



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN JEFFERSON CITY, MISSOURI,
WEDNESDAY, JANUARY 5, 2022**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, January 5, 2022, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri and was available via live stream. Robert G. Brinkmann, P.E., Chair, called the meeting to order at 1:00 p.m. The following Commissioners were present: Gregg C. Smith and W. Dustin Boatwright, P.E. John W. Briscoe and Terry L. Ecker participated via videoconference. Michael T. Waters, Jr. was absent.

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, January 5, 2022.

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

The Commission met in closed session on Wednesday, January 5, 2022 at 9:00 a.m. and adjourned at 11:30 a.m.

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-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

APPROVAL OF MINUTES

Upon motion by Commissioner Smith, seconded by Commissioner Boatwright, the Commission unanimously approved the minutes of the regular meeting held on November 3, 2021 and December 1, 2021, and the special meetings held on November 2, 2021 and November 30, 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 January 5, 2022, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Smith, seconded by Commissioner Boatwright, 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 January 5, 2022, meeting.

Audit Committee – Commissioner Brinkmann stated there is no report. The next Audit Committee meeting will be in April 2022.

Legislative Committee – Commissioner Briscoe reported the legislative session started today. Several different House and Senate members have already pre-filed the Commission's 2022 legislative agenda item for strengthening distracted driving laws in Missouri. Missouri's current law, passed in 2009, prohibits drivers 21 years of age and under from using a hand-held electronic communication device for texting while driving. MoDOT and the commission would like to see the current law expanded to prohibit all drivers from using a hand-held electronic communication device for almost any purpose. As in past legislative sessions, MoDOT staff has and will continue to work with a broad coalition of safety partners, ranging from automobile manufacturers and hospitals to cell phone providers in pursuit of the passage of this legislation. The Governor will outline his legislative agenda during his State of the State Address tentatively scheduled for later this month. Commissioner Briscoe concluded his report by stating that on December 3, MoDOT staff delivered the department's annual report to the Governor, Lt. Governor, and members of the Joint Committee on Transportation Oversight. MoDOT's 2021 Annual Report consists of the *Citizen's Guide to Transportation Funding in Missouri, the Financial Snapshot and MoDOT's Results* document, plus the *Annual Comprehensive Financial Report*. As outlined in state statute, Director McKenna will be asked to appear before the Joint Committee to present the report to its members at a time and place to yet be determined.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there is no report. The next MTFC meeting will be in February 2022.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Boatwright stated there is no report. The next meeting is scheduled for February 25, 2022.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Brinkmann stated the Missouri Coalition for Roadway Safety Executive Committee did not meet this month, but he provided some updates regarding the state of highway safety in Missouri. Based on preliminary data, more than 1,000 people lost their lives in Missouri crashes in 2021. That is a three percent increase in traffic fatalities compared to 2020, which was already up twelve percent from 2019. This is the first time Missouri has experienced 1,000 or more traffic fatalities since 2006.

Commission Brinkmann stated on a positive note, there is excitement to see several bills filed by the Missouri legislature that would minimize distracted driving by limiting the use of a handheld electronic device while driving. Such legislation is critical in establishing an expectation amongst drivers to use the roads in a safe manner. To date, 7 different bills have been filed related to distracted driving.

Commissioner Brinkmann asked for everyone listening to please contact your state senator and state representative and ask them to support legislation that will limit the use of handheld electronic devices while driving. Having this legislation in place will modify driver behavior reducing crashes and saving lives. But even more important, please make sure you buckle up, and put your phone down every time you drive, every single time!

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DIRECTOR’S REPORT

During the January 5, 2022, Commission meeting, Director Patrick McKenna provided the following report:

First Winter Storm Response – Director McKenna reported the new year brought in the first winter weather of the season. The MoDOT team stepped up and as one team worked to address staffing, moving team members around from one building to another. The Southeast District sent nearly 30 employees to help other districts with some going to Kansas City, Columbia, Booneville, and St Louis. This is the MoDOT spirit of public service in action and Director McKenna thanked them.

Human Trafficking Prevention Month – Director McKenna stated January is Human Trafficking Awareness Month. MoDOT and the Missouri State Highway Patrol have joined forces to raise awareness and combat the crime of human trafficking in the Show-Me State. A few years ago, Director McKenna signed the US DOT’s Transportation Leaders Against Human Trafficking Initiative giving his commitment as DOT Director to educate MoDOT employees, raise public awareness, and lend the department’s collective voice as leaders to end this crime. The goal is to raise awareness of the common indicators for people to look for and to call those in to a national hotline. By uniting efforts across the transportation sector, there will be greater progress in reaching the goal of eliminating human trafficking.

Move Over/Highway Safety Joint News Conference – Director McKenna reported that 2021 has seen the highest number of fatal crashes on Missouri highways since 2006. Although the final numbers are not in yet, the department anticipates being well over 1,000 fatalities. Last month just before the holidays, MoDOT, the State Highway Patrol, and AAA joined together to promote safe driving habits – buckle up, put the phone down, do not speed and do not drive impaired. Director McKenna also stressed the importance of moving over a lane and slowing down whenever you see vehicles on the shoulder. A brief video from the news conference was played.

