

Posted: December 31, 2024 at 1:30 p.m.  
MHTC Central Office  
105 West Capitol  
Jefferson City, Missouri 65101

Copies of this notice may be obtained by contacting:  
Pamela J. Harlan  
Secretary to the Commission  
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## Missouri Highways and Transportation Commission Tentative Agenda

*This meeting will be available to watch live stream at [www.modot.org/mhtc/live](http://www.modot.org/mhtc/live).*

Department of Transportation Building  
105 West Capitol Avenue  
Jefferson City, MO

January 8, 2025

Open Meeting 9:00 a.m.

	<u>Est. Time</u>
<b>COMMISSION ITEMS.</b>	
1. <b><u>Action Item</u></b> – <b><u>Consideration of Minutes</u></b> : Regular Meeting on December 4, 2024, and Special Meeting on December 3, 2024.	9:05 – 9:10
2. <b><u>Action Item</u></b> – <b>Consideration of Items on the Consent Agenda.</b>	9:10 – 9:15
a. <b>Removals.</b> <i>Items removed from the consent agenda will be discussed under “Items Removed from the Consent Agenda” below. All items not removed from the consent agenda will be approved, without discussion, by a single action taken by the Commission.</i>	
b. <b>Abstentions.</b> <i>A Commissioner may abstain from voting on an item on the consent agenda without removing it by specifying the item number and his desire to abstain prior to the vote.</i>	
3. <b><u>Non-Action Item</u></b> – <b>Committee and Board Reports.</b>	9:15 – 9:30
a. Audit (Boatwright, Slay, and Baker)	
b. Legislative (Boatwright and Erdman)	
c. Missouri Transportation Finance Corporation Board of Directors (Smith, Erdman, and Baker)	
d. MoDOT and Patrol Employees’ Retirement System Board of Trustees (Boatwright, Erdman, and Hegeman)	
e. Missouri Coalition for Roadway Safety Executive Committee (Boatwright)	
4. <b><u>Non-Action Item</u></b> - <b><u>MoDOT Director’s Report.</u></b>	9:30 – 9:45

	<u>Est. Time</u>
<b>MODOT PRESENTATIONS.</b>	
1. <b><u>Action Item</u></b> – <b><u>Consideration of Bids for Transportation Improvements.</u></b> <i>Danica Stovall-Taylor, Assistant State Design Engineer</i>	9:45 – 10:00
2. <b><u>Non-Action Item</u></b> – <b><u>Financial Forecast Update.</u></b> <i>Brenda Morris, Chief Financial Officer</i>	10:00 – 10:15
3. <b><u>Non-Action Item</u></b> – <b><u>Statewide Transportation Improvement Program Development.</u></b> <i>Llans Taylor, Transportation Planning Director</i>	10:15 – 10:30
4. <b><u>Non-Action Item</u></b> – <b><u>MoDOT Improve I-70 Program Report.</u></b> <i>Eric Kopinski, Improve I-70 Program Project Director</i>	10:30 – 10:45
5. <b><u>Non-Action Item</u></b> – <b><u>Motor Carrier Services Update.</u></b> <i>Aaron Hubbard, Motor Carrier Services Director</i>	10:45– 11:00
6. <b><u>Non-Action Item</u></b> – <b><u>Excess Property Overview.</u></b> <i>Brenda Harris, Assistant to the State Design Engineer-Right of Way</i>	11:00– 11:15

-- Items Removed from the Consent Agenda, if any.  
(Taken in numerical order.)

**PUBLIC COMMENT PERIOD.**

Members of the public who have not scheduled presentations before the Commission may speak to the Commission on transportation-related issues by signing in at the registration desk by 9:30 a.m. Comments will be limited to five minutes per person, ten minutes per topic.

**COMMISSION CONCERNS.**

**ADJOURN.**

**-- CONSENT AGENDA --**

**All items on the Consent Agenda require Commission Action.**

*Items on the Consent Agenda are taken up by the Commission as the first order of business. Any items removed from the Consent Agenda are taken up by the Commission in numerical order under “Items Removed from the Consent Agenda”. (See previous page.) All items not removed from the Consent Agenda are approved with a single action by the Commission.*

**ADMINISTRATIVE RULES/POLICIES.**

1. **Commission Policy Revision – Cost Share Program.**  
Consideration to reaffirm the FINANCIAL – Project Funding and Financing Alternatives – Cost Share Program.  
*Todd Grosvenor, Financial Services Director*
2. **Report and Recommendation Regarding Final Order of Rulemaking – Uniform Relocation Assistance.**  
Consideration of file the final order of rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in the *Missouri Register*.  
*Brenda Harris, Assistant to the State Design Engineer-Right of Way*

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP).**

3. **Forward 44 Project Contract Authorizations.**  
Consideration to approve the Forward 44 contracts as part of the Forward 44 Project contingent upon the transfer of funds from the Office of Administration I-44 Improvement Fund to the State Road Fund I-44 Project Fund.  
*Brenda Morris, Chief Financial Officer*
4. **Improve I-70 Project Contract Authorizations.**  
Consideration to approve the Improve I-70 contracts as part of the Improve I-70 Project contingent upon the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund.  
*Eric Kopinski, I-70 Program Coordinator*
5. **2025 - 2029 Statewide Transportation Improvement Program Amendment.**  
Consideration to revise the 2025-2029 Statewide Transportation Improvement Program (STIP) approved in July 2024 for the implementation of eighteen Highway and Bridge projects.  
*Eric Schroeter, Deputy Director/Chief Engineer*

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP).**

6. **Request for Approval of Location and/or Design of Highways.** Consideration for the following roadways location and/or design.

**US Route 61, Lincoln County, Routes K and V to Creech Lane.**

This project includes corridor and intersection improvements. It proposes the elimination of two existing at grade median crossovers at Routes V and K and Creech Lane and the construction of a new, full-access controlled interchange and outer roads. Estimated cost for this improvement is \$19,316,000. The project will have fully controlled access right of way. During construction, work will mainly take place adjacent to US Route 61, Routes K and V, and Creech Lane. Lane closures and limited temporary roadway closures will be required to connect to travelways into existing travelways. The project is 1.5 miles in length.

*Paula Gough, Northeast District Engineer*



**-- REPORTS --**

Written reports pertaining to the items listed below are presented for Commission information and do not require action.

1. **MoDOT Briefing Report.**  
*Ed Hassinger, Director*
2. **Missouri Department of Transportation Financial Report – Fiscal Year 2025.**  
Year-to-Date. Period ending November 30, 2024.  
*Todd Grosvenor, Financial Services Director*
3. **Consultant Services Contract Report.**  
*Danica Stovall-Taylor, Assistant State Design Engineer*



# Minutes



**MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION**

**Official Minutes**

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**MINUTES OF THE REGULARLY SCHEDULED  
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING  
HELD IN KANSAS CITY, MISSOURI,  
WEDNESDAY, DECEMBER 4, 2024**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, December 4, 2024, at Marriott Downtown, Bernie Moten A&B, 200 West 12<sup>th</sup> Street, Kansas City, 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, and Daniel J. Hegeman. Ann Marie Baker was present via WebEx.

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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Ed Hassinger, Director of the Missouri Department of Transportation; Terri Parker, Chief Counsel for the Commission; and Pamela J. Harlan, Secretary to the Commission, were present on Wednesday, December 4, 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 Erdman, seconded by Commissioner Smith, a quorum of Commission members present approved the minutes of the regular meeting held on November 8, 2024, and the special meeting held on November 7, 2024. 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 December 4, 2024, Consent Agenda**

Consent agenda item Number 5, Commission Policy Revision – Commission Funding Allocation Policy Revisions was pulled for later consideration. Upon motion by Commissioner Smith, seconded by Commissioner Slay, the remaining 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 December 4, 2024, meeting.

**Audit Committee** – Commissioner Slay stated there was no report this month and the next Audit Committee meeting is scheduled for March 5, 2025.

**Legislative Committee** – Commissioner Erdman reported the first day for pre-filing legislation for the 2025 session of the Missouri General Assembly was December 2. The department has not identified any specific proposals that may negatively impact transportation. MoDOT staff will continue to educate elected officials on the Commission’s 2025 legislative agenda and policy positions. Governmental Relations expects to see progress on the Safer Access for Everyone on the Roadways (SAFER) document, which outlines several different safety measures that could be addressed with legislative action. MoDOT will also work on raising awareness of the costs associated with trash removal along the state highway system and possible legislative options that can be considered to help reduce this burden. The first regular session of the 103<sup>rd</sup> General Assembly begins at noon on January 8. Commissioner Erdman thanked Chairman Boatwright for his continued support for the “Coffee with the Commission”. He reported the Commission contacted every House and Senate member in the area of the state where meetings were being held to invite them to stop by and visit with the commission members prior to every Commission meeting. These visits allowed the Commission to develop relationships with elected officials closer to their home districts. With the pending retirement of Jay Wunderlich, Commissioner Erdman shared his gratitude for Mr. Wunderlich’s remarkable service and wished him all the best.



**Missouri Transportation Finance Corporation (MTFC)** – Commissioner Smith reported the MTFC Board held a meeting on November 12, 2024. The board accepted the Fiscal Year 2024 Financial Statement Audit presented by Williams Keepers LLC. This was the twenty-eighth consecutive clean audit for the MTFC. The board received its sixteenth certificate of achievement from the Government Finance Officers Association for excellence in financial reporting. The next MTFC meeting will be held February 5, 2025.

**MoDOT and Patrol Employees’ Retirement System (MPERS)** – Commissioner Erdman reported the board met on November 21, 2024. At this meeting the board approved the 2025 meeting schedule; they also approved an upgrade of the pension administration system. The board received the Fiscal Year 2024 audit report and an unmodified, or clean, opinion.

**Missouri Coalition for Roadway Safety Executive Committee** – Commissioner Boatwright reported as of December 1, there have been 845 traffic fatalities in Missouri this year. While the final reports are still coming in for Thanksgiving weekend, preliminary data indicates there were five fatalities over the holiday period compared to nine last year. As the end of 2024 is approaching, the state is positioned to see an overall decrease in traffic fatalities for the second year in a row.

This week marked the beginning of pre-filing for proposed legislation in the Missouri General Assembly. The Commission and the Coalition continue to promote a number of public policy measures the state should consider to improve the state of highway safety in Missouri. The SAFER document outlines more than a dozen measures the state could take to save lives, such as enhancing current car seat requirements and strengthening the graduated driver’s license program for new drivers. The Commission is hopeful several of these items will be taken up for discussion during the 2025 session.

Finally, the Coalition has begun the process of updating the state’s strategic highway safety plan. This plan outlines the primary areas in which the state and Coalition partners should focus their energies and resources in order to have the greatest impact on highway safety. The current emphasis areas include seat belt use, distracted driving, excessive speeds, and impaired driving. Approximately seventy-five people from dozens of partner organizations attended the kickoff meeting, and the group will continue to meet in the coming months before preparing a draft plan for comment. The plan is set to be completed and made available to the public by October 1, 2025.

Commissioner Boatwright concluded his comments by reminding everyone to buckle up and put down the phone.

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## **DIRECTOR’S REPORT**

During the December 4, 2024, Commission meeting, Director Ed Hassinger provided the following report:

**Industry Meeting** – Director Hassinger noted the Statewide Transportation Improvement Program (STIP) approved by commission in July represents Missouri’s largest number of projects and dollar value of projects to be put under contract over the next five years. MoDOT and industry partners in engineering design and construction have an enormous task of accomplishing these projects. Two weeks ago, the department invited industry members to join MoDOT leadership for an update on the upcoming major projects across the state. Details were shared about major project schedules, scope, and budget. The presentations were recorded and are available on MoDOT’s website along with the handouts for anyone

who could not attend in person. Information was presented on the timing of each of the contracts for the Improve I-70 project. Information was also shared on the progress on the Forward 44 planning study and the schedule for the first construction projects in Springfield and Joplin to balance in between I-70 projects. Details were shared on every project worth more than \$25 million included in the five-year STIP. Staff sought industry partner feedback on the schedule and the timing of projects.

**Kansas City Cost Share Project** – Director Hassinger reported earlier this week, the cost-share committee met to review proposed projects. Since the Commission meeting was in Kansas City, Director Hassinger highlighted a major project from the area that was approved for cost-share funds. The downtown Kansas City South Loop Project was approved for a 50/50 cost-share, with \$31.6 million from the Cost-Share Program matched with \$31.6 million of local funds.

The proposed project will support the City’s proposed structural deck over a four-block section of Interstate 670 in downtown Kansas City by replacing the retaining walls along the north and south sides of I-670, replacing all pavements along I-670 from Broadway to Grand, replacing drainage systems under I-670 from Broadway to Grand, and the Walnut Street bridge. Upon completion of this work, MoDOT will continue to be responsible for the I-670 pavement, striping, and signage. The City of Kansas City will be the future owner of the bridges at Baltimore Avenue, Walnut Street, and Grand Boulevard, along with maintenance of the new walls, the revised drainage system on I-670, and the new tunnel items.

Director Hassinger noted this is an exciting development for the City of Kansas City, and MoDOT will share more on this later in the meeting.

The Commission and department look forward to working with the City of Kansas City to get all the agreements signed and moving forward with this project. It will lay the foundation for the future South Loop Project creating a sustainable urban park over I-670.

**Director’s Advisory Council Update** – Mr. Hassinger reported over the last three weeks as the new Director of MoDOT, he has begun the process of forming a new Director’s Advisory Council. The council will include representatives of the department’s key stakeholders including key elected officials, local planning partners, the MoDOT contractor community, state and local economic development, and others critical to delivering the transportation improvements. Efforts will focus on review of MoDOT’s organization to strengthen its commitment to several key areas of continuous improvement critical to project delivery success and operations. Letters have been sent to a wide variety of stakeholders informing them of this council and asking for them to provide suggestions for members on the council. Director Hassinger noted he has received a lot of input already and will work with the Commission to narrow a group down to a couple of dozen. The goal is to have this group in place and have a first meeting in early 2025.

