



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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August 7, 2024

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN POPLAR BLUFF, MISSOURI,
Wednesday, August 7, 2024**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, August 7, 2024, at Three Rivers Community College, Tinnin Fine Arts Center Theatre, 2080 Three Rivers Boulevard, Poplar Bluff, Missouri, and was available via live stream. W. Dustin Boatwright, P.E., Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: Gregg C. Smith, Warren K. Erdman, Francis G. Slay, Daniel J. Hegeman, and Ann Marie Baker.

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, August 7, 2024.

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*“Department” or “MoDOT” herein refers to Missouri Department of Transportation.
“Commission” or “MHTC” herein refers to Missouri Highways and Transportation Commission.*

-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

APPROVAL OF MINUTES

Upon motion by Commissioner Gregg Smith, seconded by Commissioner Warren Erdman, a quorum of Commission members present approved the minutes of the regular meeting held on regular meeting on July 10, 2024, the special meetings held on June 29, 2024, and July 9, 2024, and the amended minutes for September 6, 2017; April 4, 2018; and October 5, 2022, meetings. 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 August 7, 2024, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Gregg Smith, seconded by Commissioner Warren Erdman, 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. A Commissioner also serves on the Missouri Coalition for Roadway Safety Executive Committee. The following committee and board reports were made during the August 7, 2024, meeting.

Audit Committee – Commissioner Slay stated there was no report. The next Audit Committee meeting is planned for November 2024.

Legislative Committee – Commissioner Erdman stated that yesterday was the August Primary election for Missouri, and the stage is now set for the November General Election.

Commissioner Erdman noted Governor Parson has now completed his review of all legislation that passed during the 2024 session. The Governor’s \$50.5 billion fiscal year 2025 budget went into effect on July 1, 2024. While there were no transportation-related measures passed this legislative session, there were a handful of proposals which required Governor Parson’s actions relating to increasing the duties of the Missouri Veterans Commission to reduce veteran suicides; establishing a virtual school criterion and allowing elementary and secondary 4-day school weeks; and increasing the powers of the State Auditor’s office to engage in audits of local political subdivisions. These public policy measures, signed into law by the Governor, will go into effect on August 28, 2024, unless otherwise designated in the passed legislation.

Commissioner Erdman concluded by stating next month’s legislative committee report will include MoDOT’s recommendations to the Commission to be pursued during the 2025 legislative session.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report this month and the next MTFC Board meeting is scheduled for October 2024.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Erdman stated there was no report this month. The next Board meeting is September 17, 2024.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported that later this month, Missouri will join other states in the country for the national Drive Sober or Get Pulled Over campaign. This campaign aims to promote sober rides through increased public awareness and high-visibility enforcement to remove impaired drivers from the roadway. Impaired driving continues to contribute to about 1 in 4 Missouri traffic fatalities.

The 2024 Missouri Highway Safety and Traffic Conference will take place September 24-26 in Columbia, Missouri. The department looks forward to meeting with more than 500 partners throughout the state to discuss strategies for further reducing traffic fatalities in Missouri. Individuals and organizations who have made a significant contribution to this mission through their life-saving efforts will be recognized during the conference.

Commissioner Boatwright reported that as of Thursday, July 31, there have been five hundred and one traffic fatalities in Missouri this year. This is twenty-four fewer fatalities than the same time period last year, a five percent decrease. After starting off the year with an increase in fatalities through the month of March, things have turned a corner since the Spring, with a reduction in fatalities in three of the last four months. The month of July alone experienced a decrease of approximately twenty percent compared to 2023.

Commissioner Boatwright concluded by reminding all drivers to please Buckle Up! Phone Down.

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DIRECTOR'S REPORT

During the August 7, 2024, Commission meeting, Director Patrick McKenna provided the following report:

Route U in Warren County – Director McKenna noted that at the June commission meeting the commission heard from a concerned citizen in Warren County about the May closure of Route U due to a significant slide impacting the roadway and embankment. The Director stated that looking at the images in the May closure announcement, everyone can see there was significant damage. The district had been monitoring this location with some minor sliding, but the significant spring rain events after the previous drought conditions took its toll on this section of road. This location is a couple miles north of Missouri Route 94 near Pickney. Since the closure, the MoDOT team has moved quickly on a solution. The repair project was approved in the Statewide Transportation Improvement Program (STIP) last month. It was officially designated as an emergency project. The department obtained the environmental clearances, had the design plans for right of way approved, and received approval from the Federal Highway Administration to make it eligible for emergency relief reimbursement funds. One of the most critical pieces was the landowner donated to the state the property needed to make the repair! Just two days ago, the project was advertised for bids. The letting and award will occur August 13. Notice to proceed will be issued on August 26. A completion date of November 6 has been set with incentives (or damages) of \$5,000 per day up to 14 days.

Director McKenna thanked the many MoDOT employees who collaborated to quickly get a contract ready for construction. This includes Northeast District and Central Office staff in planning, design, environmental, right of way, construction and materials, and chief counsel's office as well as the staff on the ground from the Warrenton maintenance building and the area engineer. Thank you to the design consultants for their quick work, also thank you for the cooperation of the state and local officials in Warren County, local businesses, adjacent property owners, and especially the property owners who donated the necessary right of way. This is a great example of everyone coming together to get this resolved quickly.

Public Meetings – The past few weeks have been an active time for public meetings across the state. Along with the countless meetings the department holds for projects under design, right now MoDOT is also asking the public to think about the big picture and the future. The districts are hosting meetings for the annual discussion on the High Priority Unfunded Needs. The draft document was released July 15. The public can provide comment on the projects identified in the three tiers through the MoDOT website or at the meetings. Comments will be accepted through August 23. State Planning Director Llans Taylor will present the findings and a final document for the Commission's review and approval at the October meeting.

The Forward 44 study is also actively seeking public input. These public meetings are being held in five cities along I-44 and give citizens the chance to comment and learn about the environmental study. It covers more than 250 miles from the Oklahoma state line to the Franklin County/St. Louis County line. This study is a critical step to preparing for future projects on I-44. Gathering input will ensure the environmental document's Purpose and Need reflects the identified needs of users. The initial study results will be complete in early 2025. So far, more than 750 comments have been submitted.

Youth Transportation Conference – In mid-July, MoDOT welcomed 36 high school students from across the state to participate in the Youth Transportation Conference held in Jefferson City. Director McKenna shared some pictures from the conference. The purpose of the conference is to expose students to numerous career opportunities in engineering and transportation. The academic curriculum includes sessions on math modeling, applied physics, magnetic levitation, public administration, and safety. Students also network with top schools and experts in the field from Missouri S&T, Lincoln University, and University of Missouri. Just like the recent intern conference, it is energizing to be around these young minds and experience their passion and excitement.

