constructed, reconstructed, improved and maintained by the State of Missouri in whole or in part by the aid of state moneys, and of highways constructed in whole or in part by the aid of moneys appropriated by the United States government, so far as such supervision is consistent with the acts of Congress relating thereto (the “**State Highway System**”).

2. The Commission is authorized by the State Highway Act, to issue state road bonds for the purpose of providing funds for use in State Highway System construction and reconstruction, which bonds are payable out of the State Road Fund and the State Road Bond Fund as provided in Article IV, Section 30(b) of the State Highway Act.

3. The Commission has entered into a Master Bond Indenture dated as of December 1, 2000 (as originally executed, and with all amendments and supplements thereto, the “**Series 2000 Master Bond Indenture**”), to provide for the issuance of state road bonds (the “**Series 2000 Master Indenture Bonds**”), in separate series under the Series 2000 Master Bond Indenture, to finance and refinance the cost of implementing state highway projects (the “**Projects**”) as provided in the State Highway Act, to fund capitalized interest and to pay certain costs related to the issuance of the Series 2000 Master Indenture Bonds, on the terms and conditions provided in the Series 2000 Master Bond Indenture.

4. The Commission has entered into a Master Bond Indenture dated as of July 1, 2005 (as originally executed, and with all amendments and supplements thereto, the “**Master Bond Indenture**”), to provide for the issuance of state road bonds (the “**Series 2005 Master Indenture Bonds**”), in separate series under the Master Bond Indenture, in authorized principal amounts as the Commission may determine to be appropriate to comply with the constitutional and statutory duties of the Commission to fund the cost of implementing Projects as provided in the State Highway Act, and to pay certain costs related to the issuance of the Series 2005 Master Indenture Bonds, subject and subordinate to the terms of the Series 2000 Master Indenture Bonds and the Series 2000 Master Bond Indenture as to State Road Fund Revenues (as defined in the Series 2000 Master Bond Indenture) in the State Road Fund and on the terms and conditions provided for in the Master Bond Indenture.

5. The Commission has entered into a Master Bond Indenture dated as of December 1, 2008 (as originally executed, and with all amendments and supplements thereto, the “**Series 2008 Master Bond Indenture**”), to provide for the issuance of state road bonds (the “**Series 2008 Master Indenture Bonds**”), in



separate series under the Series 2008 Master Bond Indenture, in authorized principal amounts as the Commission may determine to be appropriate to comply with the constitutional and statutory duties of the Commission to fund the cost of implementing Projects as provided in the State Highway Act, and to pay certain costs related to the issuance of the Series 2008 Master Indenture Bonds, subject and subordinate to the terms of the (a) Series 2000 Master Indenture Bonds and the Series 2000 Master Bond Indenture as to State Road Fund Revenues (as defined in the Series 2000 Master Bond Indenture) in the State Road Fund, and (b) Series 2005 Master Indenture Bonds and the Master Bond Indenture as to State Road Fund Revenues and State Road Bond Fund Revenues (as defined in the Master Bond Indenture), and on the terms and conditions provided for in the Series 2008 Master Bond Indenture.

**6.** Senate Substitute No. 2 for Senate Concurrent Resolution No. 14 (“**Concurrent Resolution No. 14**”) adopted by the General Assembly of the State of Missouri the (“**General Assembly**”) during its 2019 legislative session and signed by the Governor on June 10, 2019, authorized and directed the Office of Administration of the State of Missouri (the “**Office of Administration**”) to execute and deliver a financing agreement with the Commission to provide funds appropriated on an annual basis from the State’s general revenues to the State Road Fund for payment of debt service on state road bonds issued by the Commission to pay up to \$301 million in project costs (the “**Bridge Projects**”) for the planning, designing, construction, reconstruction, rehabilitation, and significant repair of 215 bridges on the State Highway System as selected by the Commission in its Statewide Transportation Improvement Program (the “**STIP**”) for fiscal years 2020 to 2024.

**7.** Pursuant to the State Highway Act, the Commission proposes to issue its **Third Lien State Road Bonds, Series A 2021** (the “**Series A 2021 Bonds**”), under the Master Bond Indenture, as amended and supplemented by the Supplemental Bond Trust Indenture No. 8 (the “**Supplemental Bond Indenture No. 8**”), for the purpose of providing funds to (i) finance a portion of the costs of the Bridge Projects, and (ii) pay costs related to the issuance of the Series A 2021 Bonds.