End of Year Turnover – Director McKenna reported the department has achieved another milestone, and not a good one. He said the department has anticipated having the highest turnover year ever with the preliminary number of 825 employees. This is triple the rate that an organization this size should be.

Awards – Director McKenna acknowledged that MoDOT employees are known for being an innovative bunch. When there is a problem to be solved, employees step up and find a way. Director McKenna recognized two employees who were recently announced as winners of the 2021 Missouri State Employee Award of Distinction in the category of *Innovation* – Communications Manager Taylor Brune and Transportation Planning’s Intermediate Organizational Performance Analyst Kate Bax. The Innovation Award of Distinction is awarded to an individual who contributes to a more efficient or productive work process or procedure. Ms. Brune and Ms. Bax were nominated for their progressive ideas and creation of the Tracker Evolution. MoDOT’s performance measurement publication, called Tracker, previously involved an extensive and lengthy process, including researching, writing, editing, printing and distributing a more than 100 page book. This slow process, combined with a lack of digital availability, resulted in low public engagement. To remedy this, a team led by Ms. Brune and Ms. Bax proposed a solution – *Tracker Evolution* – to improve production, cut costs and make the publication more accessible. This new, digital format reduces production time and cost, and it allows MoDOT to share performance results in a timelier manner. The leadership of Ms. Brune and Ms. Bax and their actions went far above their normal duties and responsibilities to find a way to make this happen. An official recognition ceremony will take place during State Team Member Recognition Month in June of 2022.

I-270 North Progress – Director McKenna stated the \$278 million reconstruction of I-270 in North St Louis County continues to make great progress. More than half way through the construction, the project is on schedule and already making a difference in the community. The team recently shared a video recapping the year’s progress, which was played during the meeting.

Draft STIP Process – Director McKenna noted during the meeting the Chief Financial Officer will provide the financial forecast the department will use to work with regional planning partners in preparing the next Statewide Transportation Improvement Program (STIP). Director McKenna further noted the Transportation Planning Director will provide an update on the revised High Priority Unfunded Needs document. During November and December, the department held public meetings around the state to discuss these unfunded needs and hear from elected officials and citizens what they think the needs are. These are important steps as the department moves into planning the next five years of funded projects in the STIP. Staff will be working with regional planning partners through the winter and will bring a draft STIP in May to finalize in June. It is important to note that this STIP will indicate which projects are receiving funding from the state’s recent motor fuel tax increase from Senate Bill 262.

Director McKenna noted as the 2022 Legislative Session begins, there are several bills proposing the removal of the recently passed increase in motor fuel tax in Missouri. Staff will be monitoring this legislation and educating the General Assembly on the potential impacts to Missouri, federal funds and the department’s ability to complete the needed high priority unfunded needs that have been discussed with citizens.

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MODOT PRESENTATIONS

CONSIDERATION OF PROPOSALS FOR I-44 CORRIDOR BRIDGE BUNDLE DESIGN-BUILD PROJECT

On behalf of the Director, Ed Hassinger, Deputy Director/Chief Engineer, and Craig Switzer, Deputy Project Director, described the project that will replace or rehabilitate poor and fair condition rated bridges along and within 15 miles of Interstate 44 across the Southwest District. The project includes up to thirty-two bridges, sixteen bridges are mandatory and sixteen bridges are secondary.

Project Goals

The goals of the design-build project are to deliver a safe project within the programmed budget of \$43.174 million; maximize the number of locations to be addressed while providing quality structures; use innovation to reduce delay and minimize impacts to the public; deliver the project using a diverse workforce; and complete the project on or before November 1, 2024.

MoDOT's External Civil Rights Division established a twelve percent disadvantaged business enterprise goal for construction work and a sixteen percent disadvantaged business enterprise goal for professional services for the project. The best value proposer will be required to meet federal workforce goals per trade of 2.3 percent minority and 6.9 percent female. This project will include two construction on the job training positions for 1,000 hours per trainee.

Procurement Process

By Commission action on February 3, 2021, the Commission approved the use of design-build for the I-44 Corridor Bridge Bundle Design-Build Project. Since then, MoDOT's design-build team has been working through the procurement process. Four teams were prequalified on July 19, 2021 to compete for the contract. The Request for Proposals was issued August 27, 2021. The MoDOT Design-Build team held six confidential discussions with each team over a period of eight weeks to discuss their proposal

ideas. Final proposals were submitted by the teams on November 22, 2021. The MoDOT design-build team reviewed and evaluated the proposals. The four teams that submitted proposals include:

- **Capital Team** – major participants include Capital Paving & Construction, HDR Inc., and Robertson Contractors, Inc.
- **ESS Team** – major participants include Emery Sapp & Sons, Inc., and Parsons Transportation Group, Inc.
- **KCI Team** – major participants include KCI Construction Company, Bartlett & West, Inc., and Phillips Hardy, Inc.
- **Restore 44 Team** – major participants include Radmacher Brothers Excavating Company, Inc., George Butler Associates, Inc., and Crawford, Murphy & Tilly, Inc.

