



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN HILLSBORO, MISSOURI,
THURSDAY, JUNE 2, 2022**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Thursday, June 2, 2022, at the Jefferson County Government Office, 729 Maple Street, Hillsboro, Missouri. 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 were present on Thursday, June 2, 2022. Pamela J. Harlan, Secretary to the Commission, was absent; Jennifer L. Jorgensen, Senior Executive Assistant, was present for the Commission Secretary.

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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

The Commission tabled for future consideration the approval of the May 4, 2022, regular meeting minutes and the May 3, 2022, special meeting minutes.

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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 June 2, 2022, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Smith, seconded by Commissioner Briscoe, the consent agenda items were unanimously approved by a quorum of Commission members present.

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees' Retirement System Board of Trustees. The Chairman also serves on the Missouri Coalition for Roadway Safety Executive Committee. The following committee and board reports were made during the June 2, 2022, meeting.

Audit Committee – Commissioner Brinkmann stated there was no report. The next audit committee meeting is scheduled for June 6, 2022.

Legislative Committee – Commissioner Briscoe noted the 2022 session of the Missouri General Assembly adjourned on May 13. At the end of session, the General Assembly passed a total of 43 non-budget bills, and these are headed to Governor Parson's desk for his consideration to be signed into law. Examples of passed legislation include additional protections to landowners who oppose private companies' use of eminent domain and requiring voters to show a photo ID in order to cast a ballot during future elections. Lawmakers also approved the largest budget in the state's history.

With historical levels of state and federal COVID-19 relief funding, the legislature focused on appropriating billions of dollars on numerous projects from across the state. These range from additional funding to public schools and universities to providing a \$500 million plan for tax rebates for Missouri's income taxpayers.

As Missouri lawmakers worked to identify ways to spend additional revenues, the national and state economies began to decline, thus drawing the attention of some lawmakers to offer ideas for tax relief to Missourians. Two proposals relating to transportation that were unsuccessful included:

- Enacting a one-time six-month holiday on motor fuel sales.
- Delaying the 5-year phase-in of the new 12.5-cent per gallon fuel tax increase that passed the legislature last session.

Commissioner Briscoe noted that had either proposal passed, future Statewide Transportation Improvement Programs would have been negatively impacted due to the decrease in state funds. These proposals would have had substantial negative impacts on the funding provided to the counties and cities from the new fuel tax as outlined in Missouri's Constitution.

Throughout the 2022 legislative session, MoDOT staff worked with other safety advocates to advance its safety proposal championed by the Commission and MoDOT. This proposal was focused on prohibiting hand-held cell phone and other electronic wireless communication device use while driving to all drivers. Current law only prohibits drivers 21 years of age and under from using an electronic communication device when operating a motor vehicle. Missouri and Montana are the only two states that do not prohibit texting while driving for all drivers. While this measure received a lot of news media attention and received public hearings in each chamber, no such legislation passed this session. Optimism remains high for passage during the 2023 session as energized organizations and agencies continue to support this hands-free measure to save lives on Missouri's highways.

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

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Boatwright reported the next board meeting will be June 16, 2022.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Brinkmann explained the Missouri Coalition for Roadway Safety Executive Committee did not meet in May. However, he said the state's participation in the national Click It or Ticket campaign is wrapping up. This campaign focuses on reminding drivers and passengers of all ages to take the simple action of buckling up every trip, every time. More than 100 law enforcement agencies throughout Missouri participated in this year's campaign.

This month, Missouri will be conducting its annual seat belt usage survey. Last year's survey recorded a record eighty-eight percent usage. However, there is still much room for improvement with the national average for seat belt use being ninety percent.

Commissioner Brinkmann also reported through the month of May, Missouri experienced a four percent decrease in traffic fatalities. Since the beginning of April, fatalities in Missouri are down twenty percent. The State of Missouri has 42 counties that have experienced zero fatalities so far this year.

This is a critical time of year as we are now in what many experts consider the 100 deadliest days of summer, the time of increased travel between Memorial Day and Labor Day. The coalition will be undertaking several efforts during these days to remind Missourians of the 4 actions we can all take to help Show-Me Zero traffic fatalities: Buckle Up, Phone Down, Slow Down, and Drive Sober.

The next Missouri Coalition for Roadway Safety Executive Committee meeting will be in September 2022.

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DIRECTOR'S REPORT

During the June 2, 2022, Commission meeting, Director Patrick McKenna provided the following report:

In memoriam – Director McKenna recognized Bob Hofer, Jr., who passed after a brief bout with cancer. Deputy Director Ed Hassinger acknowledged Mr. Hofer's long career with Millstone Weber. Mr. Hassinger noted that over Mr. Hofer's forty-year career, he rose to be one of the leaders in Millstone Weber. There are many MoDOT resident engineers that worked with him, and his legacy continues throughout the region.

Recognition of Service – Director McKenna thanked Commissioner Smith for his years of service on the Commission and to the department. Commissioner Smith has served nine years on a six-year term on the commission. He truly supports transportation in Missouri, and cares about Missouri and Missourians. Director McKenna noted that Commissioner Smith is the longest serving commissioner, in this modern era.

Transportation Funding – Director McKenna thanked the Governor, Lt. Governor, and General Assembly for the additional incremental funding for transportation. That set the table for being able to match the federal funds that were passed with the new federal reauthorization. The department has been planning for this for a long time. The Commission and department have been working to identify the unfunded needs and as a result were able to very quickly develop a preliminary draft road and ridge plan that lays out a \$10 billion statewide transportation improvement program, the largest in state history, and which will be published for public comment today.

Summer Construction Season – Director McKenna reported this week’s Memorial Day holiday marks the unofficial start of summer. For the department, summer also means work zones. On the Traveler Information Map there are hundreds of work zones every day across all corners of the state. Director McKenna stated that Chairman Brinkmann mentioned in his highway safety report that Memorial Day also marks the start of what is known as the 100 deadliest days on the road. Last summer there were more than 300 fatalities on Missouri roads from Memorial Day to Labor Day.

With the increase in construction work, there is also an increased risk as the public drives through these work zones. Director McKenna took a minute to remind motorists to use the traveler map to see where there might be delays on traveler’s summer trips. Plan ahead or use an alternate route to avoid delays through work zones. Director McKenna concluded with reminding everyone to slow down, make sure everyone in their vehicle has a safety belt fastened, and drivers need to put their phone down.

Motorcycle awareness – This Memorial Day weekend was no exception to the 100 deadliest days of summer. There were 11 roadway fatalities this holiday weekend, several of those were motorcycle accidents. Please keep a look out for motorcycles. Unfortunately, with the repeal of the helmet law, four of those fatalities were unhelmeted motorcycle drivers. The Director pleaded with everyone to please wear a helmet if driving a motorcycle. It could save your life and reduce injuries.

Increased Costs – As the economy is seeing increased costs, so is MoDOT with the road and bridge program. The department programs about eighty percent of the 5-year program. The first three fiscal years are fully programmed, and the fourth year is only half funded. This fiscal restraint deserves some attention as it is helpful in times like these. Next year MoDOT would have estimated \$750 million of new projects, however, due to rising prices of materials and costs for projects, the department may have to reduce that amount by about half if these increased costs continue. That will be a little disappointing next year with the level of new projects. The contractors are dealing with a great deal of risk, labor, and materials shortages so the department will continue to monitor this development.

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PUBLIC PRESENTATIONS

JEFFERSON COUNTY UPDATE

Dennis Gannon, Jefferson County Executive, and David Courtway, Director of Administration, shared how the county is making strides toward safer roads in Jefferson County. The county's highest priority is I-55 corridor improvements to the interchanges between Route Z and Route 67. Mr. Gannon noted this project has had significant community input and he thanked the department for continuing to move ahead with this project with the commission's action at this meeting designating it as a design build project.

Mr. Courtway expressed concern for the increase in fatalities in Jefferson County, from 2018-2021 it increased nearly sixty percent. The county average is higher than the statewide fatality rate increase. Additional funds will help address safety improvements for the county.