**8.** The Commission finds and determines that it is necessary and desirable in connection with the issuance of the Series A 2021 Bonds that the Commission executes and delivers certain documents and that the Commission takes certain other actions as herein provided.

**NOW THEREFORE, BE IT RESOLVED BY THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION, AS FOLLOWS:**

**Section 1. Authorization of the Series A 2021 Bonds.** The Commission is authorized to issue and sell the Series A 2021 Bonds in an aggregate principal amount not to exceed \$100,000,000, for purposes aforesaid which shall be issued under and secured by and shall have the terms and provisions set forth in the Master Bond Indenture, as supplemented and amended including the amendment by the Supplemental Bond Indenture No. 8 referred to herein (collectively, the “**Indenture**”); provided that (1) the principal amount of the Series A 2021 Bonds shall not exceed \$100,000,000, (2) the Series A 2021 Bonds shall have a final maturity not later than 2026, (3) the Series A 2021 Bonds shall have a weighted average maturity of not less than 2.0 years and not more than 4.0 years, (4) the Series A 2021 Bonds shall bear interest at various interest rates not to exceed a true interest cost of 2.50%, and (5) the Series A 2021 Bonds shall not be subject to optional redemption prior to maturity. The Series A 2021 Bonds shall have such other terms to be determined by the authorized officers of the Commission and MoDOT in the manner described herein.

The Commission hereby authorizes the preparation of a Preliminary Official Statement and a Notice of Sale to provide for the competitive public sale of the Series A 2021 Bonds. Notice of said bond sale is hereby authorized and directed to be given by mailing copies, or by providing electronic notice through *PARITY* electronic bid submission system (“**PARITY**”), of the Notice of Sale and Preliminary Official Statement to investment banking firms and banks and other financial institutions located throughout the United States. Bids for the Series A 2021 Bonds may be received by a representative of the Commission, or by electronic bids through

*PARITY*, upon the terms and conditions set forth in the Notice of Sale. The Commission hereby consents to the use and public distribution of the Preliminary Official Statement and the Notice of Sale related to the offering for sale of the Series A 2021 Bonds. The Commission further authorizes the filing of an application to Moody's Investors Service, Inc., Standard & Poor's Rating Service and Fitch Ratings for a rating of the Series A 2021 Bonds, and to take other actions necessary to carry out the competitive public sale of the Series A 2021 Bonds. The Series A 2021 Bonds shall be sold by the Commission to the underwriters (the "**Underwriters**") providing the best bid in response to the Notice of Sale distributed by the Commission. The final terms of the Series A 2021 Bonds shall be specified in the Indenture upon the execution thereof, and the signatures of the officers of the Commission or MoDOT executing such Indenture shall, subject to approval as to form by the Chief Counsel's Office, constitute conclusive evidence of their approval and the Commission's approval thereof.

**Section 2. Limited Obligations.** The Series A 2021 Bonds shall be limited obligations of the Commission payable solely from the sources and in the manner as provided in the Indenture and shall be secured by a pledge and assignment of and a grant of a security interest in the Trust Estate (as defined in the Indenture) to the Bond Trustee (herein defined) and in favor of the holders of the Series A 2021 Bonds, as provided in the Indenture. The Series A 2021 Bonds shall not be deemed to constitute a debt or liability of the State of Missouri or a pledge of the full faith and credit of the State of Missouri. Nothing in the Series A 2021 Bonds shall be construed as obligating the State of Missouri to pay or redeem any of the Series A 2021 Bonds from, and the owners thereof may not look to, any general or other fund of the State of Missouri or of MoDOT, except as specifically provided in the Indenture.

**Section 3. Authorization and Approval of Documents.** The following documents (the "**Financing Documents**") are hereby approved in substantially the forms filed in the records of the Secretary to the Commission, and the Commission is hereby authorized to execute and deliver each of the Financing Documents with such changes therein as shall be approved by the officers of the Commission or MoDOT executing the Financing Documents, such officers' signatures thereon being conclusive evidence of their approval and the Commission's approval thereof, subject to approval as to form by the Chief Counsel's Office:

- (a) Supplemental Bond Trust Indenture No. 8 between the Commission and BOKF, N.A. (the "**Bond Trustee**"), providing for the issuance of the Series A 2021 Bonds pursuant to the Indenture, and setting forth additional terms and provisions applicable to the Series A 2021 Bonds.
- (b) Tax Compliance Agreement for the Series A 2021 Bonds between the Commission and the Bond Trustee, which sets forth certain representations, facts, expectations, terms and conditions relating to the use and investment of the proceeds of the Series A 2021 Bonds, to establish and maintain the exclusion of interest on the Series A 2021 Bonds from gross income for federal income tax purposes, and to provide guidance for complying with the arbitrage rebate provisions of §148(f) of the Internal Revenue Code (the "**Code**").
- (c) Continuing Disclosure Agreement between the Commission and BOKF, N.A., as Dissemination Agent, under which the Commission agrees to provide continuing disclosure of certain financial information, operating data and material events, for the benefit of the owners of the Series A 2021 Bonds and to assist the Underwriters of the Series A 2021 Bonds in complying with Rule 15c2-12 of the Securities and Exchange Commission.
- (d) Financing Agreement between the Commission and the Office of Administration related to the appropriation of funds from General Revenue Fund revenues by the State of Missouri to provide funds for payment of the debt service related to the Series A 2021 Bonds.

**Section 4. Approval of Notice of Sale, the Preliminary Official Statement and the Final Official Statement.** The form and substance of the Preliminary Official Statement and the Notice of Sale relating to the

Series A 2021 Bonds submitted to the Commission is hereby in all respects ratified, confirmed and approved, and the officers of the Commission and MoDOT are hereby authorized, empowered and directed to execute the Notice of Sale, the Preliminary Official Statement and the final Official Statement in the name and on behalf of the Commission. The Commission approves the use and distribution of the Notice of Sale, the Preliminary Official Statement and the final Official Statement in connection with the offering and sale of the Series A 2021 Bonds. The Notice of Sale, the Preliminary Official Statement and the final Official Statement shall be in substantially the same form as the draft Notice of Sale and the Preliminary Official Statement now on file in the records of the Secretary to the Commission and hereby approved, with such changes therein as shall be approved by the officer of the Commission or MoDOT executing the same, and such execution shall constitute conclusive evidence of such officer's approval and the Commission's approval of any departures therein from the form of the Notice of Sale and the Preliminary Official Statement now on file in the records of the Secretary to the Commission. For the purpose of enabling the Underwriters to comply with the requirements of Rule 15c2-12(b)(1) of the Securities and Exchange Commission, the Commission hereby deems the information contained in the Preliminary Official Statement to be "final" as of its date, except for the omission of such information as is permitted by Rule 15c2-12(b)(1), and the appropriate officers of the Commission and MoDOT are hereby authorized, if requested, to provide the Underwriters a letter or certification to such effect and to take such other actions or execute such other documents as such officers in their reasonable judgment deem necessary to enable the Underwriters to comply with the requirements of such Rule.

**Section 5. Execution of Series A 2021 Bonds and Financing Documents.** The Chairman or the Vice Chairman of the Commission, or the Director, the Deputy Director/Chief Engineer or the Chief Financial Officer of MoDOT, are hereby authorized and directed to execute the Series A 2021 Bonds by manual or facsimile signature and to deliver the Series A 2021 Bonds to the Bond Trustee for authentication for and on behalf of and as the act and deed of the Commission in the manner provided in the Indenture. The Chairman or Vice Chairman of the Commission, or the Director, the Deputy Director/Chief Engineer or the Chief Financial Officer of MoDOT, are hereby authorized and directed to execute and deliver the Financing Documents for and on behalf of and as the act and deed of the Commission subject to approval as to form by the Chief Counsel's Office. The Secretary to the Commission is hereby authorized and directed to attest to the Series A 2021 Bonds by manual or facsimile signature, to the Financing Documents and to such other documents, certificates and instruments as may be necessary or desirable to carry out and comply with the intent of this Resolution.

**Section 6. Further Authority.** The Commission shall, and the officers, agents and employees of the Commission and MoDOT are hereby authorized and directed to, take such further action, and execute such other documents, certificates and instruments, including, without limitation, any arbitrage certificate, closing certificates, and tax forms, as may be necessary or desirable to carry out and comply with the intent of this Resolution, and to carry out, comply with and perform the duties of the Commission with respect to the Series A 2021 Bonds and the Financing Documents subject to approval as to form by the Chief Counsel's Office.

**Section 7. Effective Date.** This Resolution shall take effect and be in full force immediately after its adoption by the Commission.