I-70 Update – Construction began on the first Improve I-70 contract in mid-July. The first order of work was to set temporary concrete barrier wall for both eastbound and westbound I-70 between Route J and Route M. This stretch is a little under seven miles and is just a little west of the Kingdom City Route 54 interchange. It has taken crews a couple of weeks to set the barrier, clear the guard cable, and prepare this stretch for the work. Motorists who drive through definitely can tell it is a work zone now. Crews are now beginning the pipe work and grading the median. The first concrete paving work, where the additional lane will be, should start in about a month. It is exciting to see the progress as the department continues to work toward the next I-70 contract awards.

Rocheport Bridge Update – Director McKenna also updated the Commission on another I-70 project – the Rocheport Bridge. He noted it has been a bit of a rough go lately with the heavy rains and flooding of the Missouri River this spring and summer. The entire work yard and contractor roads to the site have

been covered in water. He reported he checked on the progress from the Katy Trail two weekends ago. All this water has slowed down the progress on the new eastbound I-70 bridge. The next work will be putting up the steel girders for the middle section of the bridge by early September. If the river cooperates over the next few months, the department should be ready to put traffic on the new eastbound bridge by the end of the year.

CrowdStrike Outage Response – In the early morning hours of July 19, the security vendor CrowdStrike deployed a corrupt update file, which in turn prevented the Windows Operating System from functioning properly. Global impact was estimated around 18 million computers and servers. The State of Missouri had an estimated 35,000 impacted. The Office of Cyber Security brought it to MoDOT’s attention around 5:30 am, and our team quickly began working on establishing notification, remediation steps, and a plan to recover all computers around the state. By noon, we had recovered most active users working in the office and remotely. The district Information Systems (IS) staff did a great job over that weekend taking care of the maintenance buildings and construction project offices. By Monday morning July 22, there was minimal impact to address around the state. More than 70 IS staff around the state pulled together to fix the issues quickly. Great job to the entire team who responded so quickly!

KC Scout Update – The Missouri and Kansas Departments of Transportation have a bi-state agreement to jointly operate an intelligent transportation system for the Kansas City metro area, which is called KC Scout. At the May commission meeting, the Director reported on the April 25 cyberattack. Staff took immediate protective action and shut down all KC Scout systems to prevent further impacts. Unfortunately, this meant all real-time cameras, information boards, and the KC Scout website and app were not functioning. The department notified the public that it could be months before the system could be back online.

That rough estimate was a good one. It was nearly two months later on June 20 before real-time traffic messages were displayed on the digital message signs in Kansas City. By July 9, the kscout.org website was restored and by July 12 the camera views were available to view on the website and the app. The Director was pleased to report that as of last Friday, the final connection was made to provide live camera streams to the media outlets.

Director McKenna thanked all the employees who worked on this in MoDOT Information Systems, Communications, and Emergency Response in the Central Office and Kansas City, as well as the KC Scout staff and partners at KDOT. He noted he appreciated all their hard work and cooperation these past three months. Everyone has learned a lot from this situation including ways to further protect our systems.

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DIRECTOR’S RESIGNATION ANNOUNCED

Director McKenna announced his last day serving as Director will be September 20, 2024. He accepted a new position that will locate him closer to family and friends. He noted how proud he is of the talented team at MoDOT, who are good stewards of the state’s massive transportation system, but that it

is time for him to move on to the next chapter of his life. He noted there is a succession plan and the Commission has a plan so that there will be no gap in leadership.

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PUBLIC COMMENTS

APPRECIATION FROM THE CITY OF PERRYVILLE

City of Perryville Mayor Larry Riney stated his appreciation to work with Perryville and Perry County officials, all of whom love MoDOT. Mayor Riney thanked the Commission, as they have worked closely with MoDOT staff in the Southeast region to address many issues that have long presented challenges in the community. Last week work began on a complete runway reconstruction, replacing for the first time a runway that dates back to World War II. The month before, the community was able to finish one of the first governor’s cost share projects in the entire state when they opened Vincentian Way, helping to alleviate congestion at Exit 129 and McDonalds. Mayor Riney noted that last year MoDOT broke ground on the Chester Bridge, ensuring interstate commerce and travel for the region. He reported in recent years they have been selected for several grants, helping to put a walking and biking path along Highway 51. Mayor Riney stated this year they submitted Alma Drive for a 50/50 cost share, hoping to see a roundabout installed at one of the city’s busiest intersections. Recently alderman have asked staff to explore a roundabout, and they are working with an engineering firm to identify a solution that will improve both traffic flow and safety. None of these things would be possible without the investments that MoDOT is willing to make in communities. Each of these projects would be too big for a city to accomplish alone, but together with the partnership with MoDOT, they are able to do all of this and so much more. Mayor Riney concluded by stating on behalf of the entire community, thank you. He also shared the Buchheit family just constructed an expansion to the American Tractor Museum, which essentially doubled the square footage and more importantly, the number of tractors that can be viewed. The mayor said the community would love to see the Commission return to Perryville, maybe as soon as

the Don Welge memorial bridge is complete and ready for dedication. Commissioner Boatwright and Slay thanked Mayor Riney for his comments and his service to the community.

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PUBLIC PRESENTATIONS

U.S. 67 UPDATE AND OZARK FOOTHILLS REGIONAL PLANNING COMMISSION PRESENTATION

Bill Robison, Chairman of the Highway 67 Corporation; Matt Winters, Poplar Bluff City Manager; and Alan Lutes, Executive Director of the Ozark Foothills Regional Planning Commission, gave a presentation that highlighted the community of Poplar Bluff and progress and successes along the U.S. Route 67 corridor.

Mr. Winters shared how Poplar Bluff is a gateway to the Ozarks. He described population statistics and how Poplar Bluff is a place that people travel to for work, school, health care, and entertainment. In addition, he highlighted how this has been a good year for Poplar Bluff. This included the solar eclipse in April where the town was in the path of totality drawing thousands of visitors. In June the community hosted a two-day Rock the Country music festival that had thousands in attendance, leading to an increase this past year in sales tax and tourism tax collections. But the community is most excited about the recently approved state budget that includes funding for Highway 67.

He then shared how the city has experienced growth due to recent investment in transportation infrastructure. The improvements that have contributed to the growth include four laning of Highway 60 from Sikeston to Willow Springs, the expansion of PP highway to four lanes, making a four-lane improvement on Highway 67 north from Poplar Bluff to Fredericktown, widening of Oak Grove Road and improvements to the Oak Grove Road interchange at Business 67, and improvements to Shelby Road. These improvements led to growth from 1999 to 2024. Over the past 25 years the city has had an increase of 51% in sales tax collected. Since 2006, there have been 1,100 commercial construction projects that

have totaled more than \$500 million of private investment in the community. As transportation infrastructure improvements continue in the community and region, so will the growth of the economy. Mr. Winters expressed his appreciation to the Commission for their investment in transportation in the community.