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## **PUBLIC COMMENTS**

### **CONCERNS ABOUT ACCESS AT HIGHWAY 50 AND HIGHWAY 7 IN JACKSON COUNTY**

Don Rosenberger presented several comments to the Commission. He noted there is concern with the intersection of Highway 50 and Highway 7 in Jackson County. He noted how much growth has

happened in the area in the past ten years and originally it was rural with low density traffic. He noted that some of the surrounding roads are 20 or 21 feet wide and cannot handle heavy trucks or extra equipment.

Mr. Rosenberger thanked the Commission for their service and appreciated the staff that had worked with on the issue over the past 14 months. Mr. Rosenberger's concern is the access related to a project in the works at this intersection. He wanted to note that the right of way that has been there for over 75 years can stay intact for businesses and residents in the area. Mr. Rosenberger feels that the plans submitted to MoDOT deny access in the area due to the proposed right-in, right-out entrance being proposed. He provided historical information on the area and intersection, and also some additional information on other crossroads and intersections in the area. Mr. Rosenberger feels that his business will be denied access with the new development and provided some proposals of how to maintain access. He also addressed safety on the cross overs in the area.

Commissioner Boatwright thanked Mr. Rosenberger for his presentation and bringing his concerns to the Commission. He encouraged Mr. Rosenberger to continue working with the Kansas City District.

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### **APPRECIATION FOR PARTNERSHIP ON LOCAL PROJECTS**

Brian Platt, City Manager for the City of Kansas City, thanked the Commission for their work and appreciated their partnership, specifically on the South Loop Project. Mr. Platt noted that the cost share funding is crucial to the project and does not happen without the Commission's involvement, creativity, and leadership along with the Kansas City District staff. He noted this is a complicated project but has the opportunity to be transformative for the community. He thanked the Commission for their support of this project and looks forward to seeing them at future groundbreaking and ribbon cutting ceremonies.

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## **PUBLIC PRESENTATIONS**

### **MID-AMERICA REGIONAL COUNCIL (MARC)**

Ron Achelpohl, Director of Transportation and Environment, welcomed the Commission to the Kansas City region, and thanked them for working together with Mid-America Regional Council (MARC) to successfully accomplish projects. MARC serves two states and nine counties, which now officially includes Ray County. This area includes 119 cities and 2.2 million people. MARC provides a forum for the region to work together to advance social, economic, and environmental progress. MARC's role in transportation is to bring together state and local transportation stakeholders and decision makers to develop regional plans including the long-range transportation plan for the region and to develop the region's Transportation Improvement Program.

Mr. Achelpohl noted he was a MoDOT employee before going to MARC and holds the Commission and MoDOT in high regards. He commended the Commission for their selection of Director Hassinger, who is a great fit for the position. Mr. Achelpohl also praised Kansas City District Engineer Chris Redline; James Pflum, Project Director; and the MoDOT team, along with the City of Kansas City, Burns and McDonald, HNTB, and Massman Clarkson for completing the new Buck O'Neil Bridge project on time and on budget. Mr. Achelpohl noted it was a privilege to serve an early role in the planning and funding of the project and it is a tangible and durable example of the power of partnerships. What began as an obsolete and deteriorating structure on the state system with limited funding available to do much more than replace it in kind, concluded with partners working together to come up with a solution that provided the new bridge that provides many opportunities for the community as it serves motorists, pedestrians, and bicyclists in the region for decades to come.

Mr. Achepohl highlighted the funding crisis over the last couple of years, and how the planning agencies around the state really had to work together to address this funding crisis, which came about because of the opportunity of new funding in the Bipartisan Infrastructure Law (BIL) / Infrastructure

Investment and Jobs Act (IIJA) that created a situation where funding for the states was being redistributed every summer. He noted that not every state was able to use all of their allocation for the discretionary programs in the bill at the rate needed to preserve the obligation authority. This was also at the same time as local governments and others were coming out of the pandemic, which created a lot of new obstacles for delivering federal aid projects such as staff shortages at the local and state level. Planning partners were trying to make sure they were drawing down the unobligated balances of these federal funds that allowed MoDOT to have access to more redistributed funds that came about every summer, and partners around the state were able to meet or exceed the targets that had been set for obligation. Regarding funding in the Kansas City area, MARC was able to obligate about 128% of their annual appropriation and is making a difference in drawing down unobligated balances and putting the state in a better position to compete for those funds in the future. He noted they look forward to continuing to work with MoDOT staff on improvements and innovations in the local public agency project delivery program to make sure that partners are able to regularly draw balances down and spend funds without extraordinary efforts that have had to take over the last couple of years to deliver.

Mr. Achepohl noted MARC and MoDOT are working together on a number of other planning efforts, and MARC is in the process of completing the update to the connected KC 2050 Metropolitan Transportation Plan. This is a document that will guide investment in the in the region for the next 25 years; it is an important foundational planning document that is part of the metropolitan planning process. He stated they will also be updating and adopting a new Transportation Improvement Program (TIP) that will commit federal funds through 2030 in the Kansas City metro area.

MARC, MoDOT, and other partners in the region are working together with KC 2026 to support the transportation planning and operations for the upcoming World Cup games that will be in the region in 553 days. MARC is also working to complete an update to the region's Freight Transportation plan and the region's comprehensive transportation safety action plan. He noted this time the planning organization

is doing it in partnership with the Pioneer Trails Regional Planning Commission, so the entire Kansas City district is involved updating the two studies; they are also working with MoDOT, the City of Kansas City, and other partners on corridor and environmental studies. Mr. Achepohl noted all are important planning efforts that inform planning partners of the priorities. These efforts also help to identify unfunded needs in the Kansas City area.

Mr. Achepohl concluded by stating all of this work will continue to build and enhance partnerships, between MARC and MoDOT. Commissioner Erdman thanked Mr. Achepohl for his presentation and noted that Mr. Achepohl is one of those unsung heroes of Kansas City who is behind the scenes making things happen and deserves recognition. Commissioner Erdman also noted the department prepares a five-year Statewide Transportation Improvement Program (STIP) with the assistance of local governments and planning organizations such as MARC, which is essential to future success.

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## **MODOT PRESENTATIONS**

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

On behalf of the Director, Chris Redline, Kansas City District Engineer, described the district with some statistics including the district has 9 counties with a population of 1.33 million. While the district has just over 3,000 state highway miles, the district maintains almost 8,000 lane miles. The district also works closely with the two planning organizations and includes very rural aspects and highly urban aspects within the district.

Mr. Redline requested a moment of silence for fallen coworker Jay Bone, who was killed on September 24, 2024. He thanked the Missouri State Highway Patrol as they were instrumental in helping staff that witnessed this tragedy, met with district staff two days later and utilized their defense program, and were outstanding partners.

The Kansas City District has 529 employees, with an additional 101 vacancies currently. Those vacancies are primarily in the urban operations area. The district still has a maintenance facility closed in the West Bottoms, as that building has consolidated with the Stadium North facility. The district, like the rest of the state, continues to work on filling vacancies and speeding up the hiring process. Mr. Redline displayed a picture from an event celebrating the department's veterans, who had the opportunity to go to Whiteman Air Force base for a tour and view the A10 Warthog, which is being phased out.

Mr. Redline provided the current bridge and pavement conditions in the district:

- 3,262 lane miles major routes – 88 percent good
- 3,154 lane miles minor routes – 73 percent good
- 1,285 lane miles low volume roads – 87 percent good
- 1,426 bridges – 64 are in poor condition.

He also provided a safety update. He reported the district had 25 injuries in the district. The truck mounted attenuators (TMAs) were struck 5 times in the district, which is down 11 from this time last year. Mr. Redline noted staff has more advanced warning, and they are also upgrading sign boards to be more visible. There were 9 incidents when backing up. There were 21 employees with strains or sprains. The district has 156 fatalities on its roadways to date.

Regarding the district's litter and operations efforts, the district contracted operations for about \$3.5 million on litter and debris removal. There are several initiatives to help with the unsheltered and homeless populations; included in that cost is the human compassion component where people actually attempt to get the unsheltered into services to try to help them get on a path to a better way of life, which is really unique and a model for the country. The number of homeless calls peaked in 2022, but since then the homeless calls are plummeting which shows that efforts are paying off and our customers are seeing it as well. Similarly on litter, calls peaked in 2021. The trend line is going down fortunately, and staff keep seeing a reduction in litter calls. Mr. Redline played a video of a trash truck dropping debris while driving down the road, and noted there are hundreds of these trucks driving around the metro area every day,

making many trips a day. If trash trucks are continually dropping trash while driving, it dirties the highways really quickly. The district has a three-prong approach to try to prevent litter: education, enforcement, and one-on-one engagement. Last year, Mr. Redline sent letters to approximately 60 to 70 haulers explaining that MoDOT spends upwards of \$14 million every single year to pick up trash. He reminded haulers of their legal obligations, required by law, to secure their loads. He also discussed the importance of quality tarping, and how containment is critical for the unloaded trucks too because trucks do not get completely empty when dumping. Mr. Redline thanked the Patrol for their partnership for enforcement efforts that focused on landfills and transfer stations all across the metro area, even out in Sedalia. The Patrol has conducted five operations since June and inspected 147 trucks; there were 222 violations and 41 of those were load securement violations. Mr. Redline noted he recently received an email from a customer who is very passionate about litter and thanked the department for litter and debris.

Mr. Redline highlighted a few taking care of the system projects: the rehab of the I-435 bridges over Raytown Road near the stadiums; upgrading the old segmented barrier north of the downtown airport to a monolithic solid concrete barrier which is safer for the public. The Route 92 bridge was damaged by a vehicle strike. The district kept the Route 92 bridge open to very limited traffic until school was out of session, repaired it before school re-opened. He also highlighted the opening of the Buck O'Neil bridge, a \$220 million project, which opened to all traffic on November 26. The Improve I-70 Kansas City project was awarded to Clarkson-Radmacher Joint Venture LLC and is a \$237 million project that goes from downtown to just west of I-435, and includes repairing or rehabilitating 15 bridges, adding a lane going eastbound, and making improvements to the Jackson and Benton curve. The South Loop Project is a partnership with numerous entities to build a sustainable urban park over I-670 linking adjacent communities and creates a more sustainable downtown with a commitment to prioritize pedestrians, cyclists, and multimodal transportation.



Mr. Redline echoed Mr. Achepohl's comments about being heavily engaged with different committees and parties around the region, including KC 2026, for the World Cup. There will be a Fan Fest at the World War I Memorial, which is an absolutely great venue, but getting to and from the venue is going to be a challenge. The region will host four to six matches total including a quarterfinal. Construction and maintenance work will be scheduled around the World Cup activities in the district in June and July of 2026.

Mr. Redline concluded his presentation by acknowledging his outstanding staff for their great work. Commissioner Smith noted Mr. Redline's tremendous efforts on litter removal and appreciated the effects of his outreach. Commissioner Hegeman echoed Commissioner Smith's comments on litter removal. He commended Mr. Redline and his staff on the Route 92 bridge in Platte City, delivered a great project in a timely manner. Commissioner Erdman noted the success the department is experiencing such as the Buck O'Neil bridge project being on schedule and on budget. He also commended staff for their tremendous work with the unsheltered along with litter removal.

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## **COST SHARE**

On behalf of the Director, Todd Grosvenor, Financial Services Director, presented a summary of the cost share program. Mr. Grosvenor explained the purpose of the cost share program is to build partnerships with local entities to pool efforts and resources to deliver state highway and bridge projects. He explained there is great demand for transportation projects beyond asset management projects.

Mr. Grosvenor described how the commission recognized there was a need to set aside resources to share in the cost of projects that will benefit the taxpayers and help the department improve transportation with its limited resources. MoDOT currently administers two cost share programs: the MoDOT Cost Share Program and the Governor's Transportation Cost Share Program. Both of these programs build partnerships with local entities to pool efforts and resources to deliver highway and bridge

projects. When a local entity chooses to participate in the cost share program, they submit an application that includes the project location, project scope and need, along with project estimates. Projects must be on the state highway system. There is a minimum cost for the project of \$200,000. There are different aspects of a transportation project that are eligible for funding including the design, any right of way, utility relocation, construction, and construction inspection. When a local entity submits its application, they are agreeing to provide the local match of fifty percent of the project cost. For the economic development portion of funds, those projects can be funded at a higher ratio, and some of those may be up to one hundred percent cost share program funds.

Mr. Grosvernor provided information about the current cost share program. Sponsors can submit cost share applications three times a year: June, September, and December. The applications are developed with guidance from the district that help with the project scope; estimated costs; ensuring support of the local planning organization; and that the project is on the state highway system. The applications are reviewed and ranked by a team of staff from Financial Services, Transportation Planning, Highway Safety and Traffic, Design, Maintenance, Chief Counsel's Office, and also the Department of Economic Development. Experts from each of those sections review the applications very thoroughly and rank the projects by transportation need, public benefit, economic development, and the applicant share of the total project cost. The applications are presented to the cost share committee for consideration; the committee consists of MoDOT's 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. If the application is approved by the committee, the 50/50 cost share projects are presented to the Commission for approval via a Statewide Transportation Improvement Program (STIP) Amendment on the consent agenda. The economic development projects are presented to the Commission as a regular or a consent agenda item and then if approved, a STIP Amendment is presented to the Commission at a later meeting. The cost share program has been very successful over the last two decades

and has leveraged local cash for every dollar that has been set aside for the cost share program. Since 2004, the program delivered almost \$1.8 billion of highway and bridge projects in the state of Missouri.