After consideration, and upon motion by Commissioner Briscoe, seconded by Commissioner Smith, the Commission took the following action:

1. Adopted a resolution authorizing the issuance of Third Lien State Road Bonds, Series A 2021 in an aggregate principal amount not to exceed \$100,000,000 to fund projects for the state highway

system; and authorizing and approving certain documents and actions in connection with the issuance of said Series 2021 bonds.

2. Authorized the Secretary to the Commission to execute the Resolution confirming its adoption by the Commission, subject to approval as to form by the Chief Counsel's Office.
3. Authorized the Secretary to the Commission to execute the Senate Concurrent Resolution 14 Financing Agreement confirming its adoption by the Commission and its incorporation into the Series A 2021 Bonds transaction to secure repayment of the Series A 2021 Bonds from General Revenue Fund appropriations deposited into the State Road Fund, subject to approval as to form by the Chief Counsel's Office.
4. Authorized the Series A 2021 Bonds to be sold through a competitive sale.
5. Authorized the Director and the Chief Financial Officer to execute all documents related to the Series A 2021 Bonds, subject to approval of the documents as to form by the Chief Counsel's Office.

\* \* \* \* \*

## **GEARING UP FOR 2021-2022 WINTER OPERATIONS**

On behalf of the Director, Natalie Roark, State Maintenance Director, shared MoDOT's efforts to ensure the safety of Missouri's transportation system through effective winter operations for the 2021-22 winter season.

MoDOT's ability to swiftly and effectively respond to winter weather events is a key customer engagement service and is critical to the safety of the traveling public. This work is demanding and requires long hours of the maintenance workers. All maintenance workers, temporary emergency workers, and additional MoDOT staff in safety sensitive positions are called upon to combat winter and it takes 3,400 snowplow operators to provide a 24/7 response using 1,580 snowplow trucks. On average there are 500,000 labor hours worked and over 5 million miles are plowed each winter season. The

department spends about \$50 million per year on average for winter operations and uses about on average just over 140,000 tons of salt.

While the department has plenty of salt in place for this season, staffing is a huge challenge. For the past seven straight months, the department has lost 70 or more employees and it is a tremendous challenge competing in the labor market for qualified workers. Last year the department launched the hiring campaign, Come for the Snow – Stay for the Mow to encourage people to apply for work at MoDOT. Despite these and other outreach efforts the department has not been successful in filling the positions. Other challenges for winter operations includes the lack of training and experience due to high turnover, working through the global pandemic as it continues, and operating in hazardous conditions with the increased aggressive driving.

The department conducted its annual winter drill on October 21, 2021. Employees reacted to a simulated forecast for the entire state. New employees were able to drive the snowplows over designated routes to become familiar with the roadways and any obstacles on the roads. The emergency operations centers were activated, and communications were tested. During this drill the media outreach was successful in conveying the winter objectives and the message that with staffing shortages there may be some delayed response times.

Winter objectives remain the same despite the staffing challenges. The department will continue to focus on highest volume roads to the lowest volume traffic. Focus will be on interstates and major roads to ensure they are mostly clear as soon as possible after the storm. The lower volume and minor roads will have the hills, curves, and intersections treated to ensure good two-way travel. In addition, there will be winter weather calls 48 hours and 24 hours before a storm is expected to hit the state.

With staffing being so low the department is holding weekly situational awareness calls with district maintenance leadership and central office maintenance leadership to develop strategies to provide the best service possible. In addition, the department is prepared for more pre-storm messaging. Setting

expectations for the public and encouraging them to plan ahead and avoid unnecessary travel. Several commissioners expressed their appreciation for the crews and the team that works through these winter operations.

\* \* \* \* \*

**BUSINESS ISSUES**

**CITY OF REPUBLIC, ECONOMIC DEVELOPMENT**

The department works in cooperation with the Department of Economic Development and project sponsors to determine when targeted investments can be made to create jobs and may provide up to one hundred percent of participation costs. Twenty percent of the cost share program funds are set-aside for projects that demonstrate economic development through job creation.

In June 2021, the Cost Share Committee revised its program guidelines. The Cost Share Committee consists of the Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, and two members selected by the Director which are currently the Chief Administrative Officer and Governmental Relations Director. This committee revised its guidelines to require Commission approval for projects that use the cost share economic development funds. This action is required to occur prior to the project being included in the STIP.