Allan Lutes described how the Ozark Foothills Regional Planning Commission (RPC) works in partnership with MoDOT's Southeast District to identify transportation needs, prioritize projects, and improve safety on Missouri's roadways. This long-standing partnership proves beneficial in furthering local, regional, and statewide transportation needs. The Ozark Foothills RPC serves Butler, Carter, Reynolds, Ripley, and Wayne Counties, as well as the municipalities within. He shared the number one priority for the region in 2020 has been the completion of the four-lane highway on Highway 67 from Highway 160 to the state line. He listed the benefits of the public planning process include fulfilling federal requirements, enhanced local control, provides responsive projects, and public buy in for the projects. He thanked the Commission for the continued support of funding for Highway 67 improvements.

Bill Robison expressed appreciation for the support of many leaders for the continued improvements to Highway 67. He then shared some of the history and significance of this project. The Highway 67 Corporation, City of Poplar Bluff, and Poplar Bluff Chamber of Commerce have a long history of working with the Commission and MoDOT. In April 2005, the Citizens of Poplar Bluff passed a sales tax that allowed a partnership to develop and helped fund improvements on the U.S. 67 corridor. From 2005 to 2011 50 miles of two-lane road were improved to four lanes from Poplar Bluff north to St. Louis. In August 2019, the City of Poplar Bluff overwhelmingly approved a ballot measure to fund the expansion of U.S. 67 south of Poplar Bluff. Recently, an additional \$60 million of funding from general revenue was dedicated to interstate standard upgrades on U.S. 67 in Butler County. Currently, there are only 12 miles of two-lane highway 67 between the 160 interchange and the Missouri/Arkansas state line. With funds previously allocated to U.S. 67 and the additional \$60 million in general revenue, 7 miles of

upgrades are expected. This brings the four-lane project progress to Neelyville, Missouri. Congress designated Future I-57 through southeast Missouri along U.S. 67 and across U.S. Route 60. Ultimately, there are plans for the I-57 corridor to span from Chicago to Dallas.

Commissioner Hegeman thanked the group for their presentation, and for the community stepping up to lead the way on this project and seeking local funding for this cost share project.

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BOOTHEEL REGIONAL PLANNING COMMISSION PRESENTATION

Mark Preyer, Retired Associate Circuit Judge for the 35th Judicial Circuit Court and former MHTC Commissioner; State Representative Donnie Brown, New Madrid County Engineer; Jonathan Douglass, Sikeston City Manager; and David Wyman, Dexter City Administrator, presented to the Commission regarding transportation projects and needs in the Bootheel region.

They shared about the importance of the planning framework for the region’s transportation and economic development. They shared information on U.S. Route 412, ports, the corridor study in Sikeston, and continued transportation investment in Southeast Missouri. Updates were also provided on projects in New Madrid, Sikeston, as well as the work of the Bootheel Regional Planning Commission’s (RPC’s) Transportation Advisory Committee (TAC).

As a main east-west corridor in Missouri’s Bootheel, U.S. 412 carries more than 6,000 vehicles a day. Currently, the existing four-lane upgrades end near Cardwell, Missouri, and U.S. 412 returns to a two-lane road. To plan for future capacity improvements, MoDOT launched an environmental study. The Dunklin County Commission contributed \$500,000 toward the completion of the environmental work. While funding is not yet secured for upgrades to U.S. 412, the Southeast District looks forward to presenting a recommendation to the public this September.

Mr. Preyer asked the Commission to remember three numbers, 1,100; 20; and 4. Eleven hundred is the approximate number of miles of U.S. 412 from Santa Fe, New Mexico to Nashville, Tennessee.

Twenty is the number of two-lane miles of road from the Arkansas border to Kennett. Four is the number of minutes the presenter said he was allotted to persuade the Commission on the need to make this a five-lane roadway. This bottleneck is a hindrance to travel especially during harvest season. Cotton pickers and combines do not mix well with passenger vehicles and trucks on this roadway. Emergency vehicles are delayed when behind slow-moving equipment when every minute counts in providing health care. The right of way is already there for the most part, this is flat land so construction should be simpler; they stated they do believe there will be money available in the next legislative session. It takes collaboration to move a project forward.

Representative Brown expressed appreciation of the Commission's support of ports. He noted there are three ports in his legislative district: Pemiscot County, New Madrid County, and Mississippi County. He noted that investment in Missouri's ports over the thirty years has helped them get established and grow. He explained that he plans to seek additional funding for ports in the next legislative session. The bootheel has it all to prosper with the river, the rail, and roads.

Mr. Douglass shared an update on some exciting projects. At the Sikeston Industrial Park there was a project that led to a company called Carlisle to locate there and has successfully employed 80 people and produced 50 million square feet of product. This was a cost share project that widened Highway 61 and installed a traffic signal at the entrance of the industrial park. A Governor's cost share project recently constructed a new overpass, laying the groundwork for future I-57 projects in Sikeston. Engineering is being finalized for New Madrid County and the City of Sikeston to complete the outer road from the industrial park to the overpass. MoDOT is conducting a study of safe access on the future I-57 corridor to allow closure of multiple at grade crossings. He expressed the Commission and department's support of these projects that are critical to Sikeston and Southeast Missouri.

The Bootheel RPC works in partnership with MoDOT's Southeast District to identify transportation needs, prioritize projects, and improve safety on Missouri's roadways. This long-standing

partnership proves beneficial in furthering local, regional, and statewide transportation needs. The Bootheel RPC serves Dunklin, Mississippi, New Madrid, Pemiscot, Scott, and Stoddard Counties, as well as the municipalities within. Mr. Wyman stated the job of a highway commissioner is very important and he thanked them for their work. Mr. Wyman noted that every person that stands in front of the Commission in one way or another is asking for more money. Those requests are all important because history has shown that with transportation investment comes economic prosperity. The group asks for future investment in the upgrade of U.S. 60 south of Kennett to interstate status, improvements along U.S. 63, and establish a freight corridor to Paducah, Kentucky

Chairman Boatwright thanked the group for their presentation. He expressed appreciation for the region's funding of the environmental study on Route 412 and agreed that investment in transportation has a ripple effect on the economy.

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MODOT PRESENTATIONS

UPDATE FROM MODOT'S SOUTHEAST DISTRICT

Mark Croarkin, Southeast District Engineer, presented a brief overview of the current state of roads, bridges, projects, and other critical issues in the Southeast (SE) District. The Southeast District is focusing its Statewide Transportation Improvement Program (STIP) funds and all available operation funds on maintaining existing roads and bridges, as well as making significant safety and capacity improvements. The Southeast District's operating budget addresses activities including winter operations, emergency and flood response, traffic incident management, mowing, signing, and striping, in addition to maintaining roads and bridges.

The SE District is comprised of 25 counties in the southeast portion of the state, with a population of more than 577,000. The district maintains 16,166 lane miles of road and 1,411 bridges. There are five planning organizations within the district.

The 2025-2029 STIP includes 292 Southeast District projects. While many of these are overlays and small bridge projects, these projects still have a lot of regional significance. These projects will address 2,846 lane miles of roadway improvements and 125 bridges will be replaced or rehabilitated. The program budget of \$734 million for these projects includes \$12.5 million of general revenues to resurface 213 miles of rural roads.