The county has an unfunded needs wish list for Jefferson County. Mr. Courtway reviewed the list of eleven projects. He highlighted a few key projects. He noted while these projects are unfunded, they are still very important.

Mr. Courtway reviewed the county roadway system. There are 668 maintained miles of county roadways. Seventy five miles are subdivision streets that are maintained. The county has 171 bridges to maintain. The county has a dedicated ½ cent sales tax, and that has been in place since 1986. The citizens have renewed this tax with every 15-year sunset. The 2022 – 2026 County Transportation Improvement Plan includes 54 projects totaling \$81 million. Of those projects there are 19 with a safety focus that total \$4 million.

The county has a road safety plan based on 2014-2019 crash data. There were 37 locations identified, of which there are 21 that are either constructed or funded. This 2021 County Road Safety Plan is the second-generation comprehensive and system-wide approach to continual improvements in local road traffic safety.

Mr. Courtway highlighted some priority safety projects included Seckman road intersection and pedestrian improvements. This project constructed a new roundabout at Old Lemay Ferry Road and Seckman / Lions Den to address congestion and safety. It installed two signalized intersections in front of a local school. The pedestrian improvements included installation of eleven flashing beacon crosswalk signs and ADA compliant sidewalks.

Mr. Courtway thanked the department for working collaboratively with the county. He described some recent partnerships with the county and MoDOT. Including the following:

- I-55 Corridor Improvements Study Community Advisory Group Participation
- MoDOT High-Priority Unfunded Tier III Road & Bridge Project Needs Determination
- MoDOT High-Priority Unfunded Tier III Multimodal Project Needs Determination
- Proper Conveyance of Ownership from State to County of Old State Routes (ex. Old State Route 21, 30, 141 and M)
- Determination of Certain State Lettered Routes best Conveyed to County Maintenance (ex. Route K, PP, EE, F (partial and named remnant roads))

Commissioner Briscoe thanked the county for their presentation and their continued partnership with MoDOT as we work together on solving transportation needs in Jefferson County.

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UPDATE ON CONTAINER-ON-VESSEL SERVICE TO HERCULANEUM, MISSOURI

Jim McNichols, Executive Director of Jefferson County Port Authority and Mary Lamie, Bi-State Development Executive Vice-President of Multimodal Enterprises, were excited to share with the Commission about a project in the field of logistics with the movement of containerized cargo via the inland river system. The feasibility of the container-on-vessel (COV) service between the Gulf of Mexico and Missouri has been gaining interest over the last few years. American Patriot Holdings (APH) designed two self-propelled vessels to carry containerized cargo faster than a barge thus expanding the types of commodities that can be transported by the inland waterways. The larger vessel will transport shipping containers to hubs in Memphis, Tennessee, and Herculaneum, Missouri. The smaller vessel will distribute

the containers further inland through the locks and dams to the Upper Mississippi River and to Kansas City on the Missouri River.

Ms. Lamie described a container on barge vessel holds 20-foot containers stacked on a series of barges pushed by a tow boat. Container on vessel (COV) is a vessel designed for containers to be stacked up in a very large quantity. A COV can travel at speeds up to thirteen miles per hour, twice as fast as a barge.

This presentation provided the latest updates on a COV port facility to be developed in Herculaneum. This includes milestones being reached and the coordination between American Patriot Container Transport, Hawtex Development Corporation, APM Terminals, the US Coast Guard, the Seamen's Church Institute's Center of Maritime Education, and the Jefferson City Port Authority that is advancing this initiative.

The port at Herculaneum has been working with Plaquemines Port Harbor & Terminal District located in Southern Louisiana (south of New Orleans) as one of two pilot projects for an inland super port. Ms. Lamie reviewed why Herculaneum was selected including its location that will distribute a large quantity of containers very efficiently. This means a one-day truck drive to major metropolitan areas and other areas very dense in manufacturing. They also looked at rail, Missouri is home to six class 1 railroads. Four of those railroads have a scheduled service in the St. Louis area. The inland waterways system, the Missouri, Illinois, and Mississippi River all converge in the St. Louis area. The Herculaneum location is ideal because it is lock free and ice free to and from the Gulf of Mexico. With one COV location the port will have global access. The St. Louis area has branded themselves as the Ag Coast of America. Nowhere else is the nation moving the amount of ag product and fertilizer. A superhub has the infrastructure to support all those modes of transportation and the capacity in those modes as well as the reliability to support national and global supply chains.

Container vessels continue to evolve and are getting bigger and bigger. The market is changing too. The east and west coast ports are investing in their infrastructure to be able to be big ship ready. The port authority wants the vessels to go through the Panama Canal into the Gulf of Mexico and up the Mississippi River to get COV cargo on the river. The port authority is working with partners in Kansas City and Jefferson City as well as Plaquemines Port Harbor & Terminal District to make that possible. The joint investment will change the transportation of containers from the ocean on the coasts to rail inland to an all-water route. This system will use the containerized vessels designed specifically for shipping up the Mississippi River and its smaller tributaries.

The State Freight Rail Plan identified a need to invest for intermodal connectivity at port sites including rail, container-on-barge, and container-on-vessel service. Phase 1 of the Herculaneum COV facility has an estimated cost of \$50 million. MoDOT's budget bill, House Bill 3004 (HB3004), included a \$25 million appropriation for Jefferson City Port Authority to support the COV development. This funding would also provide Jefferson City Port Authority with a revenue stream for future projects with its goal of being self-sufficient. Ms. Lamie reported, additionally, the county has secured a \$25 million grant to fully fund the development of Phase 1 of the container facility port. The Herculaneum COV facility is expected to be in operation in late 2024. She shared a port design for two large vessels to be able to be able to be unloaded at Herculaneum.

Ms. Lamie described the benefits from having COV facility. The use of containerized vessels will lead to a costs savings estimated at twenty-five percent for both imports and exports, as well as a time savings of twenty percent. This is due to the increased speed and capacity of these new vessels. This project will have a positive economic impact and maximize the use of Missouri's multimodal network.

The next steps are for APH to receive proposals to construct four vessels this summer. Hawtex Development is the developer at the Herculaneum site and work is underway to proceed with phase 1 to

construct a COV facility. Both the St. Louis and Kansas City regions are identifying opportunities for shipment of imports and exports on these vessels. The new COV service will be launched in 2024 at Memphis, the other super port pilot project location, and work is underway to launch this service in the St. Louis area in late 2024.

Commissioner Waters inquired about the RFP for the vessels and Ms. Lamie explained it is for the four larger vessels and the smaller hybrid vessels for transport up the Missouri River will be later. He noted how many trucks this takes off the highway system and the containers it will take off rail, both systems are crowded already.

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PUBLIC COMMENTS

COMMENTS REGARDING THE NEED FOR THE TRANS-AMERICA CORRIDOR

Earl Norman with Benton Hill Company spoke with the Commission regarding the Trans America Corridor and the need for an East-West highway from Cape Girardeau. He provided background for the need and noted on September 17, 1963, Governor John Dalton from Kennett, along with Governors from Kentucky, Tennessee, and Illinois met at Kentucky Dam Village and hatched up a plan to move I-24 from Cape Girardeau to Southern Illinois so they could get Highway 412 across to Caruthersville and Kennett. At that time, it was a railroad economy and in the 1980's it changed to a trucking economy. Unfortunately, there is no east west highway, and this has made it challenging to get a business to locate in the community. From 1900-1980 growth was 2.49 percent per year. From 1980 to present it has dropped to .05 percent per year. That decline in growth is related to the lack of a trucking corridor. There is a 148-mile gap in federal highways in the region. In 1989 the I-66 corridor group was formed and was placed in a federal bill and the region needs this project desperately. Scott Meyer shared the Missouri Chamber transportation report talked about this corridor and the need for innovation on this corridor to make a difference in the state. There was a study regarding this corridor that indicated it would take some traffic and pressure off the I-70 and I-44 corridors. This is a project for the future and simply seeking to raise awareness of this

need. This corridor could improve some of the rail and freight congestion as well. The group is simply seeking a study for the need for this corridor at this point and appreciates the Commission's consideration of this request. Commissioner Waters thanked the gentlemen for their presentation and for bringing this need forward and how it could provide relief on other corridors in the transportation system.