The City of Republic submitted a \$6,000,000 request for cost share economic development funds to widen Route MM from Route 360 (James River Freeway) to Interstate 44. The project widens Route MM to accommodate the increased traffic volumes created by the industrial development, which includes an Amazon and Convoy of Hope fulfillment and distribution facilities. The project is located in the Southwest district.

The total project costs of \$10,048,427 will be funded by the following sources: \$6,000,000 cost share economic development funds available in state fiscal years 2022, 2023, and 2024, and \$175,000 of Southwest District funds for preliminary engineering. The City will be responsible for \$3,873,427 and

any additional project costs. The project construction is estimated to begin in spring of 2024. The project is estimated to create 1,000 new jobs at the Amazon and Convoy of Hope fulfillment and distribution centers.

The Cost Share Committee approved the City's request at their September 23, 2021 meeting. On behalf of the Director, Ed Hassinger, Deputy Director/Chief Engineer, recommended approval of the award of \$6,000,000 in Cost Share Economic Development set-aside funds to the City of Republic to widen Route MM from Route 360 (James River Freeway) to Interstate 44. Via approval of the consent agenda, the Commission unanimously approved the recommendation described above.

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**THE LIGHTHOUSE ST. LOUIS TRANSPORTATION DEVELOPMENT DISTRICT,  
CONSIDERATION OF THE PROJECT AND APPOINTMENT OF AN ADVISOR**

On behalf of the Director, Tom Blair, St. Louis District Engineer, advised the Commission that in response to a petition filed by Discovery Pier Land Holdings LLC, on October 11, 2017, the Circuit Court of St. Louis County established the Lighthouse St. Louis Transportation Development District (TDD) as a new political subdivision on February 7, 2018. The proposed project includes improvements to Route I-270; including improvements to exit and entrance ramps from Route I-270 to Riverview Drive, construction of interior street grids, bicycle paths, and parking spaces. The Commission does not own any real property and no state roadway is located within the proposed TDD boundaries.

In keeping with Sections 238.220.4 and 238.225.1, RSMo, the Commission via approval of the consent agenda, (1) appointed the St. Louis District Engineer, or his designee, as the Commission advisor to the Lighthouse St. Louis TDD board of directors, and (2) found the upgrades to the area noted above, to be a necessary and desirable extension of the state highways and transportation system, subject to the TDD making any revisions on the plans and specifications required by the Commission and subject to the TDD entering into a mutually satisfactory agreement with the Commission regarding development and

future maintenance of the project. In keeping with the Commission’s Execution Documents Policy, and Financial – Project Funding and Financing Alternatives – Transportation Development Districts Policy, any member of the Executive Committee may execute the related agreements.

\* \* \* \* \*

## **REST AREAS, WELCOME CENTERS, AND TRUCK PARKING MANAGEMENT SERVICES**

On behalf of the Director, Ben Reeser, General Services Director, explained the department entered into a performance-based contract in 2016 to provide facility and property management, operation, maintenance and repair services for all Missouri Highways and Transportation Commission rest areas, welcome centers, and truck parking facilities.

A Request for Proposal (RFP) was issued on May 17, 2021 with responses due by June 30, 2021. Two firms responded to the RFP: DBI Services LLC and Roy Jorgensen Associates, Inc. The Commission awarded the contract to DBI Services LLC at the August 4, 2021 commission meeting, with the effective date of October 1, 2021. However, DBI Services LLC was unable to proceed with the agreement. Since DBI Services LLC is unable to proceed with the agreement, the contract will be awarded to the other responsive bidder, Roy Jorgensen Associates, Inc.

Some sheltered workshops contacted MoDOT and the Commission expressing their interest and support of this contract. The Commission has outsourced rest area services since 1987. Originally, MoDOT’s Maintenance employees maintained the property and janitorial services were outsourced directly to Sheltered Workshops. Beginning in 2012 and continuing to this proposed contract, overall property management services were added to the contract. As part of the Commission’s rest area policy, the commentary notes the Commission expressed its endorsement of agreements with Sheltered Workshops to provide meaningful, productive work for Missourians whose employment opportunities may be limited. The RFP required offerors to ensure all sheltered workshops, registered with the Missouri



Department of Elementary and Secondary Education, are offered the opportunity to provide janitorial services through competitive bids.