The Southeast District has been addressing drainage issues, picking up litter, performing seal coats, and mowing. With heavy rain, this has left the Maintenance team with a list of drainage issues to address and also slowed progress with applying seal coats.

The Route 62 bridge over the St. Francis River extends from Dunklin County, Missouri to Clay County, Arkansas. The current bridge is slated for replacement, with construction to begin in late summer 2025. Due to the condition of the bridge noted in the recent inspection, maintenance work to repair the structure was immediately necessary. A short closure allowed the bridge to be repaired this June. The Southeast Bridge Crew installed 40 plates to keep the bridge functional. This repair work was completed proactively to avoid an emergency closure.

During the last Innovations Challenge Statewide Showcase, the Southeast District was well represented with wins in all three categories and employees from Maintenance, Information Systems, Risk Management, and more. The Southeast District's Sign Step Post Plus took first place in the Tool & Equipment category, and the team's ingenuity was also recognized among their peers with the People's Choice Award.

The construction of the Don Welge Memorial Bridge, formerly known as the Chester Bridge, is about thirty percent completed. There have been a few delays due to two flooding events, but it is still on target to meet the completion date. This year, the foundations will be completed and out of the water.

An Environmental Study of U.S. Route 412 has been underway, and the focus has been examining potential upgrades with a divided four-lane or a five-lane configuration. The draft report is now complete. Based on public input, MoDOT plans to recommend a five-lane, undivided highway in September.

Congress designated Future Interstate 57 through southeast Missouri along U.S. Route 67 and across U.S. Route 60. While it is great to have a vision for connecting Dallas to Chicago, federal funds have not been received to bring this to fruition. More than 300 access point changes would need to be made, along with other upgrades, before an interstate designation could be made. The year's legislative session as well as the Governor's final budget included \$60 million of general revenue for U.S. Route 67 in Butler County. Currently, 12 miles stand between Missouri and the Arkansas state line. The additional funds will help upgrade the route to interstate standards to Neelyville, Missouri. Additional funds are needed to complete the four-lane upgrade from Neelyville to the state line. The City of Poplar Bluff applied for a Multimodal Project Discretionary Grant (MPDG) and requested \$90 million. The MPDG combines all Mega, Infra, and Rural programs into a single common application. On July 9, the MPDG grant committee questioned project readiness, so preliminary plans were shared. Results are anticipated between August and November.

MoDOT staff typically live in the area they work and take great pride in what they do. Many are loyal employees with longevity with the department. Approximately ten percent of Southeast District employees have chosen to work past their eligibility to retire. Senior Right of Way Technician April Brock recently celebrated 40 years of service and is the Southeast District's longest-serving employee.

Commissioner Baker noted the district has a huge area to cover and there is a lot of great work going on. She thanked Mr. Croarkin for sharing the Chester Bridge video and explained it is great to see the progress since the groundbreaking late last year.

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CONSIDERATION OF PROPOSALS FOR THE IMPROVE I-70 PASEO TO I-435 DESIGN-BUILD PROJECT

On behalf of the Director, Ed Hassinger, Deputy Director/Chief Engineer, and Allan Ludiker, Project Director, described the project that will improve Interstate 70 from The Paseo Boulevard to I-435 in Kansas City. The project will improve safety and reliability, maintain the serviceability of bridges and pavement, improve accessibility for local community, and minimize overall traffic impacts along the corridor.

Project Goals

MoDOT has established the following goals for the project which were used in evaluating and determining the Best Value Proposal:

1. Deliver the project within the programmed budget of \$237 million by December 31, 2028.
2. Implement innovative transportation solutions to improve safety and reliability along the corridor.
3. Provide durable and maintainable infrastructure that revives the corridor and aligns with regional development.
4. Improve accessibility for the local community and create opportunities to grow a diverse workforce.
5. Minimize overall traffic impact during construction in partnership with stakeholders.

MoDOT's External Civil Rights Division established a 12 percent disadvantaged business enterprise goal for construction activities and a 14 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 12.7 percent minority and 6.9 percent female.

Procurement Process

By Commission action on December 6, 2022, the Commission approved the use of design-build for the Improve I-70 Paseo to I-435 Design-Build Project. Since then, MoDOT's design-build team has been working through the procurement process. Two teams were pre-qualified on April 10, 2024, to compete for the contract. The Request for Proposals was issued April 15, 2024. The MoDOT Design-Build team held seven confidential discussions with each team over a period of ten weeks to discuss their

proposal ideas. Final proposals were submitted by the teams on July 9, 2024. The MoDOT design-build team reviewed and evaluated the proposals. The two teams that submitted proposals include:

- Clarkson- Radmacher Joint Venture – major participants include HNTB Corporation
- Lunda Team – major participants include Parsons Transportation Group and Ideker, Inc.

Evaluation

The items that were evaluated by the MoDOT design-build team included: Project Definition (60 points available), Safety (15 points available), Community Impacts (15 points available), and Maintenance of Traffic and Schedule (10 points available) for a total of 100 points. Project Director Ludiker provided a summary of the proposals submitted by each team and the total points awarded to each team as outlined below.

- Clarkson-Radmacher Joint Venture – 61.4 points
- Lunda Team – 59.8 points

Commission Consideration and Action

Project Director Ludiker recommended Clarkson-Radmacher Joint Venture as the best value proposer. Their proposal included:

- Fourth eastbound thru lane addition from Prospect Avenue to Manchester Bridge
- Reconstruction of I-70 from Chestnut Avenue to 18th Street (Benton curve)
- Reconstruction of eastbound I-70 from 27th Street to Cypress Avenue (Jackson curve)
- Rehabilitation of westbound I-70 from 27th Street to Cypress Avenue (Jackson curve)
- Thirteen percent reduction in total predicted crashes
- Improved reliability of I-70
- Fifteen new (replaced) and 7 rehabilitated bridges
- Pedestrian and bicycle connectivity improved throughout
- Partnering with K-12 schools and programs, vocational schools, and training programs to grow diversity in the transportation industry
- Three lanes of I-70 open in both directions during World Cup
- All lanes of I-70 open by December 2027

Chairman Boatwright and Commissioner Erdman thanked Mr. Ludiker for his presentation and the MoDOT design-build team for their work on this project to date.

After consideration, Commissioner Smith moved that the Commission adopt the staff recommendation to award the Clarkson-Radmacher Joint Venture for submitting the best value proposal for the Improve I-70 Paseo to I-435 Design-Build Project; authorize the director, deputy director/chief engineer, or their designee to negotiate and execute a contract with Clarkson-Radmacher Joint Venture subject to approval as to form by the Chief Counsel's Office; and authorize payment of the agreed stipend to the one unsuccessful proposing team. This motion was seconded by Commissioner Slay. The Commission unanimously approved the motion. Commissioner Erdman abstained from voting.