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COMMENTS REGARDING THE NEED TO FLOOD PROOF BRIDGES

Renee Reuter, Jefferson County Council member explained her district has the 141 corridor between Fenton and Arnold. Some of the projects on the unfunded needs list are flooding. Since 2011 there are times when you are not able to get to St. Louis County from Jefferson County. Flood proofing these bridges is really important. Along the 141 corridor it is growing and being built up. The rush hour takes about 2 hours to travel that corridor. If there is any way to categorize these projects more urgently it is desperately needed. She noted that she was impressed the Commission traveled to Jefferson County. She is the state representative elect for the area and looks forward to working with MoDOT and the Commission in her new role.

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MODOT PRESENTATIONS

MISSOURI DEPARTMENT OF TRANSPORTATION FISCAL YEAR 2023 BUDGET

On behalf of the Director, Brenda Morris, Chief Financial Officer, presented the \$3.5 billion operating budget for fiscal year 2023 for the Commission's consideration and approval. This budget request is \$336 million more than the fiscal year 2022 budget. The General Assembly approved the appropriations legislation on May 6, 2022. Ms. Morris noted the Governor has not yet signed the appropriations legislation.

Ms. Morris explained there is good news to share about the actions taken during the legislative session. State employees received cost of living adjustments (COLA) of 2 percent effective January 1,

2022, and 5.5 percent effective March 1, 2022. While these adjustments are welcome, they do not address MoDOT's employee salaries being below market and the department's high turnover. The Commission approved market adjustment is not included in the budget passed by the General Assembly. MoDOT's workforce will increase by 105 positions to deliver and maintain a larger construction program. This increase in MoDOT's workforce is based on a larger construction program in fiscal year 2023 and beyond from additional funding. The additional funding includes: COVID Relief funding, redirected CARES Act funding, the anticipated increase in state motor fuel tax revenues from the passage of Senate Bill 262 (2021 legislative session), and the authorization of the Infrastructure Investment and Jobs Act (IIJA). While additional funding will address Missouri's transportation needs, it will also place additional upward pressure on departmental resource needs in the coming years. As contractor awards are increasing, staff is needed to manage and inspect projects, these additional positions will help. To put this staffing increase in context during this time contractor awards will increase by fifty percent, consultant services will increase by one hundred fifty percent, and MoDOT staff will only increase by seven percent. These changes will result in an increase in the personal services budget category.

Under the fringe benefits category there is an increase for the deferred compensation state match program. This program stopped for several years and will resume, offering a minimum of \$25 to a maximum of \$75 compensation match. For example, if an employee contributes \$25, the state will match \$25; similarly, if the employee contributes \$75 the state will match \$75; or if an employee contributes \$100 the state will match \$75.

Ms. Morris reported there will be an increase to the core budget for the safety and operations category. Additional \$5 million in funds will help purchase materials that are increasing in cost due to inflation. She noted this category has not increased since 2018 and additional adjustments will be needed in the future. This budget category includes an increase of \$1million for lodging and meal expense for winter operations.

With the construction program increasing, the amount budgeted for the program delivery category was increased by \$148 million for contractor payments, consultant design work and right of way purchases. In addition, there were a couple of items added to this budget as part of the Governor's recommendation. This includes an additional \$75 million of General Revenue for the Governor's Cost Share Program, and an additional \$100 million of General Revenue for the Governor's Rural Routes Program.

Under the fleet, facilities, and information systems budget category there are increases to address weigh station and rest area improvements. Weigh stations exist around the state to help support the enforcement of motor carrier regulations. This funding will improve certain locations and decommission others that are obsolete and underutilized converting them to truck only parking. In addition, funds are available for rest area improvements to address Americans with Disabilities Act improvements and add truck parking.

This year, the multimodal funding category increased. This increase includes \$7 million for public transit agencies throughout the state, and \$2 million for the Missouri Elderly and Handicapped Transit Assistance Program. The budget this year includes a \$2.4 million increase which allows for twice daily passenger rail service between St. Louis and Kansas City. Missouri's ports received an additional \$200,000 for administration and operation financial assistance. There was a \$25 million increase for the Jefferson City Port Authority capital improvement project to support container on vessel operations. There was a \$2.3 million increase for freight enhancement projects. These projects are non-highway freight focused capital improvement projects to increase the use of waterways, rail, and air; remove modal bottlenecks and improve connections between modes.

The key investments for the Fiscal Year 2023 budget are:

- Program Delivery \$2,256,676,000
- Safety and Operations \$545,437,000
- Multimodal \$310,473,000

- Fleet, Facilities, and Information Systems \$101,441,000
- Administration \$27,586,000
- Fringe Benefits \$274,197,000
- Other State Agencies \$378,700,000

Something unique for the budget this year is the state of Missouri received American Rescue Plan Act (ARPA) funding which could be appropriated to any state agency for various projects. This budget includes appropriation authority of \$51.7 million that was provided to the Office of Administration to make the expenditure; however, MoDOT will oversee the projects. The following are the projects:

- \$8.5 million for wastewater improvements including connections to municipal sewer systems at various MoDOT maintenance facilities, one weigh station and one rest area.
- \$5.0 million for the maintenance and improvements of the Jefferson Avenue Footbridge in Springfield.
- \$2.5 million for improvements at the Kirkwood historic train station.
- \$1.0 million for the planning, design, maintenance, or construction of an Amtrak Station in Carrollton.
- \$1.0 million for capital improvement projects at the Washington County Airport.
- \$687,000 for airport repairs and improvements at the Buffalo Municipal Airport.
- \$3.0 million for airport planning, design, maintenance, or construction at the St. Charles County Regional Airport.
- \$25.0 million for grants to port authorities.
- \$5.0 million for grants to the New Madrid County Port Authority.

Commissioner Boatwright stated this budget is exciting because several items are being addressed and making progress in the right direction. He noted his appreciation for Ms. Morris and her team that does the work to get this budget passed.

Following discussion, and upon motion by Commissioner Boatwright, seconded by Commissioner Smith, the Commission unanimously approved the Fiscal Year 2023 Budget as noted in the table below. Any necessary revisions to the fiscal year 2023 budget will be presented to the Commission by request for a budget amendment. The Commission also authorized the expenditures of the operating budget in accordance with Commission policies.



**Fiscal Year 2020-2022 Summary
and
Fiscal Year 2023 Budget**

(Dollars in Thousands)

	Fiscal Year 2020 <u>Actual</u>	Fiscal Year 2021 <u>Actual</u>	Fiscal Year 2022 <u>Budget</u>¹	Fiscal Year 2023 <u>Budget</u>²
Administration				
Personal Services	\$ 17,502	\$ 16,872	\$ 19,654	\$ 21,147
Expense and Equipment	2,786	1,809	6,428	6,439
Total Administration	20,288	18,681	26,082	27,586
Safety and Operations				
Personal Services	141,517	135,797	154,143	164,317
Expense and Equipment	202,129	193,748	247,551	253,370
Program	18,883	17,274	22,650	127,750
Total Safety and Operations	362,529	346,819	424,344	545,437
Program Delivery				
Personal Services	60,642	57,894	70,494	81,754
Expense and Equipment	14,860	17,702	27,910	27,918
Program	1,303,577	1,401,732	2,016,011	2,147,004
Total Program Delivery	1,379,079	1,477,328	2,114,415	2,256,676
Fleet, Facilities, and Information Systems				
Personal Services	10,029	9,258	12,335	13,143
Expense and Equipment	57,277	61,396	83,340	88,298
Total Fleet, Facilities, and Information Systems	67,306	70,654	95,675	101,441
Multimodal				
Personal Services	1,791	1,743	2,045	2,179
Expense and Equipment	339	160	637	590
Program	85,627	90,277	252,912	307,704
Total Multimodal	87,757	92,180	255,594	310,473
<i>Cost-of-Living Adjustment (House Bill 3014)</i>				
Personal Services	0	0	6,234	0
Fringe Benefits				
Retirement & Long-Term Disability	130,092	124,454	154,072	164,673
Medical, Life Insurance and EAP	47,030	46,075	53,508	54,862
Retiree Medical Insurance	17,559	17,661	18,630	18,630
Workers' Compensation	6,000	7,485	7,965	8,192
Other Fringe Benefits ³	17,361	16,765	23,319	27,840
Total Fringe Benefits	218,042	212,440	257,494	274,197
Subtotal MoDOT Disbursements	\$ 2,135,001	\$ 2,218,102	\$ 3,179,838	\$ 3,515,810

¹Fiscal year 2022 budget is Truly Agreed to and Finally Passed appropriation amounts adjusted for supplemental increases, vetoes, restrictions, and reverted amounts.