Mr. Grosvenor noted how the program has evolved over time. From 2004 to 2011, the Cost Share Program was \$30 million a year. It grew to \$35 million in 2012 and up to \$45 million in 2013. On January 8, 2014, the Commission suspended the Cost Share Program due to declining transportation funding. Thankfully, on January 4, 2017, the Commission was able to reinstate the Cost Share Program and made available \$10 million in fiscal year 2018 and \$15 million in fiscal year 2019. Funding increased to \$25 million in fiscal year 2020 and increased \$5 million per year until 2024. When the Commission reinstated the cost share program in 2017, ten percent of the cost share program funds were set aside for economic development projects. On March 3, 2021, the Commission increased the economic development portion of cost share funds from ten to twenty percent beginning in fiscal year 2024 and modified the policy so the Commission may also select economic development projects in coordination with the Department of Economic Development. He further explained that cost share funds are made available the same way the STIP is funded; years one, two and three are funded at 100 percent, and years four and five are funded at 50 percent. Any money that is not programmed remains in the cost share program; it does not leave the program.

Mr. Grosvenor explained the department administers the Governor's Transportation Cost Share Program, which uses the same application and review process as the MoDOT cost share program. The differences though are there are just two rounds of funding for this funding source, and since it is not state road funds the applications could be for any public road or bridge project satisfying a transportation need. The applications are limited to the construction applications and are ranked by economic impact, applicant share of total project cost, transportation need, public benefit, and project readiness. Round one, or the 2019 legislative year, funding was approved for \$50 million of General Revenue and CARES Act funds. The department had 17 projects approved with a total estimated cost of \$117 million, meaning \$67 million

was contributed by partners to deliver those projects. Fifty percent of the funding was allocated to the projects on state routes and forty-three percent was allocated for local routes. Of those 17 projects, 11 are complete, 4 are in construction, and 2 are in the design phase. There currently is \$16 million that has not been spent yet and any remaining balances of the General Revenue funds has to be reappropriated by the General Assembly. Round Two, which came in the 2022 legislative year, was \$75 million funded from the Budget Stabilization Fund. The department had 28 projects approved with a total estimated cost of \$176 million, meaning \$101 million was contributed by local entities. Fifty-three percent of the funding went to projects on state routes and the remaining forty-seven percent was applied to local routes. Of those 28 projects, 2 are complete, 10 are in construction, and 16 are in the design phase. There is currently \$63 million remaining to be spent and any remaining balances of the General Revenue funds has to be reappropriated by the General Assembly.

The Commission thanked Mr. Grosvenor for his presentation and noted that collaborating with local entities is a great partnership and can move projects forward ahead of schedule. There is more than just the financial value in the cost share program. The department gets to jointly solve transportation problems with local entities and strengthen those relationships.

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## **BUILDING SAFER ROADWAYS**

On behalf of the Director, Jon Nelson, State Highway Safety and Traffic Engineer, updated the Commission on the progress of the ongoing mission to provide a transportation system that is safe. MoDOT's mission is to provide a world-class transportation system that is safe, innovative, reliable, and dedicated to a prosperous Missouri. While a number of external factors impact safety of the system, MoDOT is uniquely positioned to provide safety features on many roadways that can prevent or minimize the impact of crashes.

Mr. Nelson highlighted safety programs, activities, and public awareness campaigns like Buckle Up Phone Down (BUPD), which reminds all drivers about the responsibility to use the highway system in a safe manner. The Missouri Coalition for Roadway Safety (MCRS) provides opportunities for MoDOT staff and highway safety partners to engage Missourians every day with the message of highway safety from school activities and community events to public service announcements and educational programs. While these behavioral programs are a critical component to improving highway safety in Missouri, they represent only a portion of the work MoDOT is doing to provide a safe transportation system

MoDOT is also investing millions of dollars every year through the state with the Statewide Transportation Improvement Program (STIP) to build infrastructure improvements that are designed to prevent, mitigate, or minimize the consequences of these unsafe driving behaviors. Through hundreds of projects in the STIP over the past several years, efforts are underway that are saving lives and reducing serious injuries. Mr. Nelson noted that MoDOT receives federal funds every year that are designated for infrastructure safety improvements; these funds cannot be used for everyday asset management needs such as pavement resurfacing or bridge deck repair, they must be used on improvements that specifically address a demonstrated safety need or proactively mitigate a crash risk. There are a number of improvements that can qualify for this funding but some of the more well-known treatments are median guard cable, paved shoulders, rumble stripes, geometric improvements, and safer intersection designs. For decades the department has been utilizing these funds to enhance safety on thousands of miles of roads in Missouri beginning with Federal Fiscal Year 2022. Mr. Nelson reported the amount of federal safety funding made available to the states increased as a result of the Bipartisan Infrastructure Law (BIL) / Infrastructure Investment and Jobs Act (IIJA) and Missouri currently receives around \$78 million a year, which is specifically designated for infrastructure improvements to reduce serious crashes.

Mr. Nelson provided a brief history on safety funding in Missouri. Over the past decade, the Commission and department have made progress in ensuring safety funds are being used on transportation

projects. Under the Fixing America's Surface Transportation (FAST) Act, Missouri received anywhere from \$56 to \$59 million each year in federal safety funds from 2017 to 2020. Only \$25 million of those safety funds were being distributed to the districts for programming improvements in the STIP. While there were multiple reasons for this, the biggest reason was that at that time there was less overall transportation funding available in the state, therefore, the vast majority of MoDOT's construction program was focused on taking care of the system. Over time, the Commission elected to increase the distribution of safety funds from \$25 million to \$35 million, narrowing the gap between the amount of federal safety funds received and the amount made available to the districts for programming. Mr. Nelson commented the districts have really taken full advantage and made sure that those additional funds were put to work by including safety improvements on more projects. Years later when the Bipartisan Infrastructure Law (BIL) replaced the FAST Act, the amount of federal safety funding made available to the states increased significantly and once again the Commission elected to increase the safety fund distribution. By 2028, Missouri will receive approximately \$78 million in federal safety funds or \$20 million more than the current distribution. Therefore, a decision today to fully distribute the safety funds beginning in Fiscal Year 2028 would represent another significant step forward in the safety program and ensuring that safety improvements remain a core component of the STIP for years to come.

Mr. Nelson stated that as funding for safety has evolved over time, so has the process by which safety is analyzed. Historically safety analysis has been predominantly reactive in nature, that is focusing on locations with the most number of crashes. Today new data sets, new tools, and new processes enable MoDOT to become much more proactive in the ability to address safety. He noted that it does not mean the department can predict where a crash is going to occur or when a crash might happen, but staff can generally predict the typical behaviors and the type of risk factors that often contribute to a crash. More specifically, it has been identified that these crashes usually occur when one vehicle leaves its lane of travel or when one road user impedes the normal lawful movement of another road user, such as one

vehicle pulling out in front of another. It is also known most severe crashes often include higher levels of speed and thus more energy, so as a result the opportunity to improve safety is no longer reserved just for projects at locations with a high number of crashes. Such locations are still great candidates for safety improvements, but so are other locations. In short, most projects offer some opportunity to consider ways that safety of the system can be improved.

MoDOT implemented the Safety Assessment For Every Roadway (SAFER) tool about two years ago that utilizes dozens of questions for project teams to consider. SAFER seeks to look at projects from a variety of perspectives such as intersection design, roadway visibility, pedestrian accommodations, and roadside safety. The philosophy is every project is an opportunity to improve safety of the system, therefore, staff want to make sure the right questions are being asked with the right people to consider how the project might be best suited for safety improvements. Mr. Nelson noted SAFER is not intended to change the primary purpose or the overall scope of the project; a bridge replacement is still a bridge replacement, a resurfacing job is still a resurfacing job. But while that roadway is being improved, there are things that make sense to include to proactively address safety with the safety funds that have been made available to Missouri. It is a tool for creating a conversation on every project to consider how MoDOT might take that opportunity to not only build a good project, but to also make the system safer in the process. When this occurs across, hundreds of projects in the STIP are impacted in meaningful ways.

Mr. Nelson presented a few big picture results of the SAFER document after just a couple of years of usage. From the 2023-2027 STIP to the 2025-2029 STIP, the percentage of projects including measurable safety improvements increased from 28 percent to 50 percent. For projects considered new capital projects, the increase is even greater from 16 percent to 67 percent. While the districts were already doing a great job programming safety funds in the STIP, they have included a 33 percent increase in the overall amount of funding of safety improvements programmed. It is not solely about the number of projects that include safety or how many dollars are invested in safety, more importantly are the expected

impacts of these improvements. He stated it is estimated that the safety improvements programmed in the first three years of the current STIP will save more than 200 lives over the lifetime of those improvements. Nearly 1,000 serious injuries are expected to be prevented during that same time frame. These estimates are based on nationally recognized models and methods for quantifying the impacts of proven safety countermeasures. By using these tools, MoDOT can better understand not only the real-world impacts that should be expected but also how to measure the return on investment in ways that were not possible in the past. It is estimated that for every \$1 programmed in the first three years of the current STIP, Missouri will see a \$10 return in the societal safety benefits at the end of the day. The ability to track, quantify, and evaluate safety improvements provides a greater level of accountability and also more confidence when using safety funds on projects. Ultimately, the department is positioned better now than ever before to maximize the return on investment for safety funds and has the opportunity to make an even bigger commitment to safety. Mr. Nelson remarked that MoDOT has a record construction program over the next five years, and with this monumental program comes the opportunity to include even more safety improvements going forward and extend the safety benefits to more roads by virtue of more projects, ultimately saving even more lives on the state's roadways.

Mr. Nelson commended the work of staff to provide a positive impact by continually considering ways to build and maintain a transportation system that is safe for all users and extended his appreciation to hard work to achieve such impactful results over the last several years. He thanked the Commission and department leadership for their ongoing commitment to safety.

Commissioner Smith thanked Mr. Nelson for his presentation. He shared appreciation for the program the team is using to significantly increase the amount of improvements in MoDOT's designs that are focused on safety aspects. With increased speeds and driver inattention, it is important to do all that can be done through engineering to have safety countermeasures.

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## **MODOT ANNUAL REPORT 2024**

On behalf of the Director, Eric Schroeter, Assistant Chief Engineer, shared the department's annual report with the Commission. Mr. Schroeter explained the Missouri Department of Transportation's Annual Report is a collection of five comprehensive documents which include the Year in Review, the Citizen's Guide to Transportation Funding, the MoDOT Results Document, the Financial Snapshot, and the Annual Comprehensive Financial Report. MoDOT's Year in Review looks back on the highlights of the year, from the completion of major projects to national awards won by the department. The department delivers this report in December and the Director will formally present the annual report to the Joint Committee on Transportation Oversight in February 2025.

Mr. Schroeter began on a somber note acknowledging the loss of Jay Bone, a maintenance employee who was killed while working on a road with a maintenance crew. It is a monumental tragedy, but the department is vigilant to keep working toward this never happening again.

Mr. Schroeter reviewed the highlights of 2024 including the Commission's approval of the fiscal year 2025 to 2029 Statewide Transportation Improvement Program (STIP) totaling a \$14.6 billion investment. The largest program to date that will make huge improvements that will take care of the system. He acknowledged the crucial work by the Governor and General Assembly to invest more money into the system, and their trust in the Commission and department to get these projects completed. He noted some key projects including the Buck O'Neil bridge and the opening of the Lance Corporal Leon Deraps I-70 Missouri River Rocheport Bridge. The bridge is another monumental improvement that coincides with all of the improvements that make improving I-70 possible. He stated the funding to improve I-70 was received in a short amount of time, there is already one project being paved, one large section was just awarded last month, and in a few weeks, teams will be short-listed for another project. I-70 has been talked about and studied for decades, and it is MoDOT's responsibility to make sure it does not take decades to re-build.

The Citizen's Guide serves as the core document of the Accountability Report. The document is updated each year through a collaborative effort by Financial Services, Transportation Planning, Communications, and others. The Citizen's Guide reports transportation funding totals over \$4 billion from many sources including state, federal, and bond proceeds. These funds are then distributed to not only MoDOT but also cities, counties, other state agencies, and to make debt payments.

The Citizen's Guide helps educate legislators, partners, and the general public on the challenges faced by the department. One of the challenges the department faces is employee turnover that significantly impacts MoDOT's productivity. In fiscal year 2024, approximately 650 employees left employment with the department. While this is much improved compared to 900 departures in fiscal year 2022, turnover costs exceeded \$48 million for the year. This document now also documents the loss of labor hours as a result of these departures. Improvement in the reduced departures can be attributed to recent actions regarding employee salaries including the market adjustment and cost of living adjustment increases. The department continues to struggle in the areas of maintenance positions and equipment technicians.

The Citizen's Guide gives comparisons of Missouri to surrounding states and details where the state stands nationally in terms of system size and revenue. Missouri has the seventh largest system in the United States but ranks 48<sup>th</sup> in revenue per mile. This helps illustrate where Missouri is with transportation funding compared to the rest of the country. An example of how the document helps people understand the situation and challenges when it comes to the value of the department's operations budget is how it describes the vast majority of the state's system is maintained by MoDOT's own workforce. Last year, MoDOT invested \$690 million in the operations budget. Operations includes services such as repairing and sealing pavement, winter operations, bridge maintenance, striping, traffic signals and signs, and mowing and litter pick up.

Finally, one of the most important messages shared by the Citizen's Guide addresses unfunded needs. There are no shortage of transportation needs across the state. In fact, Missouri has \$1.1 billion in unfunded high priority annual transportation needs. In Summer 2024, Missouri regional planning partners assisted the department in prioritizing \$4.4 billion in road and bridge unfunded project needs in three tiers. Tier one includes \$474 million and includes project needs that could be accomplished in the time frame of the current five-year STIP. These projects have more refined estimates. Tier two totals \$1.9 billion and includes project needs beyond the current STIP timeframe with broader estimates. Tier three includes \$1.96 billion of project needs also beyond the current STIP timeframe with even broader estimates. In addition, staff worked with the planning partners to identify \$1 billion in multimodal needs.