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CONDITION OF THE SYSTEM

On behalf of the Director, Eric Schroeter, Assistant Chief Engineer, provided to the Commission a presentation regarding the continual investment and effort to maintain and improve the condition of Missouri's nearly 34,000 miles (or 78,000 lane miles) of pavement. This is the seventh largest system in the nation. This report included information regarding the condition of roads, the asset management program, and MoDOT's accountability for pavement condition and project delivery costs. Safety and maintaining the system and services that are provided today are the top goals from MoDOT's Long Range Transportation Plan.

He then reviewed the pavement condition from 2023 for all types of routes. For the major routes, which are 5,555 miles of the system, and carries 76 percent of the travel, the pavement condition goal is 90 percent which the department has met. He reported the major route conditions range from 83 to 97 percent around the state. The average cost to maintain a lane mile of major routes is \$141,019 per lane mile. The next category is the 18,114 miles of minor routes, that carries 22 percent of the travel. These roads have a pavement goal of 80 percent, and they are currently at 81 percent in good condition. The pavement conditions range from 70 to 83 percent on minor roads. The average cost to maintain a lane mile of minor routes is \$58,522 per lane mile. The next part of the system are the low volume routes, less

than 400 average daily traffic. This is 10,142 miles of roadway that carries 2 percent of the travel. The pavement goal is 70 percent and is currently at 79 percent good condition. The condition for minor routes ranges from 69 to 79 percent. He noted that in the past there was a much wider range of disparity in condition across the state and the department has been working to close that gap so that drivers across the state are having similar experiences. This is where the Governor's Rural Routes program has really helped move this number and make a difference.

He shared the road condition trends and explained how in the early 2000's the department issued bonds to borrow funds to improve roadway conditions. He explained how it takes discipline and difficult decision making to maintain the condition of Missouri's roads. The department takes all the data it collects on the roads and compiles it into a quintiles report. Monitoring these conditions over time and exercising discipline in decision making is essential to maintaining the condition of these roads.

MoDOT has an Asset Management first approach to programming the STIP. One of MoDOT's core values is accountability; both STIP programming and asset management have mechanisms in place to ensure accountability for performance and to drive decision making. About fifty percent of the low volume system is not eligible for federal funds. That means there are 5,040 miles that MoDOT's maintenance crews take care of with just state funds. Data is used to determine how many miles of roadway the department needs to work on each year. The maintenance work plan is a two to three year outlook, the STIP is a five-year workplan, and the asset management plan has a ten-year trend outlook. The work that is accomplished fluctuates but is tracked over time to ensure accountability. This also ensures disciplined decisions that are fiscally constrained help the department trend in the right direction on the condition of roadways. Mr. Schroeter also reviewed the STIP programming accountability process for the department and the information that is provided to the Commission monthly as bids are awarded.

Commissioner Smith thanked Mr. Schroeter for his presentation, and for sharing the details on how the department does asset management. It is an incredible task to do the right amount of work at the

right time to maintain good conditions and to do that on the nation's 7th largest state highway system. Commissioner Boatwright stated it is good to receive these reports especially since the Commission and department are making progress!

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MEDICAL PLAN FUNDING RECOMMENDATIONS FOR CALENDAR YEAR 2025

On behalf of the Director, Brandon Denkler, Assistant to the Chief Administrative Officer, shared the contribution recommendations for the medical and life insurance plan. Contributions are based on projected funding necessary to provide medical and life insurance benefits to employees, retirees, vested annuitants, and the dependents of these groups of MoDOT, the Missouri State Highway Patrol (MSHP), and the MoDOT and Patrol Employees' Retirement System (MPERS). The Medical and Life Insurance Plan Board of Trustees (Board) provides recommendations based upon an actuarial review. AON Hewitt Consulting conducted an actuarial review and analysis of medical plan funding on a semi-annual basis. Based upon the June 21, 2024, review, the Board made recommendations for plan funding for calendar year 2025. The recommendations are projected to maintain adequate funding for medical plan costs.

Mr. Denkler noted the plan has provided employer sponsored health benefits for over 46 years. The plan is governed by a Board of Trustees composed of four active MoDOT employees, two active Patrol employees, and one retiree from each agency. These Board members are recommended by either the MoDOT Director or the MSHP Superintendent, respectively, and require approval by the Commission. MoDOT's Assistant to the Chief Administrative Officer-Employee Health and Wellness serves as the Chairman of the Plan Board of Trustees. One task of the board is to recommend contracting with third-party administrators. Currently that includes Anthem for medical claims. Last month the commission approved moving forward with Carelton Rx for pharmacy administration, they will replace Medimpact on January 1. United Healthcare administers the Medicare advantage plan.

The plan offers three options. One option is the Preferred Provider Organization (PPO) with a \$600 annual deductible; as of July 1, 2024, there are 7,597 subscribers in the PPO option. There is also a High Deductible Health Plan (HDHP) offered in conjunction with a health savings account (HSA). As of July 1, 2024, there are 595 subscribers in the HDHP option. The Medicare Advantage Plan offers insurance for retirees that are eligible for Medicare. About sixty-three percent of the plan serves active employees and their dependents.

Mr. Denkler reported in 2009 in order to maintain a sufficient, affordable, and sustainable health care benefit for both the active employees and retirees, the commission adopted the strategy to move to a split of premium costs where the employees' pay twenty percent, and the employers pay eighty percent. This strategy also resulted in retirees receiving a two percent contribution toward medical premiums per year of service that is capped at fifty percent. The premium cost distribution changed in 2018 when the employers absorbed all necessary increases in plan funding for active employees while sharing the increase with retirees. This resulted in employees paying 18 percent of the premium cost while the employers are paying 82 percent of the premium cost. For calendar years 2019, 2020, 2021, 2022, and 2023 there were no premium increases. For calendar year 2024, the employers absorbed all necessary increases in plan funding resulting in employers paying 84 percent of the premium cost while the employees are paying 16 percent of the premium cost. For calendar year 2025, the employers are being asked to absorb the entire premium increase for active employees and subscribers in the work-related disability categories. If approved this will put these rate categories at an 85 percent employer and 15 percent employee split.

The report explained the prescription drug plan costs continue to rise, largely due to the cost of specialty medications. Specialty drugs are prescriptions that generally have unique uses, may require special dosing or administration, and are used to treat diagnoses such as cancer, rheumatoid arthritis, multiple sclerosis, and hepatitis C. Specialty drugs are 0.62 percent of total claims, but account for over

53 percent of total drug plan spending. This trend is a serious issue for health insurance plans nationwide with no apparent strategy to combat the trend in the foreseeable future.

The report also noted the number of medical claims decreased 3.8 percent; the costs are down by 12.9 percent. The number of medical claims decreased to 506,453 claims in 2023 compared to 526,431 claims in 2022. He noted a troubling trend in 2024 thus far, there has been an 11.66 percent increase in the amount paid for medical claims through the first five months as compared to the same time last year.