²Fiscal year 2023 budget is Truly Agreed to and Finally Passed appropriation amounts.

³Includes fringe benefits appropriated in House Bill 5 for social security, unemployment tax and deferred compensation match and the department's share for MoDOT employees who are enrolled in the Missouri Consolidated Health Care Plan (MCHCP) and Missouri State Employees' Retirement System (MOSERS).

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GOVERNOR’S RURAL ROUTE FUNDING – 2022-2026 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

On behalf of the Director, Eric Schroeter, Assistant Chief Engineer, presented an amendment to the 2022-2026 Statewide Transportation Improvement Program (STIP). He explained the General Assembly passed a state budget including an additional \$100 million for rural routes. As MoDOT awaits the Governor’s approval of the state budget, the department has prepared a plan to be ready to spend those funds within Fiscal Year 2023 as required. The plan will work on approximately 1,700 lane miles of low volume roads at 113 locations across the state. In addition, the draft STIP includes additional investment in minor routes and low volume roads covering more than 15,000 lane miles of minor routes and more than 3,000 lane miles of low volume minor routes. It also addresses more than 500 bridges on minor routes and almost 300 bridges on low volume minor routes. The total STIP investment in minor and low volume roads is \$1.9 billion. Mr. Schroeter requested approval to revise the 2022-2026 STIP that was approved in July 2021, for implementation of 14 highway projects as noted below in Table I.

Commissioner Ecker noted it is exciting to finally have the money to do this and address the condition of low volume minor roads. Commissioner Waters thanked Mr. Schroeter for his presentation and expressed his appreciation for the investment in the rural roads and noted that this will make a difference in how productive the state is. Following discussion, and upon motion by Commissioner Ecker, seconded by Commissioner Boatwright, the Commission unanimously approved the amendment to the 2022-2026 STIP as noted in the table below. Commissioner Waters abstained from voting on Job Number JKR0228, Routes EE and N, Ray County; and Job Number NW0093, Route 139, Linn County.

Table I
2022 – 2026 STIP
Highway and Bridge Construction Schedule
June 2, 2022, Amendment
Project Changes

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
NW Carroll NW0095	RT B	Pavement resurfacing including Route MM in Carrol County and Routes 129, HH, O, WW, KK, VV and DD in Chariton County.	2023 CN	\$9,282	\$657
NW Carroll NW0093	RT B	Pavement resurfacing including Routes Z and C in Carroll County, Routes BB, Y, JJ, KK, K and U in Livingston County, Routes K and U in Grundy County and Route 139 in Linn and Sullivan Counties.	2023 CN	\$10,930	\$770
NW Holt NW0091	RT H	Pavement resurfacing including Routes T, DD, BB, and HH in Holt County, Routes CC, Z, and KK in Atchison County, Route PP in Nodaway County and Route M in Gentry and Nodaway Counties.	2023 CN	\$7,472	\$533
NW Putnam NW0094	RT F	Pavement resurfacing including Routes FF, N, KK, EE and BB in Putnam County, Routes BB, M, V, O and U in Sullivan County, and Routes V and CC in Linn County.	2023 CN	\$12,251	\$861
NW Worth NW0092	RT M	Pavement resurfacing including Routes F, MM, T and M in Harrison County, Routes U, JJ, D, C and NN in Mercer County and Routes NN, B and C in Grundy County.	2023 CN	\$13,065	\$917
NE Clark NE0165	RT D	Pavement resurfacing from Route A to Route 81 and on Route AA in Knox County, Route W in Scotland County and Route M in Scotland and Knox Counties.	2023 CN	\$6,077	\$501
NE Montgomery NE0163	RT T	Pavement resurfacing from Route 161 to Route O in Lincoln County, Route MM in Montgomery County, and Routes N and CC in Warren County.	2023 CN	\$3,159	\$281
NE Randolph NE0164	RT P	Pavement resurfacing from Route NN to Route 63 and on Route NN from Route 63 to Route Y in Monroe County.	2023 CN	\$1,934	\$223

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)
NE Schuyler NE0166	RT T	Pavement resurfacing from Route A to Route 15 in Scotland County, Route N and E in Scotland County, Route A in Schuyler and Adair Counties, Route J and K in Adair County, Routes JJ, HH and EE in Macon County, Route J in Macon and Linn Counties.	2023 CN	\$15,830	\$1,186
KC Ray KR0228	RT EE	Pavement resurfacing on Route EE, Route HH, Route H, Route FF, Route V, Route BB, Route CC, Route Z and Route OO: Potential pavement resurfacing on Route W.	2023 CN	\$5,000	\$353
CD Howard CD0130	RT H	Pavement resurfacing on Route 124 to Route B, Route O from Route H to Route A, Route U from Route 3 to Route H, and all of Route K, Route HH, Route FF, Route BB, Route JJ and Route CC.	2023 CN	\$5,000	\$399
SW Benton SR0149	RT AA	Pavement resurfacing including Route VV from Route & to 1 mile south of Route AA and Routes U, T, YY, and Route E from Route 73 to Route T in Dallas County.	2023 CN	\$5,118	\$502
SE Dunklin SE0158	RT TT	Pavement resurfacing from Route 164 to the Arkansas State line. Route U Reynolds County, Route AA Cape Girardeau County, Route V Madison County, Route NN Madison County and Route NN in Scott and Mississippi County.	2023 CN	\$3,231	\$303
SE Oregon SE0159	RT A	Pavement resurfacing from Route 19 to Route E, Route OO from Route 63 to end of state maintenance in Oregon County, Route VV in Douglas County from Route 14 to end of state maintenance and Route KK in Douglas County from Route 76 to end of state maintenance.	2023 CN	\$1,769	\$166
			TOTAL:	\$100,118	\$7,652

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MISSOURI STATE FREIGHT AND RAIL PLAN

On behalf of the Director, Cheryl Ball, Waterways and Freight Administrator, explained the Fixing America's Surface Transportation Act and the Infrastructure Investment and Jobs Act require the Missouri

Department of Transportation to develop a statewide freight plan every four years to access portions of federal funds. MoDOT last updated the State Freight Plan in 2017. Each state is encouraged to develop a State Rail Plan (SRP) to present priorities and strategies to enhance rail service that benefits the public. MoDOT completed the last SRP in May of 2012. MoDOT staff initiated the department's first combined State Freight and Rail Plan update (SFRP) in January 2020. Stakeholder and public input was received throughout the plan development. Due to COVID-19, all engagement has been through virtual meetings, telephone discussion, or comments submitted through the SFRP website.

The SFRP provides an update to information contained in the 2017 Freight on the Move and the 2012 SRP, documenting the links between transportation investment and economic growth, and providing goals and strategies to help Missouri capitalize on its strengths for efficient freight movement. The SFRP includes seven goals that align with MoDOT's pillars of safety, service, and stability. (1) Improve the safety and security of the multimodal freight and passenger rail system. (2) Improve the connectivity and mobility of the multimodal freight and passenger rail system. (3) Support equity and environmental resiliency of the multimodal freight and passenger rail system. (4) Improve coordination and collaboration with freight and passenger rail and stakeholders and regional planning partners. (5) Maintain the multimodal freight and passenger rail system in good condition. (6) Support economic growth and competitiveness through strategic investments in the multimodal freight and passenger rail network. (7) Institute policies and practices that encourage innovation and efficient use of resources.