Mr. Schroeter then explained the Financial Snapshot document provides answers to frequently asked questions regarding MoDOT's finances. The first section is titled transportation funding. It provides historical five-year revenue and expenditure tables, overviews of federal aid and bonding programs, and revenues shared with local governments. He noted the Snapshot includes key statistics: there are 4.3 million licensed drivers in Missouri, and 4.2 billion gallons of fuel purchased last year. There are 3.7 million passenger cars, 1.5 million trucks, 16,332 recreational vehicles, 23,522 buses, and 138,747 motorcycles licensed in Missouri. Interesting information to know about the users of Missouri's transportation system.

Mr. Schroeter then described how the MoDOT Results document helps citizens and partners understand how MoDOT delivers results through accountability, innovations, and efficiency. The publication shows the department delivers these measurable results while being good stewards of the state's transportation dollars. It shares this information under the three pillars of the organization: Safety, Service, and Stability. In the last 17 years, reinvestment in safety enhancements resulted in an estimated 1,048 lives saved. In the last 10 years MoDOT completed 4,099 projects totaling \$9.7 billion worth of

work completed on time and on budget. MoDOT has documented more than \$5.7 billion in one-time or on-going savings.

Commissioner Hegeman thanked Mr. Schroeter for the overview of the Annual Report. He stated the annual report is so helpful and so easy for the citizens to review the summary of all the work and funds that are spent to improve the state's transportation system.

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## **RESOLUTIONS**

### **RESOLUTION EXPRESSING APPRECIATION TO JAY WUNDERLICH FOR OUTSTANDING SERVICE TO THE STATE OF MISSOURI**

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

**WHEREAS**, James K. (Jay) Wunderlich joined the Missouri Department of Transportation on June 19, 2000, as Governmental Relations Director, and will culminate his distinguished career in retirement on January 1, 2025, after more than 24 years of service to the department; and

**WHEREAS**, Jay Wunderlich, a second generation MoDOT employee, brought a distinguished background in public service to the department, along with unique knowledge of transportation policy, astute understanding of public funding and fiduciary responsibility, and deep respect for the perspectives of Missouri's diverse populace; and

**WHEREAS**, throughout his career, Jay Wunderlich served admirably, diligently, tirelessly, and collaboratively on behalf of the Department of Transportation and the State of Missouri. His efforts were instrumental in forging strong relationships with individuals and organizations to improve Missouri's transportation system, as evidenced by the successful passage of Senate Bill 262 in 2021 to raise the motor fuel tax for the first time in twenty-five years; and

**WHEREAS**, Jay Wunderlich's calm and effective leadership under pressure made him a trusted resource for many. He consistently demonstrated his imperturbability through the countless hours spent at legislative hearings, tirelessly responding to legislative inquiries, and defending the department's actions with elected officials; and

**WHEREAS**, throughout his career, Jay Wunderlich demonstrated and shared MoDOT spirit through his compassion and caring for all department employees, his keen wit that could lighten the mood at just the right time, and his willingness to listen. We will always remember the grin worthy groan inducing jokes he shared routinely; and

**WHEREAS**, Jay Wunderlich's expertise in the development of sound public policy coupled with his humility in resolving complex civic challenges gained his well-known and well-deserved recognition as a great public servant and esteemed statesman; and

**WHEREAS**, his work ethic, integrity, expertise, and caring for others have earned him the respect, admiration, and friendship of department employees and the public he served, leaving a lasting impact on Missouri's transportation system; and

**WHEREAS**, he recognized the importance of balancing family and career and serving as a devoted husband to Janet, while he performed his job duties with compassion, dedication, and pride; and

**NOW, THEREFORE, BE IT RESOLVED** that the Missouri Highways and Transportation Commission does hereby publicly express its appreciation and gratitude to Congressman Graves, for the work he has performed for the citizens of Missouri.

**BE IT FURTHER RESOLVED** that the Missouri Highways and Transportation Commission does hereby public express its appreciation and gratitude to Jay Wunderlich for his service to the citizens of Missouri.

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

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### **ADMINISTRATIVE RULES/POLICIES**

#### **REPORT AND RECOMMENDATION REGARDING PROPOSED EMERGENCY AND PROPOSED AMENDED RULEMAKING – BREATH ALCOHOL IGNITION INTERLOCK DEVICE CERTIFICATION AND OPERATIONAL REQUIREMENTS**

On behalf of the Director, Becky Allmeroth, Chief Safety and Operations Officer, presented to the Commission proposed emergency administrative rule and proposed amended administrative rule changes to 7 CSR 60-2.010 and 7 CSR 60-2.030, Breath Alcohol Ignition Interlock Device Certification and Operational Requirements. Changes to the rule are being made to amend the definition of a temporary lockout in 7 CSR 60-2.010 that would reduce the number of failed breath samples that shall result in a temporary lockout of the motor vehicle from three (3) failed attempts to two (2) failed attempts within a ten (10) minute period to be consistent with current language for a temporary lockout in 7 CSR 60-2.030. Also, 7 CSR 60-2.030 is proposed for amendment to clarify the requirement that the ignition interlock manufacturer shall report as a violation in the event of two (2) temporary lockout occurrences within a 30-day period.

The department supports this notice of proposed emergency and 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 order of rulemaking.

After consideration, the Commission, via approval of the consent agenda, unanimously found substantial evidence that the proposed emergency and amended rulemakings are necessary to carry out the purposes of Sections 302.440 through 302.462, RSMo, that grant the Commission’s rulemaking authority, and authorized the Secretary to the Commission to file the notice of proposed emergency and amended rules 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, Chief Financial Officer, Assistant Chief Engineer, Chief Administrative Officer, or Chief Safety and Operations Officer to execute the documents necessary to initiate the rulemaking process.

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**REPORT AND RECOMMENDATION REGARDING PROPOSED AMENDED RULEMAKING – CONTRACTOR PREQUALIFICATIONS**

On behalf of the Director, Eric Schroeter, Assistant Chief Engineer, and Terri Parker, Chief Counsel, presented to the Commission proposed changes to administrative rule 7 CSR 10-15, Contractor Prequalification. This rule is proposed for amendment to (1) provide clarity by removing who the law doesn’t pertain to; (2) streamline and simplify the process by combining forms and making them electronic; (3) verify correct information annually for contractors with awarded contracts in the previous twelve months, and, if not awarded a contract, requiring an updated form be submitted, but not a full form every year; and (4) acknowledge the contractor can obtain insurance if awarded a contract but not requiring certification of insurance at the time of prequalification because insurance is contract specific now. Changes to the rule are being made to clarify, simplify, and streamline the process of contractor

prequalification. Incorporating these changes will make the rule more easily understood and current with the electronic means of doing business.

The department supports this notice of proposed emergency and 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 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 Sections 226.130 and 227.105, RSMo, that grant the Commission’s rulemaking authority, and authorized the Secretary to the Commission to file the notice of proposed amended rule 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 Officer to execute the documents necessary to initiate the rulemaking process.

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**REPORT AND RECOMMENDATION REGARDING FINAL ORDER OF RULEMAKING – OVERSIZE AND OVERWEIGHT PERMITS**

On behalf of the Director, Becky Allmeroth, Chief Safety and Operations Officer, presented to the Commission the final order of rulemaking for administrative rule 7 CSR 10-25.020 Motor Carrier Operations- Oversize and Overweight (OSOW) Permit. This rule was proposed for amendment to reduce barriers for the OSOW transportation industry while preserving a risk averse priority to highway safety.

At the August 7, 2024, Commission meeting, the Commission authorized the filing and publication of the proposed amended rule 7 CSR 10-25.020 Motor Carrier Operations-Oversize and Overweight Permit. Following Commission approval, staff filed these rules with the Joint Committee on

Administrative Rules (JCAR) and the Office of the Secretary of State (SOS), who published the proposed amended rule in the *Missouri Register* for public comment. The public had from September 16, 2024, to October 15, 2024, to submit comments in support of or in opposition to the notice of amended rulemaking. One public comment of support was received. This comment suggested one revision that was included in the final order of rulemaking, additionally a comment was made about relaxing curfew travel restrictions that was not included in this rulemaking.

The department supports this final order of rulemaking for Motor Carrier Operations – OSOW Permit. After consideration, the Commission, via approval of the consent agenda, unanimously approved the final order of rulemaking and authorized the Secretary to the Commission to file the final order of rulemaking with JCAR and SOS, 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 complete the final rulemaking process.

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#### **COMMISSION POLICY REVISION – 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. The department is revising this policy to update outdated language and add new program language on the federally sub-allocated pass-through funds, add freight to the non-highway transportation agencies list, remove references to prior fiscal years, and update the distribution for cost-sharing projects and safety projects.

On behalf of the Director, Llans Taylor, Transportation Planning Director, recommended the STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM-Funding Allocation policy be revised



as indicated with green text for new language and red strike through text for deleted language, purple for text that was moved, and blue strikethrough for text that was deleted and 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, as mandated in the current federal transportation act.
  - ~~Large Urban~~ Surface Transportation **Block Grant** Program - **Large Urban** (STIPBG-U) – Large Cities – Maintain funding 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.
  - **Carbon Reduction Program – Large Urban (CRP-U) – Funding for projects that reduce transportation emissions.**
  - Transportation Alternatives Program – Allocate all funds to the local program for a competitive process.
  - Recreational Trails Program – This program provides funding 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.
- Step 2: Deduct funding for non-highway transportation agencies (aviation, railways, transit, **freight**, 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 **\$45 million annually until 2028, then beginning in 2028 and thereafter, deduct \$30 million annually** 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 ~~through Fiscal Year 2027 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.

~~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.~~ Beginning in Fiscal Year 2028, distribute all available Highway Safety Improvement Program (HSIP) funds to the districts, less any statewide initiatives, for Safety Projects based on a three-year average of the number of fatalities and serious injuries on the state highway system.

Step 2: ~~In fiscal year 2022 and every year thereafter, a~~ 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, a~~ 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~~ December 4, 2024  
Supersedes Policy Dated: ~~January 5, 2022~~ June 2, 2022  
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, ~~January 5, 2022, June 2, 2022.~~

(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.)

(December 4, 2024 – changed terminology for Large Urban Surface Transportation Program (STP-U) to the updated Surface Transportation Block Grant Program (STBG-U), added the new Carbon Reduction Program – Large Urban (CRP-U), added freight to the non-highway transportation agencies, clean up language to remove references to past fiscal years funding that are no longer applicable and outdated language, and beginning in Fiscal Year 2028, changed cost share program to allocate \$30 million annually. Beginning in Fiscal Year 2028, distribute all available Highway Safety Improvement Program (HSIP) funds to the districts.)

This item was pulled from the consent agenda for additional discussion and consideration.

Following discussion, and upon motion by Commissioner Smith, seconded by Commissioner Erdman, the

Commission unanimously approved the policy revisions described above.

\* \* \* \* \*

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**

**CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS**

On behalf of the Director, Kenny Voss, 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 D02, D09, D10, F10, G02, and G3A have local funding, as noted in Table I below, and the department received all the necessary concurrences.

Mr. Voss recommended: (1) award of contracts to the lowest responsive bidders for bids received at the November 15, 2024, letting, as recommended, and noted in Table I below; (2) rejection of Calls D08 and H07 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II below; (3) award of contract to the lowest responsive bidders for bids received at the November 27, 2024, special letting, as recommended, and noted in Table III below; and (4) declare the bid of Phillips Hardy, Inc. for Call A01 and Hardy Construction, LLC for Call A03 in the Northwest District from the October 18, 2024 Letting as non-responsive per Section 103.2.2 of the Missouri Standard Specification for Highway Construction, and award Calls A01 and A03 to the next lowest responsive bidder as noted in Table IV below.

**Table I  
Award of Contracts  
November 15, 2024, Bid Opening**

<b>Call No.</b>	<b>Route</b>	<b>County</b>	<b>Job No.</b>	<b>Bid Amount</b>	<b>Non-Contractual Costs</b>	<b>Contractor</b>	<b>Description</b>
A01	169, M, B	Gentry, Worth	JNW0009	\$2,392,811.47	\$0.00	Capital Paving & Construction, LLC	3 Bridge Deck Replacements
A02	6, N	Daviess, Harrison	JNW0112	\$2,438,950.78	\$0.00	Capital Paving & Construction, LLC	2 Bridge Deck Replacements
B02	K	Audrain	J2S3314	\$2,059,156.87	\$0.00	E & C Bridge, LLC	Bridge Replacement
	ZZ	Montgomery	J2S3195				
C01	DD	Clay	JKU0071	\$1,803,798.52	\$0.00	Ideker, Inc.	Resurface
	F	Ray	JKU0418				
	T		J3S3191				

<b>Call No.</b>	<b>Route</b>	<b>County</b>	<b>Job No.</b>	<b>Bid Amount</b>	<b>Non-Contractual Costs</b>	<b>Contractor</b>	<b>Description</b>
C02	58, 2, 7, 71, A, O	Cass	J4P3268D	\$2,198,635.65	\$0.00	Ti-Zack Concrete, LLC	ADA Improvements
C04	I-29	Clay	JKU0059	\$1,649,777.43	\$0.00	Superior Bowen Asphalt Company, LLC	Coldmill and Resurface
C06	Various	Jackson	JKU0116	\$995,167.54	\$0.00	Gerstner Electric, Inc.	Lighting
C07	Various	Cass, Clay, Jackson, Platte, Ray	JKU0389	\$678,760.70	\$0.00	Mar-Jim Contracting, LLC	Sign Replacements
C08	F, AA, O, W, EE, 127	Johnson, Lafayette, Pettis, Saline	JST0107	\$7,355,777.72	\$0.00	Capital Paving & Construction, LLC	Resurface
D02 *	19	Gasconade	JCD0045	\$17,924,443.33	\$510.00	Emery Sapp & Sons, Inc.	Resurface
	50	Osage	J5P3574				Signalized Intersection and ADA Improvement
	50	Gasconade	JCD0044				Coldmill and Resurface
D03	C, PP, HH	Laclede	JCD0048	\$1,936,246.58	\$0.00	Willard Asphalt Paving, Inc.	Resurface
D05	179	Moniteau	JCD0115	\$1,098,248.50	\$0.00	E & C Bridge, LLC	Bridge Deck Replacement
	U		JCD0057				
D06	54/HH	Callaway, Crawford	JCD0058	\$371,586.00	\$0.00	Southern Coatings of Tarpon Springs, LLC	3 Bridge Paintings
D07	Various	Phelps, Pulaski	JCD0085	\$3,651,571.92	\$0.00	Capital Paving & Construction, LLC	Resurface
D09 **	K, J	Dent, Shannon	J5S3564	\$1,899,000.00	\$0.00	Pace Construction Company, LLC	Resurface
D10 ***	CC, T	Phelps	JCD0086	\$999,659.95	\$0.00	Capital Paving & Construction, LLC	Resurface
D4A	179	Cooper, Moniteau	JCD0051	\$672,200.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal Coat
	Y	Boone, Callaway	JCD0068				
D4B	I-70 OR	Boone	JCD0054				