Mr. Reeser recommended the Commission authorize the Director, Deputy Director/Chief Engineer, or the Chief Financial Officer to execute a three-year contract with the option for two 1-year extensions between the Missouri Highways and Transportation Commission and Roy Jorgensen Associates, Inc., subject to approval as to form by the Chief Counsel's Office. Via approval of the consent agenda, the Commission unanimously approved the recommendations noted above.

\* \* \* \* \*

## **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 Calls F03 and G01 have 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 October 15, 2021, letting, as recommended, and noted in Table I below; (2) Rejection of bids received on Call H01 due to excessive bids per Section 102.15 of the Missouri Standard Specifications for Highway Construction and noted in Table II below. (3) Concur in award to the lowest responsive bidder for the bids received by the County of Grundy, as recommended and noted in Table III below. (4) Ratify award of contract for the emergency bridge replacement, as recommended and noted in Table IV below.

**Table I  
Award of Contracts  
October 15, 2021, Bid Opening**

<b>Call No.</b>	<b>Route</b>	<b>County</b>	<b>Job No.</b>	<b>Bid Amount</b>	<b>Non-Contractual Costs</b>	<b>Contractor</b>	<b>Description</b>
A01	139	Carroll	J1S3264	\$4,625,301.91	\$0.00	Capital Paving & Construction, LLC	Bridge Redeck
	UU		J1S3259				
			J1S3265				
	116	Caldwell	J1S3266				2 Bridge Rehabilitations
	36	Livingston	J1P3255				
65	Grundy	J1P3252^	Bridge Rehabilitation				
B01	24	Marion	J2P3281	\$725,803.61	\$0.00	Emery Sapp & Sons, Inc.	Pavement Repair and Diamond Grinding
B02 and B04	TT	St Charles, Warren	J2S3208	\$2,842,554.00	\$0.00	Pace Construction Company	Resurface
	A	Lincoln, Warren	J2S3239				
	U	Lincoln	J2S3240				
	OR 70	Montgomery, Warren	J2S3441				Coldmill and Resurface
B03	MM	Marion	J2S3296	\$1,142,150.05	\$0.00	Emery Sapp & Sons, Inc.	Resurface
C01	H	Saline	J3S3148	\$1,552,311.01	\$0.00	Capital Paving & Construction, LLC	Resurface
	WW		J3S3171				
C02	E	Johnson	J3S3161	\$1,673,675.05	\$0.00	Emery Sapp & Sons, Inc.	Resurface
C03	50	Jackson	J4P3009^	\$5,861,477.94	\$0.00	Pyramid Contractors, Inc.	Bridge Replacement
			J4P3009B				Grading and Paving
C04	152	Platte	J4S3247	\$2,973,711.26	\$0.00	Ideker, Inc.	Coldmill and Resurface
C05	58	Cass	J4S3273	\$2,205,533.07	\$10,000.00	Leavenworth Excavating & Equipment Company, Inc.	Resurfacing and Coldmilling
C06	169	Clay	J4S3340	\$1,018,268.05	\$0.00	Emery Sapp & Sons, Inc.	Resurface
D01	Various	Various	J5P3328	\$8,332,038.41	\$0.00	Magruder Paving, LLC	Resurface and Add Shoulders
F03*	I-70, 364	Various	J6I3541	\$429,770.00	\$0.00	Thomas Industrial Coatings, Inc.	Bridge Washing
F04	340	St Louis	J6M0285	\$52,797.00	\$0.00	R. V. Wagner, Inc.	Erosion and Pipe Repair
F05	67	St Louis	J6P3637	\$260,507.00	\$0.00	D & S Fencing Company Inc.	Guard Cable Installation

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
F06	Various	Various	J6Q3227E	\$1,099,876.54	\$104,826.44	Gerstner Electric, Inc.	ITS Maintenance
F08	94	St Charles	J6S3303	\$2,201,282.44	\$0.00	Missouri Petroleum Products Company, LLC	Optional Resurfacing
	D		J6S3305				
F09	94	St Charles	J6S3317	\$279,484.00	\$0.00	R. V. Wagner, Inc.	3 Bridge Rehabilitations
F10	70	St Louis City	J6S3429	\$2,728,037.60	\$0.00	R. V. Wagner, Inc.	14 Bridge Rehabilitations
			J6S3429B				Bridge Rehabilitation
F12	Various	St Charles, St Louis	J6S3657	\$1,365,499.66	\$0.00	Emery Sapp & Sons, Inc.	Fixed Price Variable Scope for Pavement Repair
G01 and G04	D	Newton	J7S3304	\$2,667,410.94	\$0.00	Emery Sapp & Sons, Inc.	Resurface
	H	McDonald	J7S3307				
	HH	Newton	J7S3305				
	ROA	Barry	J7L21ROA**				
G02	38	Webster	J7S3346	\$3,570,000.00	\$0.00	APAC-Central, Inc.	Coldmill and Resurface
	A, K		J7S3293B				Resurface and Add Shoulders
G03	BB	Vernon	J7S3294	\$1,699,856.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Resurface
	W		J7S3303				
			<b>TOTAL:</b>	<b>\$49,307,345.54</b>	<b>\$114,826.44</b>		