Evaluation

The items that were evaluated by the MoDOT design-build team included: Bridge Bundle Definition (50 points available), Bridge Quality and Longevity (20 points available), and Maintenance of Traffic (30 points available) for a total of 100 points. Mr. Switzer provided a summary of the proposals submitted by each team and the total points awarded to each team as outlined below.

- Capital Team – 69.4 points
- ESS Team – 88.2 points
- KCI Team – 85.8 points
- Restore 44 Team – 75.6 points

Commission Consideration and Action

Mr. Switzer recommended the ESS Team as the best value proposer. Their proposal included:

- 25 structures proposed for rehabilitation or replacement
- Constructing structures exceeding MoDOT standard designs, resulting in expected longer life structures with less maintenance
- Commitments to actively monitor and improve work zones, with committed timeframes for addressing work zone issues
- Defined additional techniques to enhance the safety and visibility of work zones on mainline I-44
- Limiting impact to the traveling public by not working on continuous winter operations treatment routes through the winter months, and minimal short-term closures of I-44

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

After consideration, Commissioner Boatwright moved that the Commission adopt staff recommendations to award the ESS design-build team for submitting the best value proposal for the I-44 Corridor Bridge Bundle design-build project; authorize the director, deputy director/chief engineer, or their designee to negotiate and execute a contract with Emery Sapp and Sons, Inc. subject to approval as to form by the Chief Counsel's Office; and authorize payment of the agreed stipend to the three unsuccessful proposing teams. This motion was seconded by Commissioner Smith. The Commission unanimously approved the motion.

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FINANCIAL FORECAST UPDATE

On behalf of the Director, Brenda Morris, Financial Services Director, presented the financial forecast for fiscal years 2023-2027. MoDOT prepares an annual financial forecast to estimate future revenues and disbursements. The forecast is the basis for MoDOT's operating budget, and the funding targets provided to planning partners and MoDOT staff to select projects for the Statewide Transportation Improvement Program (STIP). The financial forecast estimates the various components of state revenue, including the state motor fuel tax, motor vehicle sales taxes, motor vehicle and drivers' license fees, and federal funds from the federal motor fuel tax and other sources as provided by Congress.

The department's projections use a combination of historical information and information from third party sources. The information in the financial forecast is then used to develop the appropriations submission and the department's allocation of resources for operating as well as the targets that we use to provide to transportation partners in the development of the STIP. One of the challenges of this forecast has been the impacts of the pandemic on historical information, which is used to try to determine trends for the future.

For this forecast there are two significant additions to the revenues available for use. State revenues are increasing due to the passage of Senate Bill 262 (SB262) and federal revenues are increasing with the passage of the new federal reauthorization act. First, the forecast will include additional fuel tax revenue from the passage of SB262. This legislation increased the state motor fuel tax beginning with 2.5 cents in October 2021 and will increase by 2.5 cents on July 1 each year until reaching an additional 12.5 cents per gallon on July 1, 2025. The new law allows a refund of the fuel tax increase and this projection assumed that twenty percent of taxpayers will request that refund. In the future this assumption will be adjusted based on actual activity. The new law also allows an increase in fees for alternative decals. This is based on twenty percent of the base year and that amount then is increased over the next five fiscal years.

In addition to the increase in federal funds from the passage of the highway reauthorization act, called the Infrastructure Investment Jobs Act (IIJA or Bill), the department included in the forecast some additional one time federal revenue sources that are for specific purposes. These include the Infrastructure for Rebuilding America (INFRA) grant of \$81.2 million for the Rocheport Bridge and Mineola Hill climbing lanes. Additionally, there is available \$112.4 million for the highway infrastructure program of which \$43 million is suballocated to large urban areas. This money is fairly flexible and can be used for a variety of road and bridge projects. There is \$82.1 million available for the highway infrastructure bridge program which is to be used on poor bridges. There are also \$16.9 million of emergency relief funds for Northwest Missouri flood resiliency projects.

Fiscal year 2021 actual revenues were \$62.9 million more than projected. As a result, it decreased the starting point for revenue growth for future years. After taking into consideration all the state highway user revenues, over the five years between 2022-2027, the new forecast projects \$1,212 million more than the same time period last year. The increase is largely attributable to SB262.

The motor fuel tax growth assumption does not include SB262 and increases initially then decreases in this forecast. The growth assumption for motor fuel tax includes a partial rebound to pre-COVID 19 pandemic levels, then an increase of 1.5 percent in 2023, 0.0 percent growth in 2024 and 2025, and -0.25 percent decrease in 2025 and subsequent years. Initial estimates are there will be a partial rebound to pre-COVID 19 pandemic levels, but then as more vehicles with greater fuel economy and alternative fuels will offset any increases in vehicle miles traveled. The overall impact is \$17.1 million more in this forecast compared to last year's forecast.

The growth assumption for motor vehicle and drivers' licensing fees is a decline to pre-COVID 19 pandemic levels plus 1.5 percent growth for 2022. The growth assumption for 2023 and subsequent years will remain steady at 1.5 percent. The overall impact is that this forecast is \$7.7 million more than last year's forecast.