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
F01	I-64	St Charles, St Louis	J6I3538	\$16,858,440.06	\$0.00	Millstone Weber, LLC	Bridge Rehabilitation and Painting
F02	I-70	St Louis	J6I3571	\$7,654,600.00	\$35,000.00	Southern Road & Bridge, LLC	12 Bridge Paintings
F03	21	St Louis	J6S3283	\$21,862,451.99	\$105,354.00	N.B. West Contracting Company	Coldmill, Resurface, Signals, ADA Improvements, and 2 Bridge Rehabilitations
F04	O, F, NN	Franklin, Jefferson	JSL0034	\$6,144,207.05	\$0.00	Emery Sapp & Sons, Inc.	Coldmill and Resurface
F05	340	St Louis	JSL0076	\$4,812,715.00	\$0.00	Pace Construction Company, LLC	Coldmill, Resurface and ADA Improvements
F06	I-170	St Louis	JSL0125	\$139,949.61	\$0.00	STF, LLC dba Traffic Control Company	Pavement Marking
F07	Various	Jefferson, St Charles, St Louis	JSL0143	\$1,827,659.25	\$0.00	AAD Contracting, Inc.	Fixed Price Variable Scope for Bridge Deck Sealing
F08	Various	St Charles, St Louis	JSL0177	\$105,829.00	\$0.00	Gerstner Electric, Inc.	Replace High Mast Luminaires
F09	M	Franklin	JST0098	\$248,777.00	\$0.00	Pace Construction Company, LLC	Resurface
F10 ****	109	St Louis	JSL0077	\$4,100,000.00	\$0.00	Pace Construction Company, LLC	Coldmill, Resurface and ADA Improvements
	BA		JSL0080				Coldmill and Resurface
G02 *****	CC	Christian	J8S0736F	\$5,750,000.00	\$0.00	KCI Construction Company	Roundabout and ADA Improvements
			JSU0216				Add lanes and ADA Improvements
G04	160	Barton, Dade	JSR0042	\$8,360,162.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Resurface and ADA Improvements
	160	Barton	JSR0163				Coldmill and Resurface
	97	Dade, Lawrence	JSR0164				Resurface

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
G05	13	Stone	JSR0094	\$1,598,000.00	\$0.00	Capital Paving & Construction, LLC	Roundabout
G06	Various	Barry, Barton, Jasper, Lawrence, Stone	JSR0296	\$1,895,350.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal Coat
G10	60	Barry, Newton	JSR0095	\$9,700,000.00	\$0.00	Capital Paving & Construction, LLC	Intersection Improvements
G11	AB, UU, C, B, O, HH, DD	Dallas, Hickory, Polk	JST0111	\$4,122,757.79	\$0.00	APAC-Central, Inc.	Resurface
G3A and G3B *****	125	Greene	J8S3238	\$6,240,000.00	\$0.00	Hartman and Company, Inc.	Roundabout
	CC	Webster	JSRM0039				Barrier Repair
G7A and G7B	A	St Clair	JSR0296B	\$767,602.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal Coat
	MM	Benton	JSR0296C				
H01	21	Iron	J9P3548	\$4,412,323.37	\$0.00	H.R. Quadri Contractors, LLC	Resurface
H02	62	Dunklin	J9P3667	\$2,653,959.40	\$0.00	Apex Paving Co.	Resurface
H03	14	Douglas, Howell	J9P3701	\$2,150,000.00	\$0.00	Pace Construction Company, LLC	Resurface
H04	67	St Francois	JSE0002	\$10,996,050.14	\$0.00	Magruder Paving, LLC	Coldmill and Resurface
H05	95	Douglas	JSE0020	\$807,000.00	\$0.00	Pace Construction Company, LLC	Resurface
H06	158	Butler	JSE0115	\$841,097.60	\$0.00	Joe's Bridge & Grading, Inc.	Bridge Replacement
H08	61	New Madrid	J9S3516	\$6,627,631.21	\$0.00	Apex Paving Co.	Coldmill and Resurface
H09	60	Wright	JSEM0070	\$59,519.97	\$0.00	Emery Sapp & Sons, Inc.	Pavement Grooving
			<b>TOTAL:</b>	<b>\$180,861,875.40</b>	<b>\$140,864.00</b>		

- \* Call D02 – Funding by City of Linn – \$91,348.68 (JCD0044)
- \*\* Call D09 – Funding by City of Salem – \$72,594.22
- \*\*\* Call D10 – Funding by City of Newburg – \$12,851.00
- \*\*\*\* Call F10 – Funding by City of Wildwood – \$99,975.00 (JSL0077)
- \*\*\*\*\* Call G02 – Funding by City of Nixa – \$2,209,059.51 (JSU0216)
- \*\*\*\*\* Call G3A – Funding by City of Strafford – \$292,533.80

**Table II**  
**Rejection of Bids**  
**November 15, 2024, Bid Opening**

Call No.	Route	County	Job No.	Description
D08	I-44	Pulaski	JCD0111	Pavement Widening
			JCD0112	
H07	67	Wayne	JSE0198	Bridge Rehabilitation

**Table III**  
**Award of Contract**  
**November 27, 2024, Special Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
C09	I-70	Saline	JST0016B	\$5,297,067.00	\$0.00	Capital Paving & Construction, LLC	2 Bridge Replacements
<b>TOTAL:</b>				<b>\$5,297,067.00</b>	<b>\$0.00</b>		

**Table IV**  
**Award of Contract**  
**October 18, 2024, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	B, DD, H	Andrew, Buchanan	JNW0008	\$1,819,810.43	\$0.00	Capital Paving & Construction, LLC	3 Bridge Deck Replacements
A03	F, 59, T	Atchison, Holt	JNW0111	\$3,676,772.07	\$0.00	Emery Sapp & Sons, Inc.	3 Bridge Deck Replacements
<b>TOTAL:</b>				<b>\$5,496,582.50</b>	<b>\$0.00</b>		

**Commission Consideration and Action**

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

1. Awarded contracts to the lowest responsive bidders for bids received at the November 15, 2024, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown in the above tabulation.



2. Rejected Calls D08 and H07 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II above.
3. Awarded contract to the lowest responsive bidder for bids received at the November 27, 2024, special letting, as recommended, and noted in Table III above.
4. Declared the bid of Phillips Hardy, Inc. for Call A01 and Hardy Construction, LLC for Call A03 in the Northwest District from the October 18, 2024, Letting, as non-responsive per Section 103.2.2 of the Missouri Standard Specification for Highway Construction, and awarded Calls A01 and A03 to the next lowest responsive bidder as noted in Table IV below.

Commissioner Erdman abstained from Calls C02, C08, G10, and G7A. Commissioner Smith abstained from Calls G11 and G7B. Commissioner Baker abstained from Call D02.

\* \* \* \* \*

**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>
Franklin	KK	J6S3619
Greene	D	J8S3133
Greene	D	J8S3153

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 them to be filed as necessary for the condemnation of right of way.

\* \* \* \* \*

**REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN ON HIGHWAYS**

**Route 67 (Future I-57), Butler County  
From County Road 338 to Arkansas State Line  
Job No. J9P3661  
Public Hearing Held September 10, 2024  
Public Comments Received Until October 10, 2024**

This proposed improvement will provide a new four-lane US 67 on new alignment from County Road 352 to the Arkansas State Line, convert the existing US 67 pavement into an east outer road, construct new segments for a west outer road, construct an interchange at Route 142 in Neelyville and at State Line Road, construct an overpass at County Road 350 and an underpass at County Road 270. The project will have fully controlled access right of way. The roadway will remain open to traffic during construction. The project is 7.50 miles in length.

On behalf of the Director, Mark Croarkin, Southeast District Engineer, recommended approval of the location and design as presented at the public hearing.

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

\* \* \* \* \*

**PROPERTY ACQUISITION AND CONVEYANCES**

**CONSIDERATION OF EXCESS PROPERTY DISPOSAL, ROUTE 61 IN CAPE GIRARDEAU COUNTY, EXCESS PARCEL NUMBER SE-274056**

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, Mark Croarkin, Southeast District Engineer, recommended conveyance of 3.66 acres of excess property located on the north side of Route 61 and 0.35 mile west of Route 61 and I-55 Interchange in the City of Jackson, to RBC Investments, LLC for a consideration of \$630,000.

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

\* \* \* \* \*

**REPORTS**

The Commission received the following written reports.

**FINANCIAL ACCOUNTABILITY REPORT – QUARTERLY REPORT**

Todd Grosvenor, Financial Services Director, provided the Commission the written Quarterly Financial Accountability Report for the period ending September 30, 2024.

\* \* \* \* \*

**MODOT BRIEFING REPORT**

Ed Hassinger, Director, provided to the Commission the written monthly Issue Briefs that are sent from the department to the Governor since the previous MoDOT Briefing Report. There were no briefing reports to the Governor for the past month.

\* \* \* \* \*

**MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2025**

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date October 31, 2024, with budget and prior year comparisons.

\* \* \* \* \*

**CONSULTANT SERVICES CONTRACT REPORT**

Kenny Voss, State Design Engineer, submitted a written report of consultant contracts executed in the month of October 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 730 active contracts held by individual engineering consultant firms prior to November 1, 2024. Twelve engineering

consultant services contracts were executed in October 2024, for a total of \$10,236,516. There were no non-engineering consultant contracts executed in October 2024.

\* \* \* \* \*

\* \* \* \* \*

By unanimous consensus of all members present, the meeting of the Commission adjourned.

\* \* \* \* \*

\* \* \* \* \*

**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.

\* \* \* \* \*



**MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION**

**Official Minutes**

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**December 3, 2024**

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**MINUTES OF THE SPECIAL HIGHWAYS AND TRANSPORTATION  
COMMISSION MEETING HELD IN KANSAS CITY, MISSOURI,  
TUESDAY, DECEMBER 3, 2024**

A special meeting of the Missouri Highways and Transportation Commission was held on Tuesday, December 3, 2024, at Marriott Downtown, Lester Young B Conference Room, 200 West 12<sup>th</sup> Street, Kansas City, Missouri. W. Dustin Boatwright, P.E., Chairman, called the meeting to order at 2:00 p.m. The following Commissioners were present: Gregg C. Smith, Warren K. Erdman, Francis G. Slay, Daniel J. Hegeman. Ann Marie Baker was present via teleconference.

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.

\* \* \* \* \*

\* \* \* \* \*

Ed Hassinger, Director of the Missouri Department of Transportation; Terri Parker, Chief Counsel for the Commission; and Pamela J. Harlan, Secretary to the Commission, were present on Tuesday, December 3, 2024.

\* \* \* \* \*

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

**-- CLOSED MEETING --**

**VOTE TO CLOSE MEETING**

The agenda of the closed meeting was posted in keeping with Sections 610.020 and 610.022, RSMo, including the following statutory citations allowing the meeting to be closed:

1. Section 610.021(1) – Legal actions and attorney-client privileged communications.
2. Section 610.021(3), (13) – Personnel administration regarding particular employees.
3. Section 610.021(11), (12) – Competitive bidding specs, sealed bids, or negotiated contracts.

Upon motion duly made and seconded to convene in closed session, the Chairman called for a voice vote of the members. The vote was as follows:

Commissioner Boatwright, Aye  
Commissioner Smith, Aye  
Commissioner Erdman, Aye  
Commissioner Slay, Aye  
Commissioner Hegeman, Aye  
Commissioner Baker, Aye

The Commission met in closed session on Tuesday, December 3, 2024, at 2:00 p.m. and adjourned at 4:30 p.m.

\* \* \* \* \*

\* \* \* \* \*

By unanimous consensus of all members present, the meeting of the Commission adjourned.