^ Focus on Bridges Program

\* Call F03 – Funding by Illinois Department of Transportation – \$110,442.50

\*\* Call G01 – Funding by Missouri Department of Natural Resources – \$607,687.73

**Table II  
Rejection of Bids  
October 15, 2021, Bid Opening**

Call	Route	County	Job No.	Description
H01	Business 63	Howell	J9S3390	Coldmill and Resurface

**Table III  
Concurrence in Award  
Grundy County Bid Opening**

Route	Counties	Job No.	Bid Amount	Contractor	Description
6	Grundy	J1P3445	\$616,944.40	Binder Irrigation	Stream Bank Protection & Stabilization North of Route 6, West of Trenton

\*Governor's Cost Share in the amount of \$926,269.05

**Table IV  
Ratification of Award**

<b>Route</b>	<b>County</b>	<b>Job No.</b>	<b>Bid Amount</b>	<b>Contractor</b>	<b>Description</b>
Sorrels	Boone	J5S3410	\$1,038,857.92	Emery Sapp & Sons, Inc.	Emergency Bridge Superstructure Replacement over I-70
		<b>TOTAL:</b>	<b>\$1,038,857.92</b>		

**Commission Consideration and Action**

After consideration, and upon motion by Commissioner Briscoe, 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 October 15, 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 Call H01 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. Concurred in award of contract to the lowest responsive bidder for bids received by the County of Grundy, as recommended and noted in Table III above.
4. Ratified award of contract for the emergency bridge replacement, as recommended and noted in Table IV above.
5. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Brinkmann abstained from Calls F03, F10, and F12.

\* \* \* \* \*

**2022-2026 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**

On behalf of the Director, Ed Hassinger, Deputy Director/Chief Engineer, requested approval to revise the 2022-2026 Statewide Transportation Improvement Program (STIP) that was approved in July 2021, for the implementation of eleven highway and bridge projects, as noted in Table I below.

**2022 – 2026 STIP  
Highway and Bridge Construction Schedule  
November 3, 2021 Amendment  
Project Additions and Changes**

<b>District County Job No.</b>	<b>Route</b>	<b>Description of Improvement/Location</b>	<b>Tentative Award State Fiscal Year and Change by Type</b>	<b>Change in Construction and Right of Way Funds (Dollars in Thousands)</b>	<b>Change in Engineering Funds (Dollars in Thousands)</b>
NW Carroll J1S3458	RT Z	Repair slide 0.1 mile south of Route C.	2022 CN 2022 RW	\$1,130	\$181
KC Jackson J4P3196	MO 291	Bridge replacement, rebuild pavement, add sidewalks, and realign north ramp of interchange from SE 7th Terrace to SE Oldham Parkway. Project involves bridge A1748. \$10,705,407 Cost Share and \$5,302,363 Lee's Summit funds.	2024 CN	\$16,981	\$1,187
CD Boone J5I3595	IS 70	Repair drop inlet in median 0.8 mile west of Route Z, 0.9 mile east of St. Charles Road and 1.1 miles west of Route E including Route B 0.4 mile east of East Brown Station Road and Route 54 0.4 mile south of Route TT.	2022 CN	\$310	\$39
CD Boone J5S3590	CST PERRY AVE	Payment to Ashland to construct roadway extension from Ashley Lane to Industrial Drive and close Route 63 access at Liberty Lane. \$392,710 Cost Share funds.	2022 CN	\$393	\$10
CD Callaway J5S3591	BU 54	Payment to Fulton to construct turn lanes and pedestrian facilities from Collier Lane to Westminster Avenue. \$300,233 Cost Share funds.	2023 CN	\$300	\$10