Motor vehicle sales tax revenues growth assumption for 2022 is a decline to pre-COVID 19 pandemic levels plus 3.0 percent growth. The growth assumption for 2023 and 2024 is 2 percent. The growth assumption for 2025 and subsequent years is 3.0 percent. The overall impact is \$16.1 million less than last year's forecast.

Federal revenues include the federal funds for construction projects, preventive maintenance, design work, planning and research, and pass-through funds to local entities. The financial forecast includes a significant increase in federal revenues from the estimated federal apportionments from IIJA as approved by Congress. This includes funds for two new programs of \$484.2 million for the bridge replacement rehabilitation preservation and construction program, and \$99 million for the national electric vehicle formula program. The overall impact is an increase of \$1.9 billion of federal revenue from last year's forecast.

The financial forecast includes the Cost Share program funds of \$35.0 million in 2022, \$40.0 million in 2023 and \$45.0 million in 2024 and subsequent years. This assumption is the same as the previous forecast.

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

- An increase of \$4.1 million to provide funding for the remaining portion of a statewide cost of living increase of 2.0 percent effective January 1, 2022.
- A market adjustment pay plan increase of \$59.7 million to establish market competitive midpoints for all salary ranges. This pay plan expansion would improve employee retention, reduce turnover costs, mitigate salary compression issues, and improve employee satisfaction and morale in relation to pay.
- A program delivery workforce increase of \$13.3 million and 107 full-time equivalents (FTE's) to deliver and maintain a larger construction program.
- An administration increase of \$0.5 million and 4 FTE's for the implementation of the human resources, budget, finance and procurement modules of the Enterprise Resource Planning system that is replacing the legacy SAMII system.

The forecast also includes a 2 percent annual cost of living adjustment starting in 2023 and for every other year thereafter. Raises are contingent each year on Commission approval and legislative action.

The expense and equipment portion of the budget includes increases of \$5 million to account for inflation of roadway materials, \$4.2 million for rest area improvements, \$1 million for winter operations travel and lodging, \$900,000 for weigh station improvements, \$800,000 for radio tower maintenance, a one-time increase of \$5 million for dump truck repairs, and starting in 2024 increases of \$10 million for fleet replacement and \$2 million for information systems.

For the 2022-2028 periods, the forecast relies on deficit spending in each year. The average deficit spending is \$141.4 million per year. On June 30, 2021, the combined balance of the State Road Fund, State Road Bond Fund, and State Highways and Transportation Department Fund was \$1,296.1 million.

Deficit spending will reduce the amount from an estimated \$1,233.2 million at July 1, 2022, the beginning of state fiscal year 2023, to \$306.3 million at June 30, 2028, the end of state fiscal year 2028. Of the \$306.3 million projected to be in the state treasury at that time, \$251.3 million is the projected State Road Fund balance.

The forecast includes only road and bridge revenues and disbursements. The disbursements for program delivery include contractor awards, the design and bridge consultant engineering costs, right of way acquisitions, and debt service. Contractor awards are expected to be just over \$1.1 billion in 2022, and then over \$1.5 billion in 2023 and beyond. The design and bridge consultant engineering costs are projected to be \$60 million in 2022, \$70 million in 2023, \$95 million in 2024, and \$100 million for 2025 and beyond. The right of way acquisitions are forecasted at \$20 million for 2022 and \$25 million for 2023 and beyond. The debt service in this forecast includes \$45.2 million annually for six years for the Governor's Focus on Bridges Program; \$9.2 million annually for seven years starting 2024 for Missouri Transportation Finance Corporation (MTFC) loan repayments for the Rocheport Bridge and Mineola Hill INFRA grant; and \$55 million annually for ten years starting in 2024 for Amendment 3 debt service payments.

For the other modes, the bulk of available funding is from the federal government and totals approximately \$100 million per year. The funds are passed through to local governments and providers and, when required, most of the matching funds are provided by the entities receiving the funds.

Ms. Morris also shared a couple of risk scenarios. She noted there are currently proposals pending in the legislature to repeal SB262. If those proposals are successful in repealing SB262 there will be a reduction in contractor awards from \$1.53 billion per year to \$1.2 billion per year. Also concerning would be the department's ability to match federal funds available to Missouri. This forecast also includes an Amendment 3 bond issuance of \$500 million in 2023. If SB262 were repealed, the bond issuance may no longer be fiscally prudent. With the combined reduction in funds from the repeal of SB262 and not

proceeding with the bond issuance, contractor awards would drop to \$795 million per year, and there would be an inability to match federal funds.

Commissioner Briscoe thanked Ms. Morris for her presentation and noted his excitement over the increases in state and federal funds that lead to contractor awards growing significantly over the next several fiscal years.

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HIGH PRIORITY UNFUNDED NEEDS

On behalf of the Director, Eric Curtit, Transportation Planning Director, presented Missouri’s High Priority Unfunded Needs. The department and Commission value the importance of public input and the established planning framework that utilizes Regional Planning Commissions and Metropolitan Planning Organizations to select and prioritize needs and projects. Missourians have repeatedly established the number one goal for MoDOT is to take care of the existing system; however, many needs still exist that remain unfunded. The Citizen’s Guide to Transportation Funding identifies \$1 billion of high-priority unfunded annual transportation needs under six categories.