Mr. Denkler expressed concern that the plan funding has been decreasing and the costs have been increasing. As a result, the reserve funds are at a level that it is necessary to seek additional funding for premiums. The commission continues to be able to adequately fund the medical plan and maintain financial stability. Mr. Denkler reported the total net position as of May 31, 2024, was \$36.2 million and is down compared to \$38.2 million at the same time last year.

Mr. Denkler stated the outlook for the medical plan is good with a stable financial status. The plan is currently behind where the actuary anticipated it would be, and as a result the recommendations are projected to provide adequate funding while maintaining an appropriate plan premium stabilization reserve. The premium stabilization reserve goal is established based on guidance from the plan actuary and is set aside to prevent dramatic fluctuations in necessary plan premiums.

Mr. Denkler recommended the Commission continue offering two plan options, the Preferred Provider Option (PPO) and the High Deductible Health Plan (HDHP) with a Health Savings Account (HSA), with no changes in Plan design. He also recommended an increase of nine percent in total medical plan premiums for active employees and pre-Medicare retirees in the PPO and HDHP for all rate categories in calendar year 2025. He also recommended the employers absorb the entire premium increase for active employees and subscribers in the work-related disability categories.

After further discussion and consideration, and upon motion by Commissioner Erdman, seconded by Commissioner Slay, the Commission unanimously approved the medical and life insurance plan

recommendations to: (1) increase medical plan premiums by nine percent for all active employees and pre-Medicare retirees in all rate categories in calendar year 2025; (2) continue offering two plan options PPO and HDHP with a HSA with no changes in Plan design; and (3) absorb the entire premium increase for active employees and subscribers in the work related disability categories.

Commissioner Erdman thanked Mr. Denkler for his presentation and the work it takes to manage this benefit. He noted this benefit is expensive and it is an important benefit that employees should know of this generous effort to maintain the benefit with no personal increase to them.

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MISSOURI DEPARTMENT OF TRANSPORTATION PROPOSED FISCAL YEAR 2026 APPROPRIATIONS SUBMITTAL

On behalf of the Director, Todd Grosvenor, Financial Services Director, presented the fiscal year 2026 appropriations request for \$9.5 billion for House Bill 4, \$61.9 million for House Bill 17, and \$36.3 million for House Bill 20. Mr. Grosvenor explained the department is required by law to submit both the appropriations request and supplemental appropriations requests to the Office of Administration (OA) by October 1 of each year. This appropriations request is the basis of the Governor’s recommendation, which is submitted to the Missouri General Assembly within thirty days of when the legislature convenes the regular session.

Mr. Grosvenor briefly explained the budget timeline beginning in March, when the districts and divisions submit their budget requests. Then, the Financial Services Division reviews and compiles the appropriations request. In August, the Commission potentially approves the appropriations, and supplemental appropriations requests. From October to May, the budget is submitted to OA and the department’s Financial Services staff supports the request through the legislative process. In May, the Commission will review the budget request. In June, the budget request is submitted to the Commission for final approval. On July 1, the new fiscal year begins.

He then reviewed some of the significant items that are included in these requests. The department is requesting additional funds for personal services and fringe benefits, \$46.55 million more than the fiscal year 2025 TAFP budget. The increase includes \$13.8 million for personal services and the related fringe benefits to fully implement the market plan and provide tenure-based pay increases. In July 2022, the department implemented a portion of a market plan within the appropriation authority approved by the legislature. The market adjustments for employee salaries included modifying the salary structure to optimize it and being more competitive with market; establishing market competitive midpoints for all salary grades; and advancing employees toward that midpoint more quickly based on tenure and performance. The remaining increase is for additional full-time equivalent employees, temporary part time employees, and interns.

Safety and Operations is responsible for striping, pavement repair, mowing right-of-way, and plowing snow and ice. These system management functions are essential for keeping roads and bridges operational and safe. Mr. Grosvenor reviewed the increase of \$59.2 million, of 9.8 percent compared to fiscal year 2025 TAFP budget. The increase includes \$22.6 million for various roadside contracts to mow, sweep, remove litter, structural signs, and seal coats.

Program Delivery is the largest appropriation category, and it is used to pay consultants to design projects, purchase right-of-way, pass federal monies through to local entities, and pay contractors who build the construction projects. MoDOT requested an increase of \$259.0 million, compared to the fiscal year 2025 TAFP budget. MoDOT is requesting a \$30.0 million increase to the program delivery program due to an increase in contractor payments, consultant design work, and right of way purchases as the department's construction program increases with additional funding. An increase of \$24.5 million is requested for Amendment 3 debt service payments based upon potential bond issuances in future years as planned in the financial forecast. The department requested a decrease of \$34.1 million for the Focus on

Bridges Program, Governor's Transportation Cost-Share program, and the General Assembly designated and funded projects based on expenditures already made in previous fiscal years.

Fleet, Facilities, and Information Systems (FFIS) increased \$15.6 million compared to the fiscal year 2025 TAFP budget. The increase is requested to replace and improve mechanical systems in the Materials Lab, and in the Southwest District Office. The Southwest District office project also includes a fire suppression system. These projects will replace equipment that is beyond its useful life.

The Administration category remains low at 0.3% of the appropriations request. The Refunds and Transfers category increased \$5.0 million compared to the fiscal year 2025 TAFP budget.

MoDOT requested a multimodal appropriation decrease of \$4.8 million, compared to the fiscal year 2025 TAFP. This request includes reappropriation of \$49.0 million of general revenue and \$10.0 million of federal revenue for safety improvements to railroad grade crossings not on the state highway system. It includes reappropriation of \$28.5 million of various funding to the Rosecrans Memorial Airport. The reappropriation of \$24.6 million of budget stabilization funds to assist the Jefferson County Port Authority. It includes \$6.2 million of general revenue to add a third-round trip on the Amtrak River Runner and additional service from Kansas City to St. Joseph for the World Cup in Kansas City in June 2026. It includes \$5.0 million transfer of general revenues to the Waterways and Ports Trust Fund. It includes \$1.5 million of general revenue to fund the inflation cost of providing twice daily passenger rail service through Amtrak.

Mr. Grosvenor recommended approval of the proposed fiscal year 2026 appropriations request totaling \$9.5 billion. He also recommended approval of the proposed fiscal year 2026 appropriations request totaling \$61.9 million, for all MoDOT appropriations associated with House Bill 17. He also recommended approval of the proposed fiscal year 2026 appropriations request totaling \$36.3 million, for all MoDOT appropriations associated with House Bill 20.

Following discussion, and upon motion by Commissioner Hegeman, seconded by Commissioner Baker, the Commission unanimously approved the Missouri Department of Transportation Fiscal Year 2025 Appropriations Request, as noted in the table below, and authorized staff to release the request to OA – Division of Budget and Planning; and approved the proposed Fiscal Year 2024 Supplemental Appropriations Request totaling \$11.0 million. The Commission also approved the fiscal year 2025 appropriations request totaling \$100.9 million, for all MoDOT appropriations associated with House Bill 19. The Commission also approved the fiscal year 2025 appropriations request totaling \$38.0 million, for all MoDOT appropriations associated with House Bill 20.