The draft SFRP was presented to the Commission at its March 1, 2022, meeting, which started a four-week public comment period. The department received a total of 243 comments on the plan. There were 219 comments related to passenger rail. There were 106 comments which supported expansion of passenger rail to other communities including Branson, Springfield, Hannibal, and St. Joseph. There were 75 comments in support of Missouri's River Runner requesting 2 trains per day because at that time service was limited to one train a day, and in some cases three or four trains per day. Many also requested

commuter rail routes. There were fifteen comments regarding the freight plan, but most were seeking expansion of the freight rail network and intermodal sites. Some comments sought additional cost share funding. All of these comments are part of the plan currently, so no modifications were made.

She did explain that following some inquiry regarding the highway corridor demand, both the current data and estimated future date, the department went back to review their information. As a result, the corridor level demand maps were modified to more accurately reflect current and estimated freight movements on those corridors. The two corridors that were modified were Highway 60 across the southern part of the state and Route 170 out of the St. Louis area.

This plan was developed in collaboration with planning partners, industry, and MoDOT's districts. Following the four-week public comment period on the Draft SFRP, and review of the comments received, Ms. Ball recommended approval of the Final 2022 State Freight and Rail Plan as presented today. Following discussion, and upon motion by Commissioner Waters, seconded by Commissioner Smith, the Commission unanimously approved the Final 2022 State Freight and Rail Plan. Commissioner Boatwright thanked Ms. Ball for her work on this plan and for taking a closer look at some of the corridor numbers.

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SUPPLY CHAIN TASK FORCE

On behalf of the Director, Cheryl Ball, Administrator of Waterways and Freight, provided to the Commission a summary of a draft report of recommendations regarding supply chain and workforce issues. She described Missouri's role in the supply chain with its national central location, major interstates and the two largest rivers in the country. The global pandemic recovery, increased consumer demand and worker shortages are contributing to historic supply chain shortages here, across the nation and around the world. In November 2021, Governor Parson issued Executive Order 21-13 that established the Missouri Supply Chain Task Force (SCTF) to identify issues facing Missouri businesses and citizens

and develop potential solutions to address these challenges. The task force is co-chaired by Missouri Department of Transportation Director Patrick McKenna and Director of the Office of Workforce Development Mardy Leathers from the Missouri Department of Higher Education and Workforce Development.

The following were appointed by Governor Parson to serve on the task force: Chris Gutierrez, President, Kansas City SmartPort, Inc.; Mary Lamie, Executive Vice President, Multi Modal Enterprises, Bi-State Development; Caitlin Murphy, Founder and CEO, Global Gateway Logistics; Dustin Quesenberry, Vice President of Operations, Contract Freighters, Inc. (CFI); and Todd Spencer, President, OOIDA.

Meetings were held around the state January through June. These meetings were open to the public and available via live streaming. The task force heard presentations from a variety of stakeholders to identify potential improvements and solutions in the supply chain including logistics, all transportation modes, freight, labor, workforce development, distribution, and warehousing.

The recommendations in the report fall under three major categories: regulatory and programming opportunities, targeted freight investments, and opportunities to support workforce needs. Under the regulatory and programming opportunities categories the recommendations fall under four areas: truck driver shortage and retention, truck driver work environment, emergency response, and reduced costs for port investment. The four areas for recommendations under the targeted freight investments category include: first and last mile rail investment, container and chassis manufacturing, invest in container on vessel, and economic development grant opportunities. While many opportunities were identified to support workforce needs, they are able to be grouped into the four areas of: workforce readiness, childcare, housing, and transportation.

The draft report will be available for public comment from June 3 through June 17, 2022. All comments will be reviewed and considered. The final report from the task force is due to the Governor

on June 30, 2022. Ms. Ball recommended the Commission receive the Supply Chain Task Force Draft Report so the public comment period may begin. Following discussion, and upon motion by Commissioner Smith, seconded by Commissioner Briscoe, the Commission unanimously approved the recommendation. Commissioner Smith thanked Ms. Ball for the presentation and for supporting this important task force. Commissioner Ecker inquired about the truck driver shortage and CDL requirements.

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MOTOR CARRIER SERVICES UPDATE

On behalf of the Director, Jerica Holtsclaw, Motor Carrier Services Director, provided to the Commission an overview of the responsibilities and accomplishments of the Motor Carrier Services Division. The MoDOT Motor Carrier Services team consists of 83 full-time employees and 4 temporary part-time employees. There are two sides of the division one is the communication and compliance center where they take care of registrations, collect fuel taxes, and issue permits. Then there is the safety and compliance section that ensures safe operations around the state.

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

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

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

Under Safety and Compliance these employees encourage compliance with state statutes and federal regulations. This section also conducts new entrant safety audits and guide and educate carriers from the beginning of their brand-new business. They also perform vehicle inspections and full-on carrier investigations. These employees have double duty as they are part of staff who also serve as snowplow drivers during winter operations when needed. It has been challenging to keep up with the federal safety audits due to the influx of work during the pandemic. From 2020 – 2021 new accounts have increased seventy-six percent. Many of these drivers will be working for Amazon who has many distribution centers across Missouri. The division enforces safety and economic regulations to help make Missouri highways safe and fair places to earn a living

The other side of the division is the compliance and communications center. MoDOT Motor Carrier Services helps carriers get the information, credentials, and permits needed to start and continue a carrier business in Missouri. Missouri ranks tenth out of 59 jurisdictions with 68,000 power units registered. The One Stop Shop benefit is part of the reason that so many carriers register in Missouri. This section has only been able to be staffed at fifty percent over the past year, and there is no interest in Jefferson City by candidates to fill these positions, so the department has set up a couple of satellite offices in Northeast Missouri to successfully staff this section.

MoDOT is an active member in both the International Fuel Tax Agreement (IFTA) and International Registration Plan (IRP). This allows MoDOT to collect user taxes and fees and transmit collections to other jurisdictions through a Clearinghouse. MoDOT Motor Carrier Services collects user taxes and fees and deposits approximately \$100 million dollars into the State Road Fund each year. Ms. Holtsclaw noted with the growth in the trucking industry the department anticipates a growth in the funds collected estimated to increase about twenty percent.

She explained a new online system has been implemented. It was outdated and could no longer be updated creating a security risk. This new system does create some efficiencies for both the department

and the carriers. Ms. Holtsclaw did note that change is hard, so the department developed some quick training videos and offered webinars to offer training on the new system. With the new staff in Kirksville and Hannibal they are training for the busiest time of year from September through January, which is the biggest quarter of the year. The communications team has also simplified the division's website making it easier for carriers to navigate to the webpages they need.

During winter weather the division not only have staff working as snowplow drivers, but they help staff the transportation management centers and support emergency operations to provide the necessary communication to truck drivers during a winter event. The division works with several partners including the Missouri State Highway Patrol, Missouri Trucking Association, Missouri Dump Trucking Association, Federal Motor Carrier Safety Administration, as well as MoDOT Districts and Division.

Ms. Holtsclaw expressed her appreciation for the division's employees who have worked hard and are dedicated in providing this service to carriers. Commissioner Smith thanked Ms. Holtsclaw for her presentation and expressed his astonishment about the increase in the number of carrier registrations. Commissioner Ecker acknowledged it has been tough with being understaffed and the public has expressed its discontent, but he noted that we know it is getting better.