As the department continues to anticipate additional funds for transportation being available, it is essential to continue to have a list of unfunded projects. The list was initially prepared in 2019, and has been updated for presentation today. The High Priority Unfunded Needs List will include multiple tiers of needs. The first tier represents the highest priorities which could be delivered with additional funds in the Statewide Transportation Improvement Program timeframe. The second and third tier represents the highest priorities which could be delivered beyond the horizon of the Statewide Transportation Improvement Program. The Multimodal tier represents the highest multimodal priorities which could be delivered if there was a dedicated funding source for other modes of transportation. The distribution of funds is based upon the third step of the Commission’s Funding Allocation policy.

Planning partners are an essential element in the process that develops this list. Over the last several months, MoDOT staff worked with Metropolitan Planning Organizations and Regional Planning Commissions throughout the state to develop this list of unfunded road and bridge needs, and Multimodal needs. The funding assumption targeted a total of \$4.5 billion for three tiers and another tier for Multimodal at \$1 billion. Tier one targeted \$500 million and tiers two and three targeted the remaining \$4 billion.

The project list that resulted from the process exceeded the targeted amounts, totaling \$4.8 billion statewide. The tier one list totaled \$543 million, the tier two list totaled \$2.1 billion, the third tier totaled \$2.2 billion. These projects were distributed across a variety of types of projects including improve bridge conditions, improve road conditions, increase economic growth and improve safety, major interstate reconstruction, and multimodal.

Additional rounds of public meetings were held in November and December to receive public comment/input on the unfunded needs list. Additionally, this information was available on MoDOT's website for public comment. The department received 442 public comments. Of those comments 282 were regarding projects identified on the list. There were 95 comments identifying 48 additional needs. There were 65 comments related to needs off of the state transportation system.

The department will continue to bring the High Priority Unfunded Needs List to the Commission annually. The current list will be available online and shared with others to educate the public, transportation leaders, and elected officials about transportation needs in Missouri and how additional transportation funds could be used.

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COMMISSION FUNDING ALLOCATION POLICY REVISIONS

Following a comprehensive review of all Commission policies, on November 7, 2013, the Commission formally compiled and adopted the Commission policies that the department currently

operates under today. In addition to the Commission’s periodic review, there are occasions where a policy may need to be updated. Following workshops and meetings with the Commission, the department determined policy revisions were necessary to further improve safety and pavement conditions of low volume roads. At the December 1, 2021 Commission meeting the department indicated its recommendations of increasing investment to address low volume roads pavement conditions and to increase safety project funding.

The policy revision will address asset management for minor roads through the continuation of the Asset Management Deficit program. This program sets aside \$10 million in the Statewide Transportation Improvement Program (STIP) to provide additional funding to Districts that have not been able to meet certain asset management plan goals with existing resources. Through this policy revision, this amount will be increased from \$10 million per year to \$25 million per year.

In addition, safety project funding will be increased from an annual allocation of \$29 million to a total of \$58 million. The safety project funding is to further improve system safety and to reinforce safety as a department and Commission priority.

Additional revisions include updating the allocation amount for the Large Urban Surface Transportation Program, updating the percentage allocation for local programs under the Transportation Alternatives Program, and clean up to remove references to past fiscal years.

On behalf of the Director, Eric Schroeter, Assistant Chief Engineer, recommended the Statewide Transportation Improvement Program-Funding Allocation policy be revised as indicated with the green text for new language and red strike through text for deleted language, blue strike through for deleted and moved text, purple for text that was moved:

STIP FUNDING ALLOCATION

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

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

- Step 1: Deduct federally sub-allocated pass-through funds designated for specific purposes, including the following:
- Off-System Bridge Replacement and Rehabilitation Program (BRO) - Maintain replacement and rehabilitation funding for bridges not on the state road system at the fiscal year 2009 (SAFETEA-LU) level of \$21.2 million.
 - Large Urban Surface Transportation Program (STP-U) – Large Cities – Maintain funding at approximately \$60.73 million per year for Kansas City, St. Louis, and Springfield, as mandated in the current federal transportation act.
 - Congestion Mitigation and Air Quality (CMAQ) Program - Distribute Missouri’s estimated minimum guarantee of CMAQ funds to St. Louis and Kansas City based upon population. Distribute remaining CMAQ funds to the area(s) not meeting federal air quality requirements. This distribution will use the same demographics included in apportioning the federal CMAQ funds to Missouri.
 - Transportation Alternatives Program – Allocate 59.0 percent of Transportation Alternatives program per year for local programs.
 - Recreational Trails Program – This program provides approximately \$1.7 million annually for developing and maintaining motorized and non-motorized recreational trails. This program is administered by the Department of Natural Resources.
 - Rail/Highway Crossing – This program provides approximately \$6 million annually for improving the safety of highway/rail crossings.
 - Highway Planning & Research – This program provides approximately \$20 million annually for MoDOT planning and research activities and for planning activities performed by Regional Planning Organizations.
 - Metropolitan Planning – This program provides approximately \$5 million annually for planning activities performed by Metropolitan Planning Organizations.
- Step 2: Deduct funding for non-highway transportation agencies (aviation, railways, transit, and waterways) appropriated by the state legislature for the designated purposes and federal funds. This funding cannot be used for roads and bridges.
- Step 3: Deduct the financing cost for projects accelerated through bond financing, including debt service relative to Amendment 3. Excludes GARVEE bonds.
- Step 4: Beginning in Fiscal Year 2022, deduct engineering budget.
- Step 5: Deduct specific funding sources, such as federal Open Container safety funds, federal Transportation Alternatives (statewide) funds, and other uniquely distributed funds.
- Step 6: ~~In Fiscal Year 2020, deduct \$25 million for cost-sharing projects statewide, increasing to~~ \$30 million for cost-sharing projects statewide in 2021, \$35 million in 2022, \$40 million in 2023, \$45 million in 2024 and annually thereafter.
- Step 7: Deduct funding contributed by partnering agencies. Includes project funding from cities, counties, or other state agencies, and federal earmarked funds.
- Step 8: Deduct project savings and adjustments. Includes project cost savings or overruns, and adjustments for engineering costs.
- Step 9: Deduct \$10.25 million per year for an Asset Management Deficit Program.