\* \* \* \* \*

\* \* \* \* \*

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\* \* \* \* \*



# Director's Report

# Director's Report

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JANUARY 8, 2025





# Missouri Associated General Contractors CO-OP

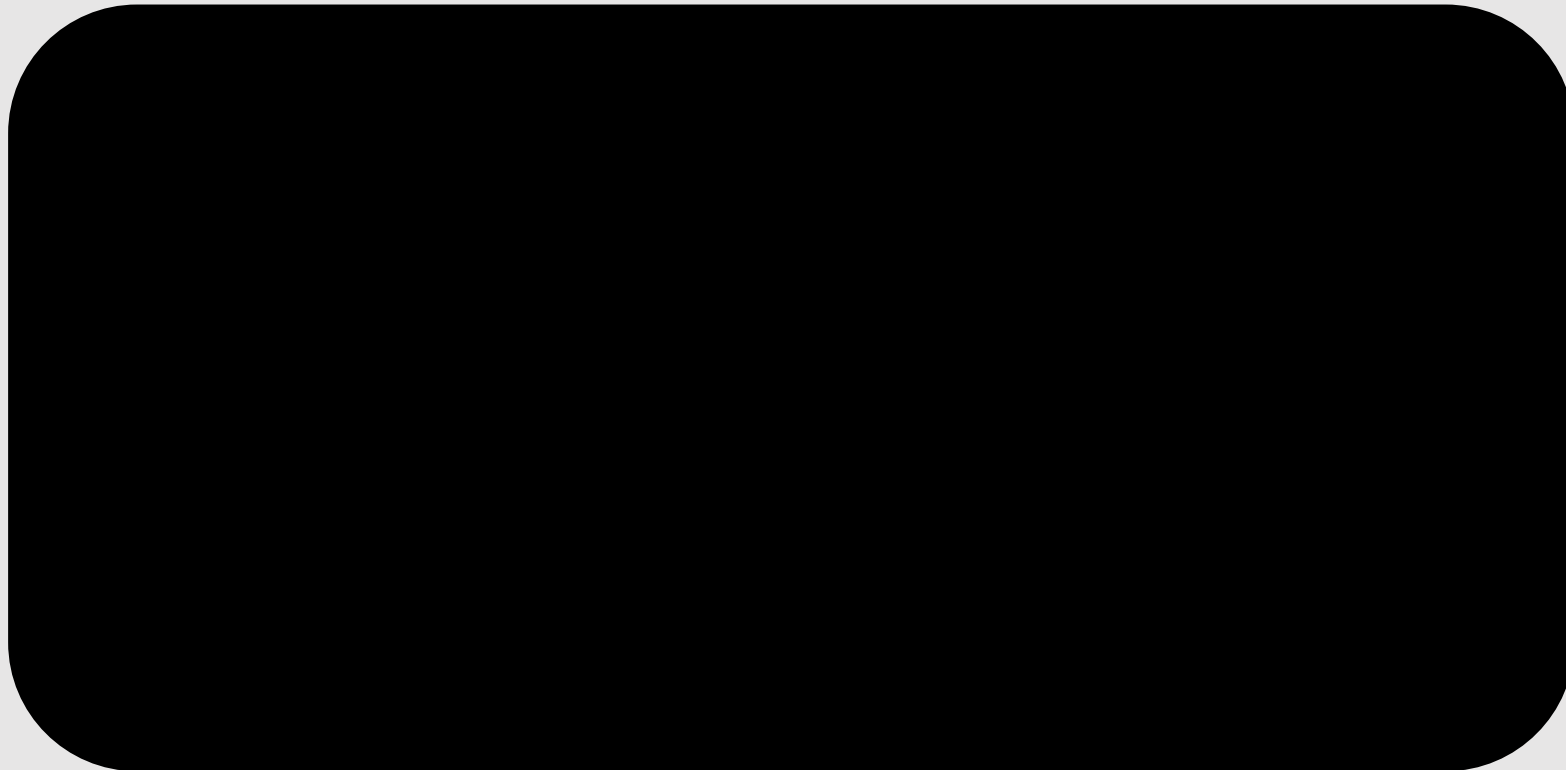




# I-70 Rocheport Bridge

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*Video to be played.*







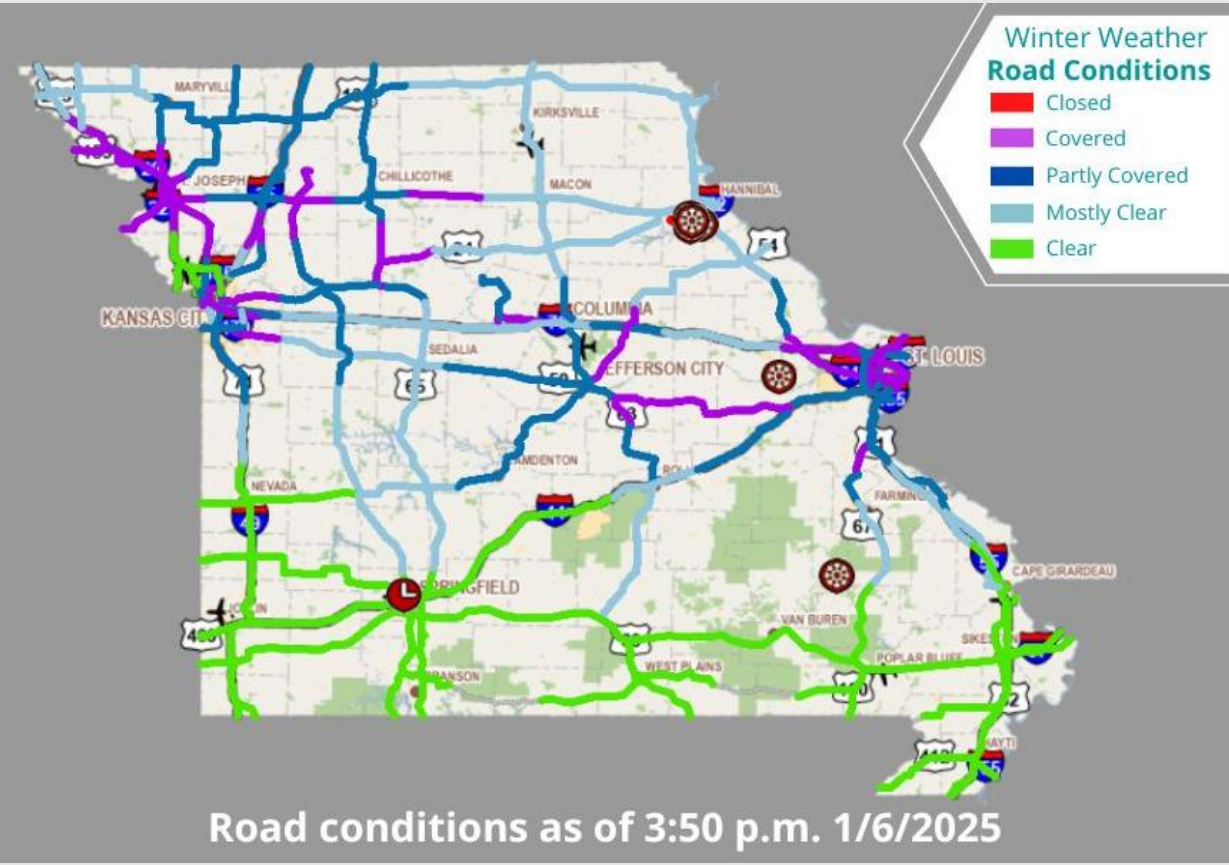
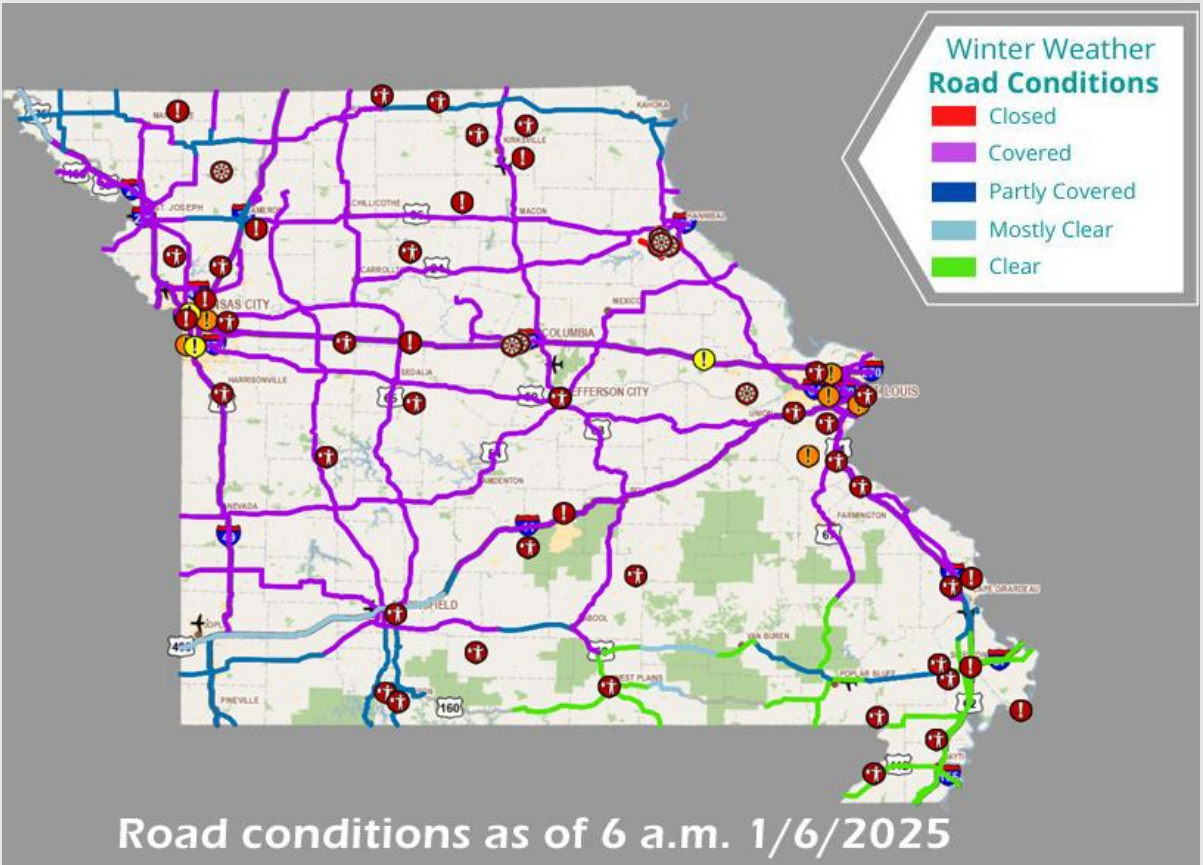
**Assistant  
District Engineer  
Laurel McKean**

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# Winter Storm Fight

- 66,000 hours worked
- 1,050,000 miles driven
- 24,000 tons of salt

*Video to be played.*



# Monday's Road Conditions



1

**CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS**

-- Presented by Danica Stovall-Taylor, Assistant State Design Engineer, 573-751-2876.

**ISSUE:** The Commission approves contracts for transportation improvements.

**RECOMMEND that the Commission:**

- A recommendation for award or rejection of bids on individual projects will be presented orally.

**DEPARTMENT VIEW:**

- Approval of the award by the Commission is necessary to construct the improvements contained in the current year of the Statewide Transportation Improvement Program.

**OTHER VIEWS:**

- Not applicable.

**MHTC POLICY:**

- Highways – Construction – Contract Awards.

**OTHER PERTINENT INFORMATION:**

- Low Bid Summary of the December 13, 2024, Bid Opening (Attachment 1).
- Project location map (Attachment 2).
- Budget Update (Attachment 3).

**SOURCE OF FUNDING:** Funds required for these projects will come from the State Road Fund and will appear in the applicable budgets under the category of contractor payments.

**SUMMARY OF BID OPENING**

December 13, 2024

CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	FED FUND	PROGRAM AMOUNT	NO. OF BIDS	DBE %						
NW	ANDREW ATCHISON	I-29	J113262	25,882	2 BRIDGE REHABILITATIONS		0.181	90%									
		I-29	J113280	17,652	2 BRIDGE REHABILITATIONS		0.149	90%									
	LOW	EMERY SAPP & SONS, INC. CAPITAL PAVING & CONSTRUCTION, LLC COMANCHE CONSTRUCTION, INC. CONCRETE STRATEGIES, LLC				\$4,810,577.92 \$4,823,041.27 \$5,369,969.54 \$5,879,183.11			\$3,899,000.00	4	5						
	B01	MONTGOMERY, WARREN	I-70	J2I3309	42,062-51,794	COLDMILL AND RESURFACE		20.425	90%								
							LOW	EMERY SAPP & SONS, INC. MAGRUDER PAVING, LLC PACE CONSTRUCTION COMPANY, LLC N.B. WEST CONTRACTING COMPANY				\$6,397,519.05 \$6,399,998.71 \$6,936,000.00 \$7,365,666.55			\$8,900,000.00	4	0
KC	C01	LAFAYETTE, SALINE	Y	J3S3162	700	BRIDGE REPLACEMENT		0.130	80%								
							LOW	RADMACHER BROTHERS EXCAVATING CO., INC. EMERY SAPP & SONS, INC. CAPITAL PAVING & CONSTRUCTION, LLC				\$3,434,155.85 \$3,605,904.50 \$3,875,784.93			\$3,749,000.00	3	7
	C02	CASS	D	J4S3453	1,228	BRIDGE REPLACEMENT		0.098	80%								
							LOW	WIDEL, INC. CALE SEYMOUR CONSTRUCTION, LLC DONDLINGER & SONS CONSTRUCTION CO., INC. MERA EXCAVATING, LLC				P-S \$821,458.82 P-S \$855,459.46 P-S \$936,892.20 Steel \$974,560.00			\$964,000.00	4	6
CD	D01	COOPER, BOONE, CALLAWAY	I-70	JCD0097	35,718	PAVEMENT MARKING		115.489	90%								
			I-44	JCD0104	19,800-21,257	PAVEMENT MARKING		221.453	90%								
	LOW	AMERICA'S PARKING REMARKING, LLC STREETWISE, INC. STF, LLC DBA TRAFFIC CONTROL COMPANY TRAMAR CONTRACTING, INC.				\$1,218,661.48 \$1,387,606.35 \$1,399,191.17 \$1,877,762.40			\$1,418,000.00	4	0						
	D02	MONITEAU	87	JCD0113	1,953	ROUNDBABOUT		0.137	80%								
							LOW	S & A EQUIPMENT & BUILDERS, LLC GENE HAILE EXCAVATING, INC. DON SCHNIEDERS EXCAVATING COMPANY, INC. SAM GAINES CONSTRUCTION, INC. LOGAN EXCAVATING, LLC				\$1,467,994.56 \$1,630,760.00 \$1,715,742.02 \$1,748,052.35 \$2,080,206.84			\$1,638,000.00	5	5
							D03	PHELPS	I-44	JCD0209	19,643	HIGH FRICTION SURFACE TREATMENT		1.149	90%		
													LOW	THE TRUESDELL CORPORATION OF WISCONSIN, INC. DBA TRUESDELL CORPORA WJ SURFACE TREATMENTS, LLC RAM CONSTRUCTION SERVICES OF MICHIGAN, INC. LOUIS-COMPANY, LLC VENTURE CONSTRUCTION, INC. DBA VENTURE CONSTRUCTION WATERPROOFING, INC.			