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ADMINISTRATIVE RULES / POLICIES

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. These proposed revisions include changes to the Transportation Alternatives Program allocation, so all funds go to the local program for a competitive process. This revision also removed the dollar amounts listed for Off System Bridge Replacement and Rehabilitation Program, Large

Urban Surface Transportation Program, and the Recreational Trails programs and simply references the current federal transportation act, thereby reducing the annual revisions needed to update the dollar amounts in the policy. The policy revisions also removed the Rail/Highway Crossing, Highway Planning & Research, and Metropolitan Planning programs from the listed allocations because those programs are not allocated through the Statewide Transportation Improvement Program, but rather are administered by the department.

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:

Category: STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Subcategory: Funding Allocation

STIP FUNDING ALLOCATION

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

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

Step 1: Deduct federally sub-allocated pass-through funds designated for specific purposes, including the following:

- Off-System Bridge Replacement and Rehabilitation Program (BRO) - Maintain replacement and rehabilitation funding for bridges not on the state road system ~~at the fiscal year 2009 (SAFETEA-LU) level of \$21.2 million,~~ as mandated in the current federal transportation act.
- Large Urban Surface Transportation Program (STP-U) – Large Cities – Maintain funding ~~at approximately \$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 ~~all funds to the local program for a competitive process~~ ~~59 percent of Transportation Alternatives program per year for local programs.~~
- Recreational Trails Program – This program provides ~~funding approximately \$1.7 million annually~~ for developing and maintaining motorized and non-motorized recreational trails ~~as mandated in the current federal transportation act.~~ 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: Deduct \$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 \$25 million per year for an Asset Management Deficit Program.

Of the remaining funds available for road and bridge improvements:

- Step 1: In Fiscal Year 2022, 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: In fiscal year 2022 and every year thereafter, allocate funds to Asset Management. The Asset Management 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 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: ~~June 2, 2022~~ ~~January 5, 2022~~
 Supersedes Policy Dated: ~~January 5, 2022~~ ~~March 3, 2021~~
 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.)

(June 2, 2022 – changed the TAP allocation so all funds go to the local program for a competitive process; removed the dollar amounts listed for BRO, STP-U, and Recreational Trails programs and referenced as mandated in the current federal transportation act; removed Rail/Highway Crossing, Highway Planning & Research, and Metropolitan Planning programs from the listed allocations because those programs are not allocated through the STIP, but rather are administered by the department.)

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

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REPORT REGARDING SECTION 536.175 RSMO ADMINISTRATIVE RULE REVIEW PROCESS UPDATE

Lester Woods, Chief Administrative Officer, submitted the final report regarding the status update of administrative rules. By enacting Section 536.175 RSMo, the general assembly required state agencies to periodically review their administrative rules and repeal those rules that are obsolete or unnecessary and

amend those rules to reduce regulatory burdens on individuals, businesses, or political subdivisions or eliminate unnecessary paperwork. MoDOT started its periodic administrative rule review process as required by law on July 1, 2021, and prepared amendments and rescissions deemed necessary in order to complete its review by June 30, 2022. Section 536.175 RSMo requires the Commission and Department submit a report to the Joint Committee on Administrative Rules and the Small Business Regulatory Fairness Board no later than June 30, 2022, outlining the results of the Fiscal Year 2022 rule review conducted by the Commission and Department.

MoDOT's rules were open for public comment by the Joint Committee on Administrative Rules from July 1, 2021, through August 31, 2021. No public comments were received during that time period. The department brought the impetus for rulemaking regarding particular rules to the Closed Commission meetings starting in October 2021. Following meetings with stakeholders and transportation partners, various rule revisions were proposed for Commission consideration during the Open Commission meetings. Of the 198 rules that were reviewed, it was determined that 150 rules did not need any changes. There were 48 rules that needed changes, of which 9 rules have proposed changes that have been filed with Joint Committee on Administrative Rules and Secretary of State's office. There are 10 rules that have proposed changes that will be filed with the Joint Committee on Administrative Rules and Secretary of State's Office on June 3, 2022, after receiving the Commission's approval at this meeting. There are 17 rules that have had the impetus meeting and are being prepared for open meeting action by the Commission. There are 12 rules that were presented to the Commission for an impetus meeting in June and are just starting the process. Due to the number of changes, the complete rulemaking process will extend beyond the June 30, 2022 periodic rule review reporting deadline.

This final report was prepared in response to the requirements of the law for the periodic administrative rule review process. After consideration, the Commission, via approval of the consent agenda, unanimously authorized the Secretary to the Commission to file the Department's Section

536.175, RSMo, Periodic Rule Review Report–June 30, 2022, and Appendix A with Joint Committee on Administrative Rules and the Small Business Regulatory Fairness Board.

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**REPORT AND RECOMMENDATION REGARDING PROPOSED AMENDED RULEMAKING –
MOTOR CARRIER SERVICES ADMINISTRATION**

On behalf of the Director, Becky Allmeroth, Chief Safety and Operations Officer, presented to the Commission proposed changes to administrative rules 7 CSR 10-1.020, Subpoenas, 7 CSR 265-10.017, Records of the Division, and 7 CSR 265-10.035, Application for Self-Insurer Status. These rules are proposed for amendments to align with current division and industry practices as follows:

- Title 7 CSR 10-1.020 Subpoenas revision allows those specifically authorized to issue subpoenas the option to compel the attendance of witnesses by electronic conference in addition to in person.
- Update 7 CSR 265-10.017 Records of the Division to include the most recent publication date of the US Code, of which Title 49 sections 504 and 523(C) are incorporated by reference into this rule.
- Update 7 CSR 265-10.035 Application for Self-Insurer Status by replacing an obsolete form with one that meets current needs and deleting the requirement for an applicant to send the application in duplicate.

Under Section 536.175 RSMo, the Commission is required to review each of its rules in the *Code of State Regulations*, as a result of this review, these rule changes are being proposed for consideration. The public will have an opportunity to submit comments in support of or in opposition to the proposed amendments. All comments received from the public will be considered and summarized in the final orders of rulemaking.

After consideration, the Commission, via approval of the consent agenda, unanimously found substantial evidence that the proposed amended rulemaking is necessary to carry out the purposes of Sections 226.008, 622.360, 536.031, 622.027, RSMo, that grant the Commission’s rulemaking authority, and authorized the Secretary to the Commission to file the notices of proposed amended rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in

the *Missouri Register*, and authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, Chief Administrative Officer, or Chief Safety and Operations Engineer to execute documents to initiate the rulemaking process.

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REPORT AND RECOMMENDATION REGARDING PROPOSED AMENDED RULEMAKING – MOTOR CARRIER INTERSTATE OPERATIONS

On behalf of the Director, Becky Allmeroth, Chief Safety and Operations Officer, presented to the Commission proposed changes to administrative rules 7 CSR 10-25.030, Apportion Registration Pursuant to the International Registration Plan, 7 CSR 10-25.070, Definitions, 7 CSR 10-25.071, Application for International Fuel Tax Agreement, 7 CSR 10-25.080, Investigation and Audits, and 7 CSR 10-25.090, Appeals. These rules are proposed for amendments to align with current division and industry practices as follows:

- Aligns Title 7 CSR 10-25.030 Apportion Registration Pursuant to the International Registration Plan, by updating the publication date of the of the IRP, which is incorporated by reference.
- Updates Title 7 CSR 10-25.070 Definitions with the publication date and IFTA, which is incorporated by reference. It also updates the address of IFTA, Inc., the publisher of the IFTA agreement.
- Title 7 CSR 10-25.071 Application for International Fuel Tax Agreement License, updates the application acceptance methods to replace acceptance by facsimile with acceptance through all manner of electronic communications. It also removes language that specified initial applications could not be filed through electronic means. This change allows all initial and subsequent applications to be filed electronically.
- Updates Title 7 CSR 10-25.080 Investigation and Audits with the publication dates of the IFTA and IRP, both of which are incorporated by reference. It also updates the address of IFTA, Inc., the publisher of the IFTA agreement.
- Aligns Title 7 CSR 10-25.090 Appeals by adding video conferencing to the methods by which an informal review of a decision of the Commission regarding the assessment of any tax, penalties or interest under the IFTA or IRP Agreement or Plan can be attended.