Of the remaining funds available for road and bridge improvements:

- Step 1: ~~In Fiscal Years 2020 and 2021, allocate \$35 million for Safety Projects. Distribute \$32 million in fiscal year 2020 based on three-year average crash rate. Distribute \$32 million in fiscal year 2021 based on a three-year average of the number of fatalities and serious injuries on the state highway system. Allocate \$3 million for statewide safety initiatives.~~

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

Beginning in Fiscal Year 2023 and every year thereafter, allocate \$58 million for Safety Projects. Distribute \$27 million based on a three-year average of the number of fatalities and serious injuries on the state highway system. Allocate \$31 million for statewide safety initiatives.

Step 2: ~~Allocate \$435 million to Taking Care of the System, for Fiscal Years 2020 and 2021, divided as follows: \$125 million for Interstates/Major Bridges. \$310 million for remaining Taking Care of System~~

~~Distribution based on a formula that averages:~~

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

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

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

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

~~Distribution based on the average of:~~

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

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

~~Distribution based on the average of:~~

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

Effective Date: January 5, 2022 ~~March 3, 2021~~
Supersedes Policy Dated: ~~March 3, 2021~~ ~~February 6, 2019~~
Last Reaffirmed:
Date of Origin: January 10, 2003

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

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

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

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

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

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

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

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

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

(January 5, 2022 – increased asset management deficit funding to \$25 million annually, increased safety funding to \$58 million annually, increased Large Urban Surface Transportation Program funding to \$73 million per year, increased the percentage allocated to local programs under the Transportation Alternatives Program to 59 percent, clean up to remove references to past fiscal years funding that is no longer applicable.)

After consideration, and upon motion by Commissioner Briscoe, seconded by Commissioner Ecker the Commission approved the policy revisions described 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 B01, B05, and B06 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 December 17, 2021, letting, as recommended and noted in Table I below. (2) Rejection of bids received on Call A04 due to the construction of the project being no longer required per Section 102.15(c) of the Missouri Standard Specifications for Highway Construction, as recommended and noted in Table II below. (3) Rejection of bids received on Call F05 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction, as recommended and noted in Table II below. (4) Ratify award of contract for the emergency project award by the Assistant Chief Engineer on December 17, 2021 for structure repair, as recommended and noted in Table III below.

**Table I
Award of Contracts
December 17, 2021, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	Various	Various	J1MAMD02	\$6,381,577.73	\$0.00	Herzog Contracting Corp.	Resurface
B01*	54, 79	Pike	J2P3218	\$8,555,449.59	\$0.00	Emery Sapp & Sons, Inc.	ADA Improvement
	79	Pike, Ralls	J2P3346				Adding Shoulders
	54, 79		J2P3211				Resurface, Curve Treatments, and Guardrail
B02	61	Lincoln, Pike	J2P3259	\$8,499,999.89	\$0.00	Magruder Paving, LLC	Coldmill and Resurface
	79	Lincoln	J2P3241				
B03	24	Randolph	J2P3248	\$3,574,336.85	\$0.00	Capital Paving & Construction, LLC	Resurface and Add Shoulder
	PP	Macon	J2S3340				Resurface
	Z	Randolph	J2S3337				
B04	54	Audrain	J2P3258	\$6,167,396.05	\$0.00	Emery Sapp & Sons, Inc.	Coldmill and Resurface
	KK		J2S3336				Resurface
	J		J2S3265				
B05**	BUS 61	Pike	J2S3358	\$1,397,215.97	\$0.00	Bleigh Construction Company	Grading and Pavement
B06***	BUS 63	Adair	J2S3369	\$2,035,102.58	\$0.00	S & A Equipment & Builders, LLC	Grading and Pavement