**SUMMARY OF BID OPENING**

December 13, 2024

CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	FED FUND	PROGRAM AMOUNT	NO. OF BIDS	DBE %
CD	D4A	COLE	50	J5P3523	7,744-31,162	3 BRIDGE REHABILITATIONS		0.028	80%		
		COLE	54	J5P3525	3,692-32,007	8 BRIDGE REHABILITATIONS		0.041	80%		5
	D4B	COLE	50	JCD0075	0	BRIDGE REMOVAL		0.032	STATE		
	LOW	E & C BRIDGE, LLC CAPITAL PAVING & CONSTRUCTION, LLC CONCRETE STRATEGIES, LLC LOUIS-COMPANY, LLC					\$5,350,183.43 \$5,653,609.87 \$7,132,614.38 IRREGULAR		\$5,784,000.00	3	
SL	F01	ST. LOUIS	67	J6S3669	30,100	2 BRIDGE DECK REPLACEMENTS AND 1 BRIDGE REHABILITATION		0.776	80%		
	LOW	PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC MILLSTONE WEBER, LLC KOZENY-WAGNER, INC. CONCRETE STRATEGIES, LLC					Latex \$6,194,957.40 Latex \$6,365,222.95 Polymer \$6,393,000.00 Latex \$6,767,613.33		\$7,360,000.00	4	9
	F02	FRANKLIN	100	JSL0035	23,600	COLDMILL, RESURFACE, BRIDGE DECK REHABILITATION AND BRIDGE DECK REPLACEMENT		15.716	80%		
LOW	N.B. WEST CONTRACTING COMPANY EMERY SAPP & SONS, INC. PACE CONSTRUCTION COMPANY, LLC					\$8,843,900.00 \$9,805,268.68 \$10,800,777.00		\$11,194,000.00	3	10	
SL	F03	JEFFERSON	231	JSL0042	9,997	COLDMILL AND RESURFACE		2.061	80%		
	LOW	GERSHENSON CONSTRUCTION CO., INC. N.B. WEST CONTRACTING COMPANY PACE CONSTRUCTION COMPANY, LLC BYRNE & JONES ENTERPRISES, INC. DBA BYRNE & JONES CONSTRUCTION					\$1,083,916.57 \$1,098,500.00 \$1,118,815.00 \$1,246,571.69		\$1,200,000.00	4	8
	F04	ST. CHARLES, ST. LOUIS, ST. LOUIS CITY	I-70	JSL0127	50,268-194,437	PAVEMENT MARKING		45.520	90%		
LOW	STF, LLC DBA TRAFFIC CONTROL COMPANY AMERICA'S PARKING REMARKING, LLC TRAMAR CONTRACTING, INC.					\$474,857.73 \$480,242.91 \$618,505.84		\$640,000.00	3	0	
SL	F05	ST. LOUIS CITY	I-70	JSL0075	171,605	MICROSURFACING		1.931	90%		
	LOW	MICROSURFACING CONTRACTORS, LLC					\$2,745,910.10		\$2,000,000.00	1	8
SW	G01	DADE, McDONALD, TANEY	160 / I-49 / 65 / BU 65 / BRANSON LANDING BLVD	JSR0053	1,795 / 12,742 / 30,861 / 9,270 / 13,497	5 BRIDGE REHABILITATIONS		0.518	80%		
		TANEY	76	JSR0053D	13,631	BRIDGE REHABILITATION		0.206	80%		
	LOW	LOUIS-COMPANY, LLC KCI CONSTRUCTION COMPANY CONCRETE STRATEGIES, LLC CAPITAL PAVING & CONSTRUCTION, LLC					\$2,179,972.56 \$3,147,000.00 \$3,179,539.05 \$3,659,003.53		\$1,345,000.00	4	0

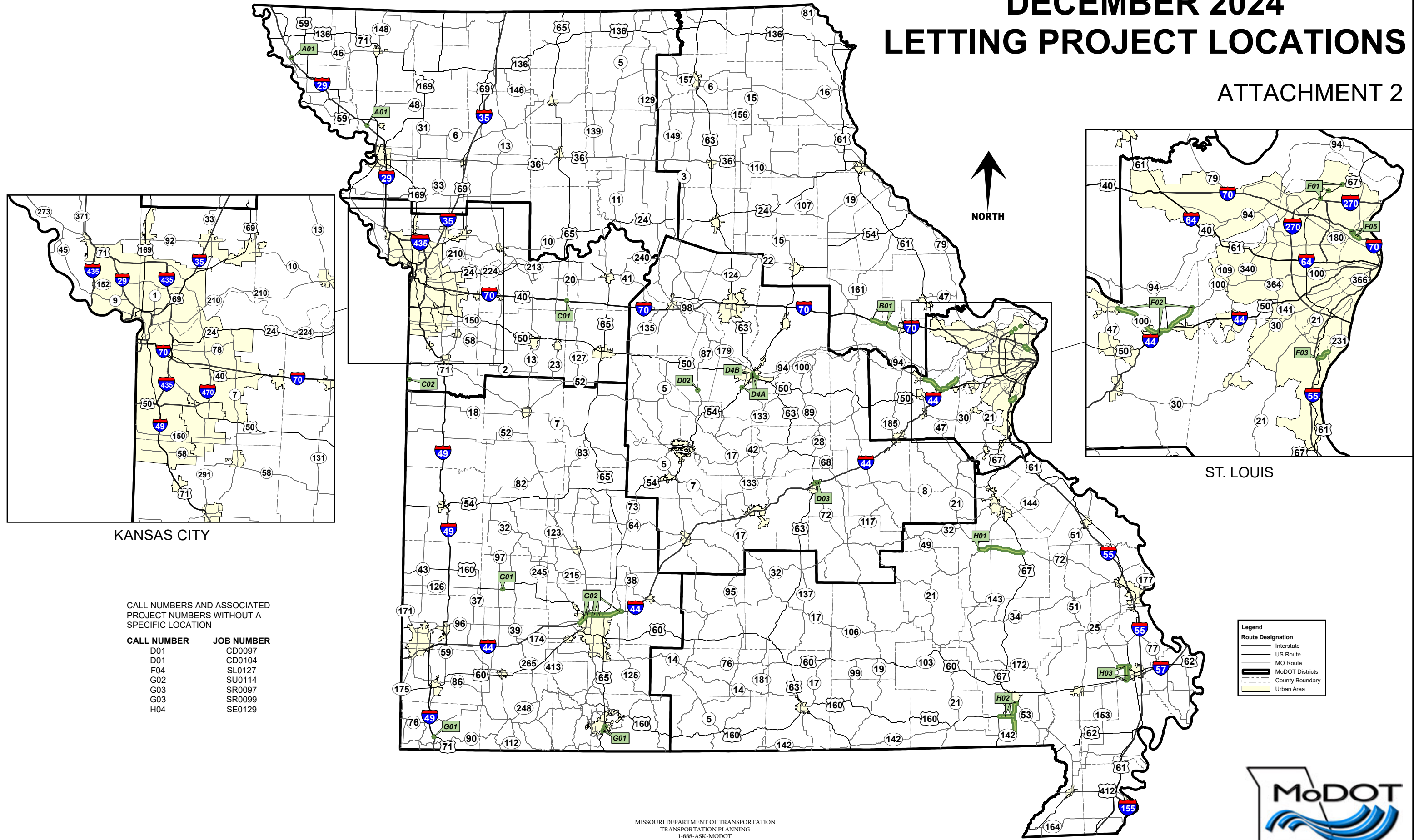
**SUMMARY OF BID OPENING**

December 13, 2024

CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	FED FUND	PROGRAM AMOUNT	NO. OF BIDS	DBE %	
G02	GREENE	I-44	J813044C	56,859	GRADING, DRAINAGE AND PAVEMENT		2.030	90%				
	GREENE	I-44	J813225	56,859	RESURFACE		3.637	90%				
	GREENE	I-44	JST0088B	56,859	PAVEMENT IMPROVEMENTS		4.705	0%			7	
	GREENE	I-44	JSU0076	56,859	GRADING, DRAINAGE, BRIDGE, AND PAVEMENT		2.675	90%				
	GREENE	I-44	JSU0114	56,859	SOUND ABATEMENT		0.469	90%				
<b>LOW</b>	CAPITAL PAVING & CONSTRUCTION, LLC EMERY SAPP & SONS, INC.					AC, AC, AC, AC, AC PC, PC, PC, PC, PC	Base Bid \$70,750,000.00 \$76,289,646.20	LCCA Factor \$4,367,600	Basis of Award \$75,117,600 \$76,289,646	\$76,133,000.00	2	
GREEN COUNTY (JSU0076) \$76,500												
G03	McDONALD, NEWTON	59, 90, O	JSR0097	302-1,464	SIGN INSTALLATION		0.400	90%			0	
	BARRY, LAWRENCE, STONE, TANEY, WEBSTER	VARIOUS	JSR0099	164-13,977	SIGN INSTALLATION		33.097	90%				
<b>LOW</b>	ADVANCED HIGHWAY SIGN AND SUPPLY, LLC JAMES H. DREW CORPORATION ROAD RUNNER SAFETY SERVICES, INC. COLLINS & HERMANN, INC.						\$1,238,938.99 \$1,261,721.50 \$1,539,113.50 \$1,750,000.00		\$780,000.00	4		
H01	IRON, MADISON	72	J9P3736	2,388	RESURFACE AND ADD SHOULDERS		17.982	80%				
	<b>LOW</b>	PACE CONSTRUCTION COMPANY, LLC N.B. WEST CONTRACTING COMPANY EMERY SAPP & SONS, INC.						\$5,580,000.00 \$6,178,000.00 \$6,633,599.98		\$6,400,000.00	3	5
H02	BUTLER	158	J9S3672	1,104-1,316	RESURFACE		4.962	80%				
	BUTLER	142	J9S3673	672-4,765	RESURFACE AND BRIDGE REHABILITATION		13.076	80%			5	
<b>LOW</b>	PACE CONSTRUCTION COMPANY, LLC APEX PAVING CO.						\$2,545,000.00 \$2,650,370.80		\$2,874,000.00	2		
H03	NEW MADRID, SCOTT	BU 60	J9S3722	2,193	RESURFACE AND ADD SHOULDERS		1.278	80%				
	SCOTT	BB	J9S3741	1,954	RESURFACE AND ADD SHOULDERS		3.817	80%				
	SCOTT	ZZ	J9S3743	1,990	RESURFACE AND ADD SHOULDERS		4.109	80%				
<b>LOW</b>	PACE CONSTRUCTION COMPANY, LLC APEX PAVING CO.						\$3,300,000.00 \$3,442,443.86		\$3,828,000.00	2	6	
H04	VARIOUS	VARIOUS	JSE0129	VARIOUS	SIGN REPLACEMENTS		440.949	80%				
<b>LOW</b>	JAMES H. DREW CORPORATION J M SCHEIDLE, LLC COLLINS & HERMANN, INC.						\$1,726,602.00 \$1,772,793.00 \$3,000,000.00		\$2,000,000.00	3	0	
<b>LOW BID TOTAL</b>							<b>\$130,562,003.46</b>		<b>\$142,686,000.00</b>	<b>67</b>		
								<b>% DIFFERENCE PRGRM VS BID</b>	<b>-8.5%</b>			

# DECEMBER 2024 LETTING PROJECT LOCATIONS

ATTACHMENT 2



CALL NUMBERS AND ASSOCIATED PROJECT NUMBERS WITHOUT A SPECIFIC LOCATION

CALL NUMBER	JOB NUMBER
D01	CD0097
D01	CD0104
F04	SL0127
G02	SU0114
G03	SR0097
G03	SR0099
H04	SE0129

**Legend**

- Route Designation
  - Interstate
  - US Route
  - MO Route
- MoDOT Districts
- County Boundary
- Urban Area



### OFFICIAL MoDOT AWARDS

The summary below represents the status of this month's awards, design-build project awards, state-fiscal-year-to-date awards and completed project costs. "STIP Projects" represents the projects included in the Highway & Bridge Construction Schedule portion of the Statewide Transportation Improvement Program. "Total all projects" includes all "STIP projects" and any of the following: contract maintenance projects funded with operations funds, Corps of Engineer access road projects or park road projects. All program and award amounts include 2% for construction contingencies.