Under Section 536.175 RSMo, the Commission is required to review each of its rules in the *Code of State Regulations*, as a result of this review, these rule changes are being proposed for consideration. The public will have an opportunity to submit comments in support of or in opposition to the proposed amendments.

All comments received from the public will be considered and summarized in the final orders of rulemaking.

After consideration, the Commission, via approval of the consent agenda, unanimously found substantial evidence that the proposed amended rulemaking is necessary to carry out the purposes of sections 142.617, 226.008, 226.130, and 301.275, RSMo, that grant the Commission’s rulemaking authority, and authorized the Secretary to the Commission to file the notices of proposed amended rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in the *Missouri Register*, and authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, Chief Administrative Officer, or Chief Safety and Operations Engineer to execute documents to initiate the rulemaking process.

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**REPORT AND RECOMMENDATION REGARDING PROPOSED AMENDED RULEMAKING –
MOTOR CARRIER SAFETY AND COMPLIANCE**

On behalf of the Director, Becky Allmeroth, Chief Safety and Operations Officer, presented to the Commission proposed changes to administrative rules 7 CSR 10-25.010, Skill Performance Evaluation Certificates for Commercial Drivers, and 7 CSR 265-10.025, Marking of Vehicles. These rules are proposed for amendments to align with current division and industry practices as follows:

- Title 7 CSR 10-25.010 Skill Performance Evaluation Certificates for Commercial Drivers, is updated with the publication date of the Application for Skill Performance Evaluation Certificate form, which is incorporated by reference. It also removes text that refers to visual examinations and the medical professionals who perform visual examinations. This change aligns with a Federal Motor Carrier Safety Administration rule that implements a new alternative vision standard that took effect on March 22, 2022.
- Title 7 CSR 265-10.025 Marking of Vehicles revised the publication date of Title 49, Code of Federal Regulations, Section 390.21, which is incorporated by reference into the rule.

Under Section 536.175 RSMo, the Commission is required to review each of its rules in the *Code of State Regulations*, as a result of this review, these rule changes are being proposed for consideration. The public will have an opportunity to submit comments in support of or in opposition to the proposed amendments.

All comments received from the public will be considered and summarized in the final orders of rulemaking.

After consideration, the Commission, via approval of the consent agenda, unanimously found substantial evidence that the proposed amended rulemaking is necessary to carry out the purposes of sections 226.008, 622.027, and 622.555, RSMo, that grant the Commission's rulemaking authority, and authorized the Secretary to the Commission to file the notices of proposed amended rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in the *Missouri Register*, and authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, Chief Administrative Officer, or Chief Safety and Operations Engineer to execute documents to initiate the rulemaking process.

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BUSINESS ISSUES

MISSOURI TRANSPORTATION FINANCE CORPORATION ELECTION OF AT-LARGE BOARD MEMBER

On behalf of the Director, Todd Grosvenor, Financial Services Director, reported in keeping with the Commission's policy regarding the Missouri Transportation Finance Corporation (MTFC), at-large members of the MTFC Board of Directors are elected by the Commission and the President of the Board of Directors is appointed by the Commission Chairman. Mr. Grosvenor recommended the Commission elect Kelley M. Martin to the MTFC Board of Directors for a two-year term expiring on June 30, 2024. The current term for at-large member Kelley M. Martin expires on June 30, 2022. The department appreciates that Kelley M. Martin is a successful businessman with knowledge of finance and transportation and has agreed to continue to be a great asset to the MTFC Board of Directors.

Via approval of the consent agenda, the Commission unanimously elected Kelley M. Martin to serve on the MTFC Board of Directors as an at-large member for a two-year term beginning July 1, 2022, and expiring on June 30, 2024.

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FISCAL YEAR 2022 BUDGET AMENDMENT

On behalf of the Director, Todd Grosvenor, Financial Services Director, recommended increasing the fiscal year 2022 budget \$3.6 million. The increase in budget is for the Supplemental Appropriations Truly Agreed to and Finally Passed by the General Assembly and signed by the Governor.

Via approval of the consent agenda, the Commission unanimously approved the fiscal year 2022 budget amendment described above.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Travis Koestner, State Design Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month. He noted Calls F10, F12, G08, H04, H05, and H08 have local funding, as noted in Table I below, and the department received all the necessary concurrences. Call G09 did not receive any bids.

Mr. Koestner recommended: (1) Award of contracts to the lowest responsive bidders for bids received at the May 20, 2022, letting, as recommended, and noted in Table I below; (2) Award of contracts to the lowest responsive bidders for Calls F10, F12, and H08, contingent upon receiving additional funding due to bids being higher than the program estimate as noted in Table I below; (3) Rejection of Calls F01 and H04 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II below.

Table I

**Award of Contracts
May 20, 2022, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A03	US 136	Atchison	J1P3378	\$7,192,884.00	\$348.50	Phillips Hardy, Inc.	Resurfacing and Shoulder Improvements - Flood Resiliency
A07 ^	46	Nodaway	J1S3258	\$2,356,814.95	\$276.80	Emery Sapp & Sons, Inc.	Bridge Replacement
B01	I-72	Marion	J2I3366	\$818,799.00	\$0.00	Olympus Painting Contractors, Inc.	Bridge Rehabilitation
B02	Various	Various	J2I3371	\$1,071,000.00	\$0.00	CSD Environmental Services, Inc.	Job Order Contract for Guard Cable Repair
B03	C	Randolph	J2M0279	\$191,058.00	\$0.00	PCiRoads, LLC	Bridge Repair
C01	Various	Various	J3P3099	\$1,890,373.35	\$0.00	Cale Seymour Construction, LLC	Job Order Contract for Concrete Pavement Repair
C02	Various	Various	J4I3155	\$2,829,153.00	\$0.00	Mar-Jim Contracting, LLC	Job Order Contract for Guardrail/Guardcable Repair
C03	Various	Various	J4I3240	\$2,576,250.00	\$0.00	Comanche Construction, Inc.	Job Order Contract for Bridge Repair
C04	Various	Various	J4I3270	\$400,000.00	\$0.00	Mar-Jim Contracting, LLC	Job Order Contract for Fence Repair
C05	Various	Various	J4P3060	\$3,530,578.51	\$0.00	Superior Bowen Asphalt Company, LLC	Job Order Contract for Asphalt Pavement Repair
C06	Various	Various	J4P3061	\$2,133,666.67	\$0.00	Realm Construction Inc.	Job Order Contract for Concrete Pavement Repair
C07	Various	Various	J4P3271	\$1,738,800.00	\$0.00	Custom Lighting Services, LLC dba Black & McDonald	Job Order Contract for Lighting Repair
C08	Various	Various	J4P3403	\$975,373.50	\$3,165.00	Capital Electric Line Builders, Inc.	ITS Improvements
D01	17	Pulaski	J5P3596	\$241,680.00	\$0.00	E & C Bridge, LLC	Bridge Repair