**Fiscal Year 2026 Appropriations Submittal
House Bill 4 By Appropriation Category**
(Dollars in Thousands)

<u>Appropriations</u>	<u>Fiscal Year 2024 Actual Expenditures</u>	<u>Fiscal Year 2025 TAFP¹ Budget</u>	<u>Fiscal Year 2026 Appropriations Request</u>
Administration	\$ 24,576	\$ 30,638	\$ 32,108
Safety and Operations ²	\$ 451,493	\$ 604,763	\$ 663,981
Program Delivery ^{2,3}	\$ 2,342,749	\$ 6,794,983	\$ 6,820,898
Fleet, Facilities, and Information Systems (FFIS)	\$ 110,505	\$ 123,200	\$ 138,813
Multimodal ²	\$ 122,654	\$ 408,337	\$ 403,533
Fringe Benefits	\$ 229,889	\$ 275,964	\$ 295,445
Refunds and Transfers ⁴	\$ 817,122	\$ 1,092,366	\$ 1,097,366
Total MoDOT Appropriations Request	\$ 4,098,988	\$ 9,330,251	\$ 9,452,144

¹ Fiscal year 2025 Truly Agreed to and Finally Passed (TAFP) budget including vetoes.
² Includes federal funds MoDOT pays to contractors and providers for goods and services.
³ Includes appropriations for Contractor Payments, Design and Bridge Consultant Payments, Accelerated Program, Right of Way and Federal Pass-Through.
⁴ Appropriation request amount is \$1 in the event the appropriation is needed.



Fiscal Year 2026 Appropriations Submittal
House Bill 17¹ Capital Improvements
(Dollars in Thousands)

	Fiscal Year 2024 Actual Expenditures	Fiscal Year 2025 TAFP ² Budget	Fiscal Year 2026 Appropriations Submittal
Warrensburg Airport - Budget Stabilization Fund	\$ 0	\$ 850	\$ 850
Low-Volume Routes - Budget Stabilization Fund	38,999	83,554	61,001
Total MoDOT Disbursements	<u>\$ 38,999</u>	<u>\$ 84,404</u>	<u>\$ 61,851</u>

¹ In previous years, these appropriations were in House Bill 19.

² Fiscal year 2025 Truly Agreed to and Finally Passed (TAFP) budget including vetoes.



Fiscal Year 2026 Appropriations Submittal
House Bill 20 American Rescue Plan Act (ARPA) of 2021
(Dollars in Thousands)

	Fiscal Year 2024 Actual Expenditures	Fiscal Year 2025 TAFP ² Budget	Fiscal Year 2026 Appropriations Submittal
Administered by MoDOT			
KC Streetcar - Budget Stabilization Fund	\$ 0	\$ 1,000	\$ 1,000
KC Port - Budget Stabilization Fund	1,558	28,583	28,442
KC Port Improvements - Budget Stabilization Fund	176	7,000	6,824
Total Administered by MoDOT	<u>\$ 1,734</u>	<u>\$ 36,583</u>	<u>\$ 36,266</u>

Administered by OA¹

Waste Water Improvements	949	7,829	7,489
Kirkwood Historic Train Station	151	2,390	2,349
Carrollton Amtrak Station	1	1,000	999
Washington County Airport	0	1,000	1,000
Buffalo Municipal Airport Improvement	0	687	687
Port Capital Improvement Projects	7,495	13,583	13,178
New Madrid County Port Authority	1,430	3,570	3,570
Elderly and Disabled Transit Assistance	0	6,000	6,000
Highway 76 Road Improvements in Branson	0	6,200	6,200
I-35, I-29, and US 169 Road Improvements	0	30,000	30,000
Total Administered by OA	<u>\$ 10,026</u>	<u>\$ 72,259</u>	<u>\$ 71,472</u>
Total Disbursements	<u>\$ 11,760</u>	<u>\$ 108,842</u>	<u>\$ 107,738</u>

¹ ARPA funding for these items are being administered by Office of Administration (OA); however, MoDOT is overseeing the projects.

² Fiscal year 2025 Truly Agreed to and Finally Passed (TAFP) budget including vetoes.

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RESOLUTIONS

RESOLUTION EXPRESSING APPRECIATION TO TERRY L. ECKER FOR OUTSTANDING SERVICE ON THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

WHEREAS, Terry L. Ecker was appointed to the Missouri Highways and Transportation Commission by Governor Eric Greitens on September 8, 2017, and served a term of over six years; and

WHEREAS, he served as Chairman of the Commission from March 2023 until April 2024; and

WHEREAS, he brought to the Commission a distinguished background of business expertise and public service, which provided him with a unique knowledge of highway and transportation issues, astute understanding of public funding and fiduciary responsibility, and respect for the perspectives and input of Missouri's diverse populace; and

WHEREAS, he was instrumental in many positive changes within MoDOT, as evidenced by Commission concurrence in revisions to the Commission's Statewide Transportation Improvement Program Funding Allocation Policy, which allocated additional funding for asset management of the state's low volume and minor roads; and

WHEREAS, in his service to the Missouri Department of Transportation, Commissioner Ecker was a transportation advocate whose influence on transportation policy culminated in the successful passage of Senate Bill 262 in May 2021 that increased the state motor fuel tax by 2.5 cents every fiscal year for five years until the motor fuel tax increase reaches 12.5 cents per gallon. This once in a lifetime funding proposal allows the department to continue to provide a transportation system that is safe, reliable, and promotes prosperity in Missouri; and

WHEREAS, in his service to the Commission and the department, Commissioner Ecker was a passionate safety advocate. His compassion for the traveling public is evidenced through his consistent promotion of safety belt use and encouraging the department's efforts to reduce distracted driving through his support of the Buckle Up Phone Down campaign; and

WHEREAS, he performed his duties with extraordinary professionalism, integrity, dignity, and the desire for his actions to reflect the best interest of all Missourians; and

WHEREAS, Commissioner Ecker's interest and concern for others endeared him to fellow members of the Missouri Highways and Transportation Commission and department staff.