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
D01	I-70	Cooper	J5I3252	\$14,336,218.81	\$0.00	Capital Paving & Construction, LLC	Coldmill and Resurface
D02	Various	Gasconade, Osage	J5MAMD03	\$2,754,000.00	\$0.00	Pace Construction Company	Resurface
D03	54	Camden	J5P3499	\$5,651,590.59	\$0.00	Capital Paving & Construction, LLC	Resurface
	42, Osage Beach Pkwy	Camden, Miller	J5P3439				Coldmill, Resurface, and Guardrail Replacement
D04^	U	Phelps	J5S3349	\$1,091,642.00	\$0.00	Lehman Construction, LLC	Bridge Redeck
D05	40	Howard	J5S3330^	\$6,952,040.99	\$0.00	Lehman Construction, LLC	Bridge Replacement
			J5S3416				Bridge Redeck
	F	Cooper	J5S3403				
D07	179, AA	Cole, Moniteau	J5S3470	\$2,040,602.38	\$0.00	Capital Paving & Construction, LLC	Resurface
D08^	B	Phelps	J5S3350	\$935,392.00	\$124.56	Gene Haile Excavating, Inc.	Bridge Replacement
D09	Various	Miller, Moniteau	J5S3492	\$3,957,776.42	\$0.00	Capital Paving & Construction, LLC	Resurface
D10	I-70	Boone, Callaway	J5I3413	\$764,430.37	\$0.00	Capital Paving & Construction, LLC	Bridge Rehabilitation
D11^	32	Laclede	J5P3332	\$864,500.00	\$0.00	West Plains Bridge & Grading, LLC dba West Plains Bridge & Grading	Bridge Replacement
D12	D	Callaway	J5S3317	\$2,986,283.49	\$0.00	Christensen Construction Co.	Resurface and Shoulder Widening
F01	21	Jefferson	J6P3242B	\$1,212,464.25	\$0.00	N.B. West Contracting Company	Intersection Improvements
F04	I-44	St Louis City	J6S3272	\$7,815,710.00	\$0.00	Kozeny-Wagner, Inc.	Bridges, Walls, Grading and Pavement

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
			J6S3638				Ground Improvements, Lighting, Signals and ITS
G02	E	Newton	J7P3191B^	\$1,993,790.48	\$0.00	Capital Paving & Construction, LLC	Bridge Rehabilitation
			J7P3191C				Guardrail Replacement
G03	KK	Greene	J8S3222	\$197,000.00	\$0.00	Hartman and Company, Inc.	Replace Culvert
H01	63	Oregon	J9P3682	\$8,705,000.00	\$0.00	Pace Construction Company	Coldmill and Resurface
	BUS 63	Howell	J9S3390				Resurface
	160		J9S3750				
	63	Oregon	J9P3748				
H03	M	Scott	J9S3063B	\$1,219,226.26	\$0.00	Putz Construction, LLC	Signal and ADA Improvements
H04	177	Cape Girardeau	J9S3452	\$3,816,968.98	\$810.77	Robertson Contractors, Inc.	Grading, Pavement, and Bridge Replacement
H05	155	Pemiscot	J9I3597	\$10,080,771.09	\$0.00	Apex Paving Co.	Resurface
H06^	162	New Madrid	J9S3560	\$3,569,406.64	\$0.00	Robertson Contractors, Inc.	Bridge Replacement
			J9S3562				Culvert Replacement
			TOTAL	\$117,754,830.61	\$ 935.33		

^Focus on Bridges Program

*Call B01 – Funding by the City of Louisiana – \$34,550.00

**Call B05 – Funding by the City of Bowling Green – \$698,607.99

***Call B06 – Funding by the City of Kirksville (Governor’s Cost Share Program)

**Table II
Rejection of Bids
December 17, 2021, Bid Opening**

Call	Route	County	Job No.	Description
A04	13	Caldwell	J1P3446	Bridge Repair
	36		J1P3456	Sign Installation
F05	I-55	St. Louis	J6I3149	14 Bridge Rehabilitations
			J6I3187	11 Bridge Rehabilitations

**Table III
Ratification of Award
December 17, 2021, Bid Opening**

Call	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
C01	I-70	Saline	J3M0256	\$198,937.20	\$0.00	Lehman Construction, LLC	Emergency Drainage Structure Repair
			TOTAL:	\$198,937.20	\$0.00		

Commission Consideration and Action

After consideration, and upon motion by Commissioner Gregg Smith, seconded by Commissioner Boatwright the Commission took the following action with abstentions listed below.

1. Awarded contracts to the lowest responsive bidders for bids received at the December 17, 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 A04 due to the construction of the project being no longer required per Section 102.15(c) of the Missouri Standard Specifications for Highway Construction, as recommended and noted in Table II above.
3. Rejected the bids received on Call F05 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction, as recommended and noted in Table II above.
4. Ratified award of contract for the emergency project, as recommended and noted in Table III above.
5. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Smith abstained from Call D03. Commissioner Ecker abstained from Call A01. Commissioner Boatwright abstained from Call H06.

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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 thirteen highway and bridge projects, as noted in Table I below.