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
D03	63	Maries	JCD0116	\$355,695.50	\$0.00	E & C Bridge, LLC	Bridge Rehabilitation
F05	Various	Various	J6M0281	\$94,300.00	\$0.00	Reinhold Electric, Inc.	Job Order Contract for Signal Detection
F06	J	Franklin	J6MAMD01	\$895,614.08	\$0.00	N.B. West Contracting Company	Pavement Improvements
F07	Various	Various	J6P3449	\$157,500.00	\$0.00	Freedom Fence, LLC	Job Order Contract for Fence Repair
F08	Various	Various	J6P3451	\$809,010.00	\$0.00	Freedom Fence, LLC	Job Order Contract for Guard Cable Repair
F09	47, WW, Hogan Road	Franklin, Jefferson	J6P3665	\$438,244.00	\$0.00	J M Scheidle, LLC	Guardrail Improvements
F10 *+	340	St Louis	J6S3255	\$19,259,152.03	\$0.00	Gershenson Construction Co., Inc.	Coldmill, Resurface, ADA, and Signing Improvements
F11	AA	Jefferson	J6S3629	\$1,431,905.30	\$0.00	N.B. West Contracting Company	Resurface
F12 **+	100	St Louis	J6S3259	\$13,482,479.71	\$10,000.00	N.B. West Contracting Company	ADA Improvements
			J6S3259C		\$120,000.00		
			J6S3259B		\$0.00		
G01	82	St Clair	J7P3107E	\$1,150,171.28	\$0.00	E & C Bridge, LLC	Bridge Replacement
G02	Various	Jasper, Newton	J7P3419	\$1,571,181.95	\$0.00	D & E Plumbing and Heating, Inc.	ADA Improvements
G03	Various	Henry	J7S3367C	\$84,004.85	\$0.00	Westport Construction Co.	ADA Improvements
G04	W, BB	Vernon	J7S3367E	\$917,416.70	\$0.00	Sprouls Construction, Inc.	ADA Improvements
G05	Various	Stone, Taney	J7S3421	\$841,782.20	\$0.00	D & E Plumbing and Heating, Inc.	ADA Improvements
G06 and G08 ***	360/60	Greene	J8P3223	\$26,759,272.25	\$0.00	Capital Paving & Construction, LLC	2 Bridge Rehabilitations
	60		J8P3032C				Grading, Pavement, and 2 Bridges
	60		J8P3032D				Grading and Paving

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
	60		J8P3201				Coldmill and Resurface
	Republic Rd.		JSU0044				Grading and Pavement
	Campbell Ave.		JSU0106				
G10	I-44	Jasper	J7P3532B	\$271,250.00	\$0.00	Built Right Construction, LLC dba Built Right Construction of Oklahoma, LLC	Bridge Rehabilitation
G11	I-49, 96	Jasper, Vernon	J7P3107G	\$1,954,795.08	\$0.00	Emery Sapp & Sons, Inc.	4 Bridge Rehabilitations
H01	I-55	Scott	J9I3860	\$218,218.00	\$0.00	The Truesdell Corporation of Wisconsin, Inc. dba Truesdell Corporation	High Friction Surface Treatment
H03	67	St Francois	J9P3435	\$8,754,427.35	\$0.00	Magruder Paving, LLC	Resurface
		Madison	J9P3564				
H05****	51	Perry	J9P3585	\$3,410,412.35	\$0.00	Keeley & Sons, Inc.	Bridge Rehabilitation
H06	Various	Various	J9P3621	\$2,285,000.00	\$0.00	West Plains Bridge & Grading, LLC dba West Plains Bridge & Grading	ADA Improvements
H07	Various	Various	J9P3622	\$1,075,538.55	\$0.00	J M Scheidle, LLC	ADA Improvements
H08***** +	67	Butler	J9P3663	\$7,800,586.00	\$199.10	H.R. Quadri Contractors, LLC	Grading and Pavement
H09	M	Ste Genevieve	J9S3449	\$2,080,301.51	\$0.00	N.B. West Contracting Company	Adding Shoulders
			TOTAL:	\$124,044,689.67	\$133,989.40		

^Focus on Bridges

*Call F10 – Funding by Creve Coeur – \$671,374.00

**Call F12 – Funding by the City of Des Peres – \$347,878.00 (J6S3259B)
Funding by the City of Kirkwood – \$948,158.29 (J6S3259C)

***Call G08 – Funding by the City of Springfield – \$3,367,650.64

****Call H05 – Funding by the Illinois Department of Transportation – \$1,705,206.18

*****Call H08 – Funding by the City of Poplar Bluff – \$4,715,385.00

+Award contingent upon receipt of additional funding from local entity

Table II
Rejection of Bids
May 20, 2022, Bid Opening

Call	Route	County	Job No.	Description
F01	I-270, I-64	St. Louis	J6I2090	Grading, Pavement, Drainage, Retaining Walls, and Bridges
	I-270, I-64		J6I3501	4 Bridge Rehabilitations
	I-270		J6I3653	Pavement Repair
H04 *	Route 60	New Madrid	J9P3584	Grading, Paving, Drainage, and Bridge

*Call H04 – Funding by the City of Sikeston – \$3,622,302.32

Commission Consideration and Action

After consideration, and upon motion by Commissioner Briscoe, 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 May 20, 2022, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Awarded contracts to the lowest responsive bidders for Calls F10, F12, and H08, contingent upon receipt of additional funding due to bids being higher than the program estimate as noted in Table I above.
3. Rejected Calls F01 and H04 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II above.
4. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Smith abstained from Call G09. Commissioner Briscoe abstained from Call B01. Commissioner Brinkmann abstained from Calls F01, F10, F12, and D03. Commissioner Boatwright abstained from Call H07.

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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>
Christian	160	J8S3138
Christian	160	J8S3138B

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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REPORT AND RECOMMENDATIONS REGARDING THE I-55 CORRIDOR PROJECT, INCLUDING AUTHORITY FOR DESIGN-BUILD DELEGATION OF AUTHORITY

On behalf of the Director, Tom Blair, St. Louis District Engineer, recommended the Commission approve the I-55 Corridor Project as a Design-Build project and approve authority be delegated to the Deputy Director/Chief Engineer or his designee to approve and execute documents and expend funds on behalf of the Missouri Highways and Transportation Commission for the following items on the I-55 Corridor Design-Build Project:

- **Escrow of Bid Documents** – Approve authority to execute agreements, affidavits, and related documents and expend funds for costs associated with the escrow of bid documents on the project.
- **Agreements** – Approve authority to execute agreements with local governments including other entities for cost-share, enhancements, use of property, environmental mitigations, utilities, etc. on the project, subject to approval as to form by the Chief Counsel’s Office (CCO) and the Commission Secretary’s (CS) attestation.
- **Railroad Agreements** – Approve authority to execute agreements pertaining to railroads, subject to approval as to form by CCO and CS attestation.

- **Construction Change Orders** – Approve authority to approve construction change orders on the project.
- **Consultant Engineering Services** – Approve authority to execute contracts for engineering services needed subject to approval as to form by CCO and CS attestation and in keeping with the Brooks Act, 40 USC 1101 et seq. and 23 CFR 172.5 as well as Section 8.285 RSMo.
- **Other** – Approve authority to expend funds for the project, as well as approve, execute, sign and seal project specific documents.
- **Design Exceptions** – Approve authority to sign design exceptions specific to the design of the project currently delegated to the State Design Engineer and the State Bridge Engineer, subject to consultation with the department’s technical experts.

Project changes resulting from this delegation will not exceed the cap of two percent over the programmed cost or those changes will be taken back to the Commission. The I-55 Corridor Project procurement process will begin in the Fall 2022. Funds for this project are included in the Statewide Transportation Improvement Program. The project is estimated at \$206.93 million total for right of way, utility relocation, and the design-build contract. Via approval of the consent agenda, the Commission unanimously approved the delegation of authority as recommended and noted above.

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PROPERTY ACQUISITION AND CONVEYANCES

CONSIDERATION OF EXCESS PROPERTY DISPOSAL, ROUTE C IN MOKANE, CALLAWAY COUNTY, EXCESS PARCEL NUMBER CD-0978

In keeping with the Commission’s policy regarding disposition of Commission-owned property or property rights, the sale of all properties owned by the Commission with appraised or sale values of \$200,000 or more must be approved by specific Commission action.

On behalf of the Director, Machelles Watkins, Central District Engineer, recommended conveyance of 3.48 acres of excess property located at 10165 State Route C, north of the City of Mokane in Callaway County, to South Callaway Fire Protection District for a consideration of \$426,000.99.

Via approval of the consent agenda, the Commission unanimously approved the property conveyance described above.

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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 APRIL 30, 2022

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date April 30, 2022, 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 April 2022, 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 401 active contracts held by individual engineering consultant firms prior to April 1, 2022. Eighteen engineering consultant services contracts were executed in April 2022, for a total of \$5,026,868. There were zero non-engineering consultant contracts executed in April 2022.

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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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