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

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

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ADMINISTRATIVE RULES/POLICIES

REPORT AND RECOMMENDATION REGARDING PROPOSED AMENDED RULEMAKING – OVERSIZE AND OVERWEIGHT PERMIT RULE

On behalf of the Director, Rebecca Allmeroth, Chief Safety and Operations Officer, presented to the Commission proposed changes to 7 CSR 10-25.020 Oversize and Overweight Permits administrative rule. This rule is proposed for amendment to reduce barriers for the oversize and overweight transportation industry while preserving a risk averse priority to highway safety. The proposed rulemaking will relax the current width restriction to allow loads up to but not exceeding sixteen feet (16') to travel on weekends (current restriction is fourteen (14')). Curfews, tourist area travel restrictions, and other hazard mitigation policies remain in force. The proposed change will increase the width threshold for nighttime travel to allow loads up to but not exceeding twelve feet six inches (12'6") wide (current restriction is ten feet six inches (10'6")) continuous travel. The amended rule will increase the threshold to require escorts to apply to overlength loads exceeding one hundred feet (100') (currently ninety feet (90')). The revision will promulgate a new escort requirement for overlength loads exceeding one hundred twenty-five feet (125') on all highways. A gap analysis identified that the existing catalog of regulations did not include a provision for escorts on divided highways for loads in this length range. These changes will streamline and simplify holiday restriction requirements and redefine outmoded travelway descriptors. Eliminating references to "dual lane" and "multilane" highways and replace with the more intuitive and readily identifiable descriptors "divided" and "undivided" highways. The revision also authorizes the use of roadway geometric modeling software for overlength vehicle route surveys. The rule will be clean up various housekeeping items and codify existing business requirements into the administrative rule. This proposed rulemaking has a nexus to House Bill (HB) 2150 (2024). In addition to the Department's objective to realign with adjacent states' best practices, this rulemaking is responsive

to the industry’s desired outcomes included in that proposed legislation. Language included in HB 2150 was unfavorable to infrastructure preservation and safety. This proposed rulemaking accomplishes the same industry goal and is absent of that risk.

The department supports this notice of proposed amended rulemaking. The public will have an opportunity to submit comments in support of or in opposition to the proposed amended rulemaking. All comments received from the public will be considered and summarized in the final order 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 Chapter 304 RSMo, that grant the Commission’s rulemaking authority, authorized the Secretary to the Commission to file the notice 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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**COMMISSION POLICY REVISION – HIGHWAYS-RIGHT-OF-WAY- ACQUISITION-
RIGHT-OF-WAY PLANS DEVELOPMENT AND APPROVAL**

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. This policy is being revised to change the plans being ratified to the plans being certified once they are approved by the Commission. The modifications are noted in green text for new language, and red strike through text for deleted language.

On behalf of the Director, Eric Schroeter, Assistant Chief Engineer, recommended the Highways – Right-of-Way – Acquisition – Right-of-Way Plans Development and Approval policy be revised as indicated with green text for new language and red strike through text for deleted language.

Category: HIGHWAYS
Subcategory: Right-of-Way
Sub-Subcategory: Acquisition

RIGHT-OF-WAY PLANS DEVELOPMENT AND APPROVAL

In accordance with Section 227.050, RSMo, and with the Code of Federal Regulations, the Chief Engineer shall develop policies and procedures for right-of-way plans development and acquisition authority. All projects must be included in the Commission approved Statewide Transportation Improvement Program. The Chief Engineer or his designee is authorized to approve, on the Commission’s behalf, right-of-way plans. All right-of-way plans where right-of-way-must be acquired by condemnation shall be presented to the Commission for ~~ratification~~ approval and certification.

Effective Date: ~~November 7, 2013~~ August 7, 2024
Supersedes Policy Dated: ~~December 4, 1997~~ November 7, 2013
Last Reaffirmed:
Date of Origin: December 4, 1997
Related Commission actions: November 14, 1939; April 9, 1940; December 20-21, 1940; March 14, 1944; July 12, 1949; June 2, 1989; November 5, 1993; December 4, 1997; November 7, 2013 – Comprehensive Policy Review.

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

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BUSINESS ISSUES

FISCAL YEAR 2025 BUDGET AMENDMENT

On behalf of the Director, Todd Grosvenor, Financial Services Director, recommended decreasing the budget for fiscal year 2025. The budget decrease of \$518,000 for items restricted by the Governor during his review of the state’s fiscal year 2025 budget; decrease of \$36.7 million for items vetoed by the Governor during his review of the state’s fiscal year 2025 budget; and decrease of the State Administered American Rescue Plan Act (ARPA) of 2021 and General Assembly Designated and Funded Projects budget \$32.3 million, or items vetoed by the Governor during his review of the state’s fiscal year 2025 budget.

Via approval of the consent agenda, the Commission unanimously approved the fiscal year 2025 budget amendment described above.

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WARREN COUNTY COMMISSION, COST SHARE ECONOMIC DEVELOPMENT

The department works in cooperation with the Department of Economic Development and project sponsors to determine when targeted investments can be made to create jobs and may provide up to one hundred percent of participation costs. Twenty percent of the cost share program funds are set-aside for projects that demonstrate economic development through job creation. In June 2021, the Cost Share Committee revised its program guidelines. The Cost Share Committee consists of the Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, and two members selected by the Director which are currently the Chief Administrative Officer and Governmental Relations Director. This committee revised its guidelines to require Commission approval for projects that use the cost share economic development funds. This action is required to occur prior to the project being included in the Statewide Transportation Improvement Program (STIP).

The Warren County Commission submitted a \$500,000 request for cost share economic development funds to construct traffic signals at the Veterans Memorial Parkway (I-70 South Outer Road) and Heartland Drive intersection which are integrated with the railroad crossing signals. The project provides access improvements to the industrial development, which includes American Foods Group. The project is located in the Northeast district.

The total project costs of \$515,000 will be funded by the following sources: \$500,000 Cost Share Economic Development set-aside funds and \$15,000 Northeast District funds for preliminary engineering and construction engineering reviews. Warren County will be responsible for any additional project costs. The project construction is estimated to begin in fall of 2024. The project is estimated to create 1,400 new jobs at the American Foods Group facility.

The Cost Share Committee approved the County’s request at their June 14, 2024, meeting. On behalf of the Director, Ed Hassinger, Deputy Director/Chief Engineer, recommended approval of the award of \$500,000 in Cost Share Economic Development set-aside funds to the Warren County Commission to construct traffic signals at the Veterans Memorial Parkway (I-70 South Outer Road) and Heartland Drive intersection which are integrated with the railroad crossing signals. Via approval of the consent agenda, the Commission unanimously approved the recommendation described above.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

APPROVAL OF PLANS FOR CONDEMNATION

On behalf of the Director, Kenny Voss, 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>
St. Louis	267	J6S3397

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

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REPORTS

The Commission received the following written reports.

MODOT BRIEFING REPORT

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

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FINANCIAL - BUDGET - REPORTS – YEAR-TO-DATE, FINANCIAL REPORT PERIOD ENDING JUNE 30, 2024

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date June 30, 2024, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Kenny Voss, State Design Engineer, submitted a written report of consultant contracts executed in the month of June 2024, 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 681 active contracts held by individual engineering consultant firms prior to July 1, 2024. Fifteen engineering consultant services contracts were executed in June 2024, for a total of \$5,910,264. There were zero non-engineering consultant contracts executed in June 2024.

Mr. Voss noted that prior to this report, the budget for design and bridge consultants was \$110 million and acknowledged the department had exceeded the planned budget. The department budget for Design Bridge Consultants totals \$110 million for Fiscal year 2024, expenditures to date are \$114 million.

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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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