Table I
2022 – 2026 STIP
Highway and Bridge Construction Schedule
January 5, 2022 Amendment
Project Additions and Modifications

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
NW Gentry JNW0001	RT FF	Pavement resurfacing in Gentry, Harrison and Worth Counties. Includes Routes FF, U, and J in Gentry and Worth Co., Route NN in Harrison Co., and Route Y in Worth Co. \$2,460,000 District Operation funds.	2023 CN	\$2,534	\$189
NE Monroe J2S3454	RT U	Urgent culvert repairs due to flooding from 0.3 mile to 0.9 mile west of Route 107 near Florida. 33,203 District Operation funds.	2022 CN	\$780	\$54
NE Pike JNE0001 <i>*Contingent upon the execution of an agreement</i>	US 54	Add intersection and turn lanes at Industrial Park 0.8 mile east of Business 54 in Bowling Green. \$880,650 Cost Share funds.	2023 CN 2022 RW	\$907	\$162
NE Pike JNE0001B <i>*Contingent upon the execution of an agreement</i>	US 54	Payment for intersection and turn lanes at Industrial Park 0.8 mile east of Business 54 in Bowling Green. \$49,250 Cost Share funds.	2022 CN	\$49	\$0
NE Randolph JNE0002 <i>*Contingent upon the execution of an agreement</i>	BU 63	Payment to Moberly for ADA Transition Plan improvements and add center turn lane from Burkhart Street to Carpenter Street. \$1,056,161 Cost Share funds.	2022 CN	\$1,056	\$10
NE Scotland J2S3450	RT B	Bridge replacement over North Fork North Fabius River 0.1 mile west of Route JJ near Hitt. Project involves bridge X0201.	2022 CN 2022 RW	\$790	\$70

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
CD Cooper JCD0002	IS 70	Striping upgrades in Cooper, Boone and Callaway Counties.	2022 CN	\$628	\$94
CD Laclede JCD0001	IS 44	Striping upgrades in Laclede, Pulaski, Phelps and Crawford Counties.	2022 CN	\$863	\$123
CD Pulaski J5P3596	MO 17	Bridge repair over I-44. Project involves bridge L0774.	2022 CN	\$383	\$38
SL Franklin JSL0002	IS 44	Striping upgrades on I-44 in Franklin and St. Louis Counties and St. Louis City.	2022 CN	\$338	\$47
SL St. Charles JSL0003	IS 70	Striping upgrades in St. Charles and St. Louis Counties and St. Louis City.	2022 CN	\$371	\$51
SL St. Louis JSL0001	IS 270	Pavement preservation treatment and striping upgrades from I-44 to I-55 and Route 67 from St. Francois County line to Route 61.	2022 CN	\$1,346	\$152
SE Wright JSE0001	US 60	Striping upgrades on Route 60 and Route 67. \$1,377,049 District Operation funds.	2022 CN	\$1,377	\$121
			Total	\$11,422	\$1,111

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 CD0001, Route IS 44 E in Crawford County; Job Number SL0001, Route IS 270 E in St. Louis County; Job Number SL0002, Route IS 44 E in Franklin County; and Job Number SL0003, IS 70W in St. Louis City. Commissioner Boatwright abstained from voting on Job Number SE0001, Route US 60 E in Scott 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>
Butler	67	J9P3764
Butler	US 67 / Route 160	J9P3663
Cass	58	J4S3272

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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REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN OF HIGHWAYS

**Intersection of US 60, Route 125 Rogersville, Greene County
Job No. J8P0683E
Virtual Public Hearing Held October 26, 2021
Online Hearing Held October 26-November 9, 2021**

The proposed improvement provides for the replacement of the at-grade signalized intersection with a full access Interchange. New lanes on US60 will be constructed in the median and elevated above Route 125. Roundabouts will be constructed on Route 125 where it intersects the ramps of US60. A new northwest outer road will be constructed between Farm Road 229 and Route 125. A new northeast outer road will be stubbed out from Route 125. The project will have controlled access right of way. Construction will be completed under traffic and will require night time lane shifts and closures. Early stages of the project will require traffic diverted to temporary pavement to facilitate construction. Later stages of the project will require restricted movements at the Intersection of US60 and Route 125, and the last stage will require the intersection to close completely. The project is 1.289 miles in length on US 60, and 0.45 miles in length on Route 125.

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

**Route 61/67, Jefferson County,
South of Brandon Wallace Way to 6th/8th Street in Crystal City, MO
Job No. J6S3391
Public Hearing Held August 1 and 2, 2021**

The proposed improvement provides for the installation of a two-way left turn lane and a 1 ¾" Mill/Fill on the mainline pavement. The project will have normal access right of way. The roadway will remain open to traffic during construction. Staged traffic control will be used to perform the lane addition and the resurfacing operation keeping one lane open in each direction at all times. Night work is anticipated to minimize traffic disruption during peak hours. Entrance work will be done half at a time to maintain access to the businesses and residents within the job limits. The project is 0.82 mile in length.

On behalf of the Director, Tom Blair, St. Louis District Engineer, recommended approval of the location and design as presented at the public hearing.

After full consideration of the favorable and adverse economic, social and environmental effects of the recommended location and designs, the Commission via approval of the consent agenda unanimously found and determined the recommended location and design 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 no briefing reports for the past month.

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

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date November 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 November 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 323 active contracts held by individual engineering consultant firms prior to November 1, 2021. Twenty-one engineering consultant services contracts were executed in November 2021, for a total of \$11,099,595. There were no new non-engineering consultant contract executed in November 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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