<b>District County Job No.</b>	<b>Route</b>	<b>Description of Improvement/Location</b>	<b>Tentative Award State Fiscal Year and Change by Type</b>	<b>Change in Construction and Right of Way Funds (Dollars in Thousands)</b>	<b>Change in Engineering Funds (Dollars in Thousands)</b>
CD Phelps J5I3572	IS 44	Rebuild pavement on the eastbound lanes from east of Route 63 to west of Route 68.	2022 CN	\$6,223	-\$1,507
CD Phelps J5I3397	IS 44	Pavement resurfacing, repair and rebuild from Sugar Tree Road to east of Rtes. F and ZZ, including I-44 westbound from the Crawford County line to Sugar Tree Road.	2022 CN	\$4,527	-\$1,163
SL St. Charles J6S3668	RT N	Payment to O'Fallon to construct dual left turn lanes at Route K. \$645,000 Cost Share funds.	2024 CN	\$645	\$10
SL Franklin J6P3665	MO 47	Upgrade guardrail from Route 30 to Route FF, Route WW from Route Y to Route H, and Outer Road 44 (Hogan Road) from end of state maintenance to Viaduct Street.	2022 CN	\$482	\$133
SL St. Louis J6I3029B	IS 44	Add new pedestrian trail connectors to the bridge over the Meramec River. \$1,144,000 Sunset Hills funds.	2022 CN	\$1,050	\$93
SE Cape Girardeau J9P3862	MO 74	Payback to Cape Girardeau for eastbound intersection modification at Minnesota Avenue and construct westbound intersection at Minnesota Avenue. Design, right of way and construction by Cape Girardeau. \$296,000 Cost Share funds.	2024 CN	\$296	\$10
			<b>Total</b>	<b>\$32,337</b>	<b>-\$997</b>

Via approval of the consent agenda, the Commission unanimously approved the amendments to the 2022-2026 STIP as noted in the tabulations above. Commissioner Brinkmann abstained from voting on Job Number J5I3397, Route 44 in Crawford County, and Project J9P3862, Route 74 in Cape Girardeau County.

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## APPROVAL OF PLANS FOR CONDEMNATION

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

<u>County</u>	<u>Route</u>	<u>Job Number</u>
Jackson	169	J4S3085C
St. Louis	50 / 61 / 67	J6S3281
Jefferson	61 / 67	J6S3433

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

\* \* \* \* \*

## REQUEST FOR APPROVAL OF DESIGN OF HIGHWAYS

**Route 160, Christian County, Intersection of Route CC and Intersection of Route AA  
Job No. J8S3138/Route CC and J8S3138B/Route AA  
Virtual Public Hearing Held September 7-21, 2021  
Online Hearing Held (Insert Date)**

The proposed improvement includes the construction of a Continuous Flow Intersection at the intersection of Route 160 and CC. The improvement provides for dual left turn lanes that cross northbound Route 160 approximately 1700 feet north of the intersection. The intersection also provides for the extension of the northbound left turn lane and the southbound right turn lanes in each direction. The improvements on Route CC include extending the right turn lane and adding a left turn lane. The improvements on English Village Park (west leg of the intersection) include extending the right and left turn lanes.

The proposed improvement also includes the construction of a Continuous Green-T Intersection at the intersection of Route 160 and AA. The improvement provides a northbound acceleration lane for the Route AA left turning traffic that includes widening Bridge No. A11981 over the James River. Other improvements to this intersection include the extension of the northbound left turn lane. The extension of the Route AA right turn lane and left turn lane, and the removal of the northbound traffic signal. The east leg of the intersection will be converted to a right-in, right-out only sideroad. All proposed turn lanes and acceleration lanes are 12 feet wide.

The project will have Controlled Access Right of Way. Construction will be completed under traffic and will require lane closures. The project for Route CC is 0.438 miles and for Route AA is 0.444 miles.

On behalf of the Director, Steve Campbell, Southwest District Engineer, recommended approval of the design as presented at the public hearing.

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

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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 were two briefing reports for the past month.

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**FINANCIAL - BUDGET - REPORTS – YEAR-TO-DATE, FINANCIAL REPORT PERIOD ENDING SEPTEMBER 30, 2021**

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date September 30, 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 September 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 287 active contracts held by individual engineering consultant firms prior to September 1, 2021. Twenty-seven engineering consultant services contracts were executed in September 2021, for a total of \$5,449,522. There were zero non-engineering consultant contracts executed in September 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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