November 15, 2024 and November 27, 2024 Lettings (December 4, 2024 Awards, SFY 2025)				
	Number of Projects	Program Construction Estimate with Contingencies	Award Amount with Contingencies	% Difference
TOTAL ALL PROJECTS	58	\$213,514,560	\$190,187,449	-10.9
STIP PROJECTS	56	\$213,266,700	\$190,051,258	-10.9
FUNDING BY OTHERS	6	\$2,764,728		
	Number of Projects	Program Construction Estimate	Award Amount	% Difference
DESIGN BUILD PROJECTS				
PROJECTS LET BY OTHERS				
PROJECTS LET BY DISTRICT				

Awards Year-to-Date for SFY 2025				
	Number of Projects	Program Construction Estimate with Contingencies	Award Amount with Contingencies	% Difference
TOTAL ALL PROJECTS	209	\$1,568,889,723	\$1,508,515,617	-3.8
STIP PROJECTS	204	\$1,555,647,063	\$1,498,834,119	-3.7
FUNDING BY OTHERS	12	\$12,623,486		
* Includes Design Build Projects				

Completed Projects Year-to-Date for SFY 2025				
	Program Constr. Est.	Final Project Cost	Difference	% Difference
STIP PROJECTS	\$318,828,000	\$353,059,000	\$34,231,000	10.7

#### Completed Projects as Reported in the Annual Accountability Report

	No. of Projects	Program Construction Estimate	Final Project Cost	Difference	% Difference
STIP PROJECTS SFY 2024	389	\$794,917,000	\$813,402,000	\$18,485,000	2.3
STIP PROJECTS SFY 2023	377	\$859,306,000	\$834,472,000	(\$24,834,000)	-2.9
STIP PROJECTS SFY 2022	505	\$972,133,000	\$928,421,000	(\$43,712,000)	-4.5
STIP PROJECTS SFY 2021	440	\$997,692,000	\$954,892,000	(\$42,800,000)	-4.3
STIP PROJECTS SFY 2020	458	\$947,494,000	\$860,529,000	(\$86,965,000)	-9.2
STIP PROJECTS SFY 2019	368	\$763,405,000	\$732,075,000	(\$31,330,000)	-4.1
STIP PROJECTS SFY 2018	381	\$897,599,000	\$843,780,000	(\$53,819,000)	-6.0
STIP PROJECTS SFY 2017	385	\$1,245,006,000	\$1,238,314,000	(\$6,692,000)	-0.5
STIP PROJECTS SFY 2016	514	\$1,094,935,000	\$1,065,982,000	(\$28,953,000)	-2.6
STIP PROJECTS SFY 2015	349	\$1,542,292,000	\$1,456,588,000	(\$85,704,000)	-5.6
ALL PROJECTS TOTAL	4166	\$8,460,556,000	\$8,080,581,000	(\$379,975,000)	-4.5

#### Program vs. Award SFY 2015 to SFY 2024 (STIP PROJECTS ONLY)

	No. of Projects	Program Construction Estimate	Award Amount	Difference	% Difference
STIP PROJECTS SFY 2024	416	\$1,513,886,000	\$1,544,214,165	\$30,328,165	2.0
STIP PROJECTS SFY 2023	440	\$1,541,154,038	\$1,829,466,011	\$288,311,973	18.7
STIP PROJECTS SFY 2022	378	\$1,196,528,100	\$1,334,617,879	\$138,089,779	11.5
STIP PROJECTS SFY 2021	417	\$947,553,080	\$886,655,637	(\$60,897,443)	-6.4
STIP PROJECTS SFY 2020	483	\$1,140,034,580	\$1,123,411,535	(\$16,623,045)	-1.5
STIP PROJECTS SFY 2019	425	\$754,917,088	\$725,101,495	(\$29,815,593)	-3.9
STIP PROJECTS SFY 2018	443	\$924,996,126	\$831,467,050	(\$93,529,076)	-10.1
STIP PROJECTS SFY 2017	389	\$768,067,900	\$706,240,778	(\$61,827,122)	-8.0
STIP PROJECTS SFY 2016	299	\$559,268,280	\$516,418,575	(\$42,849,705)	-7.7
STIP PROJECTS SFY 2015	383	\$741,080,860	\$725,190,141	(\$15,890,719)	-2.1
STIP PROJECTS TOTAL	4073	\$10,087,486,052	\$10,222,783,266	\$135,297,214	1.3



2

## **FINANCIAL FORECAST UPDATE**

-- Presented by Brenda Morris, Chief Financial Officer, 573-751-2803.

**ISSUE:** MoDOT prepares an annual financial forecast to estimate future revenues and disbursements. The forecast is the basis for MoDOT's budget, and the funding targets provided to planning partners and MoDOT staff to select projects for the Statewide Transportation Improvement Program (STIP).

The financial forecast estimates the various components of state revenue, including the state motor fuel tax, motor vehicle sales taxes, motor vehicle and drivers' licensing fees, and federal funds from the federal motor fuel tax, and other sources as provided by Congress and the Missouri legislature.

### **RECOMMEND that the Commission:**

- This item is for information only. No action is required.

### **DEPARTMENT VIEW:**

- Detailed financial projections and assumptions for state fiscal years 2025 through 2031 are shown on Attachments 1 and 2. Contractor awards are projected to be \$2.6 billion in 2025, \$1.6 billion in 2026, \$2.8 billion in 2027, \$2.2 billion in 2028, \$1.4 billion in 2029 and beyond.
- Based on current financial projections, MoDOT will be able to match all anticipated federal funds in the forecast period.

### **OTHER VIEWS:**

- Citizens, contractors, consultants, planning partners, and cities and counties are interested in transportation funding and Missouri's ability to adequately maintain and improve transportation infrastructure.

### **MHTC POLICY:**

- Statewide Transportation Improvement Program – Funding Allocation.

### **OTHER PERTINENT INFORMATION:**

- Fiscal year 2024 highway user fees from the state motor fuel tax, motor vehicle sales tax, and motor vehicle and drivers' licensing fees were \$11.6 million (0.8 percent) less than projected. Projections of user fee revenues are in part based on growth trends from prior years.
  - The state motor fuel tax assumption (excludes SB 262) is -0.20 percent decline for 2025 and beyond as vehicles with greater fuel economy and the use of alternative fuels will off-set increases in vehicle miles traveled.
  - The assumptions for the state motor fuel taxes and decal fees for SB 262 are based on fiscal year 2024 gallons with a -0.20 percent decline for 2025 and beyond. The assumption for refunds is 0.5 percent for 2025 and beyond. The final increase for SB 262 occurs on July 1, 2025.
  - The motor vehicle sales tax growth assumption is 3.0 percent for 2025 and

subsequent years.

- The motor vehicle and drivers' licensing fees starts with the historical four-year average with a 1.5 percent increase for 2025 and beyond.
- Because of the changes in these revenue assumptions, state revenues from these sources for 2025-2030 are projected to be \$48.6 million less than the forecast prepared last year. The decrease is mostly attributable to the decline in motor vehicle and drivers' licensing fees.
- The financial forecast includes \$9.7 million of General Revenue for the Governor's Transportation Cost Share Program approved for fiscal year 2020. The financial forecast also includes \$64.7 million from the Budget Stabilization Fund for the Governor's Transportation Cost Share Program approved for fiscal year 2023. This funding allowed MoDOT to work collaboratively with the Department of Economic Development to create a Transportation Cost Share Program focusing on projects that create economic benefits. This program is separate from MoDOT's Cost Share Program.
- The financial forecast includes \$45.2 million of General Revenue for annual debt service payments for three years for the Focus on Bridges Program with the final debt service payment being made in fiscal year 2027. The debt service will pay for the \$301.0 million of Commission State Road Bonds for this program.
- The financial forecast includes for the Improve I-70 Program, \$1.4 billion of General Revenue (deposited into the Office of Administration I-70 Project Fund) and \$1.4 billion of bond proceeds. In addition, the forecast includes \$136.0 million of General Revenue for the annual debt service payments associated with the bonds sold in fiscal year 2024 for this program and future debt issuances for this program.
- The financial forecast includes for the Forward 44 Program, \$213.8 million of General Revenue (deposited into the Office of Administration I-44 Project Fund) and \$363.8 million of bond proceeds. In addition, the forecast includes \$44.0 million of General Revenue for the annual debt service payments associated with the bonds sold in fiscal year 2027 for this program.
- The financial forecast includes \$372.7 million for other General Assembly Designated and Funded projects which include the following projects: Low Volume Roads, US 67 in Butler County, I-70 Interchange in Warren County, US 65 from Buffalo to Warsaw, I-49 and US 58 in Cass County, I-44 Environmental Study, I-55 Outer Service Road in Jefferson County, Jefferson Avenue Community Footbridge in Springfield, US 65 and Route B in Sedalia, US 63 in Columbia, LeCompte Road, Highway BB Engineering Study in Cameron, and Kirbyville School District.
- The financial forecast includes Amendment 3 bond issuances of \$654.4 million in 2026, \$579.6 million in 2028, and \$507.8 million in 2030. These issuances are needed to fully utilize the revenue being deposited into the State Road Bond Fund.
- The financial forecast includes the estimated federal apportionments from the Infrastructure Investment and Jobs Act (IIJA) approved by Congress. IIJA expires on September 30, 2026. Estimated federal apportionments beyond IIJA are held constant with no increases.
- The financial forecast includes the MoDOT Cost Share Program funds of \$45.0 million for 2025 to 2027 and \$30.0 million for 2028 and beyond.
- For the 2025-2031 period, the forecast relies on deficit spending. The average deficit

spending is \$187.4 million per year. On June 30, 2024, the combined balance of the State Road Fund, State Road Bond Fund, and State Highways and Transportation Department Fund was \$1,587.0 million. Deficit spending will reduce the balance amount from an estimated \$922.4 million on July 1, 2025, the beginning of state fiscal year 2026, to \$274.9 million on June 30, 2031, the end of state fiscal year 2031. Of the \$274.9 million projected to be in the state treasury at that time, \$214.9 million is the projected State Road Fund balance.

- The financial forecast includes the following personal services and fringe benefits budget increases:
  - \$13.6 million to continue implementing the market plan and to provide tenure and performance pay increases.
  - \$30.7 million to hire an additional 309 employees in 2026 for the following: Audits & Investigations (2); Financial Services (4); Human Resources (1); Safety & Emergency Management (7); Maintenance (3); Highway Safety & Traffic (8); Maintenance Operations (229); Equipment Technicians (24); Improve I-70 Program (3); and Program Delivery (28).
  - The forecast also includes a 2.0 percent annual cost of living adjustment in 2027 and beyond. Raises are contingent each year on legislative and/or Commission action.
  - The retirement contributions are 52.0 percent in 2025 and 37.0 percent in 2026 and beyond per the actuarial report.
- The expense and equipment portion of the budget includes increases of \$22.6 million for various roadside contracts to mow, sweep, remove litter, and relocate homeless camps; \$8.3 million for traffic supplies; \$3.8 million for non-fleet equipment, including tow plows, wing plows, snow blowers, shuttle mowers, paint tanks, spreader beds, a dive boat replacement, and emergency response vehicle upgrades; \$4.9 million for roadway improvements; and \$15.0 million for facility improvements to mechanical systems. Expense and equipment for 2027 and beyond includes a 2.5 percent annual growth rate for inflation.
- The forecast includes only road and bridge revenues and disbursements. The available funding for other modes totals \$443.6 million per year. The funds are passed through to local governments and providers and, when required, most of the matching funds are provided by the entities receiving the funds.

**SOURCE OF FUNDING:** Not applicable.





# Financial Forecast Update

MHTC Meeting  
Missouri Department of Transportation  
January 8, 2025

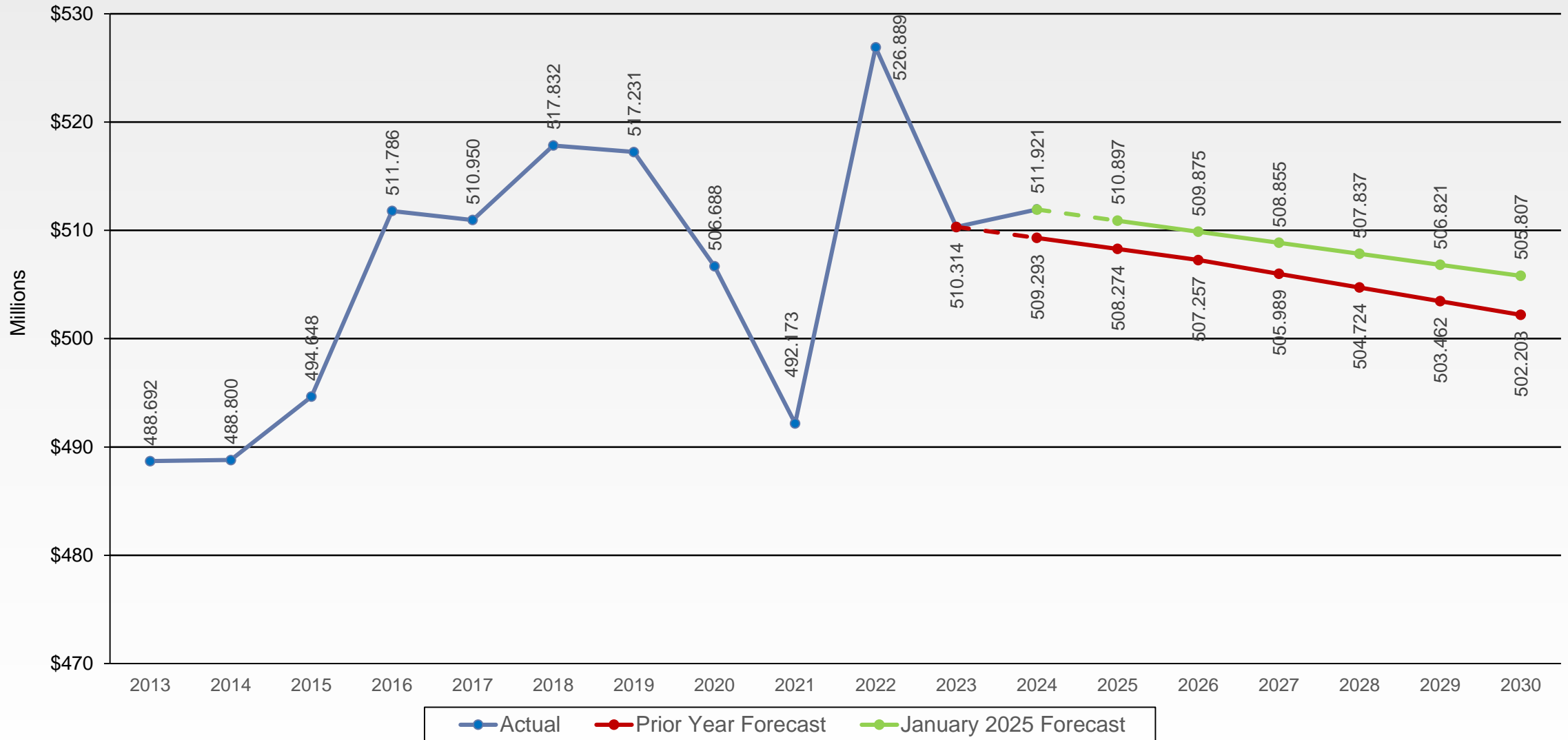
## Additional Revenue and Debt



- Improve I-70 Program
- Forward 44 Program
- General Assembly Designated and Funded Projects
- Amendment 3 Bond Proceeds

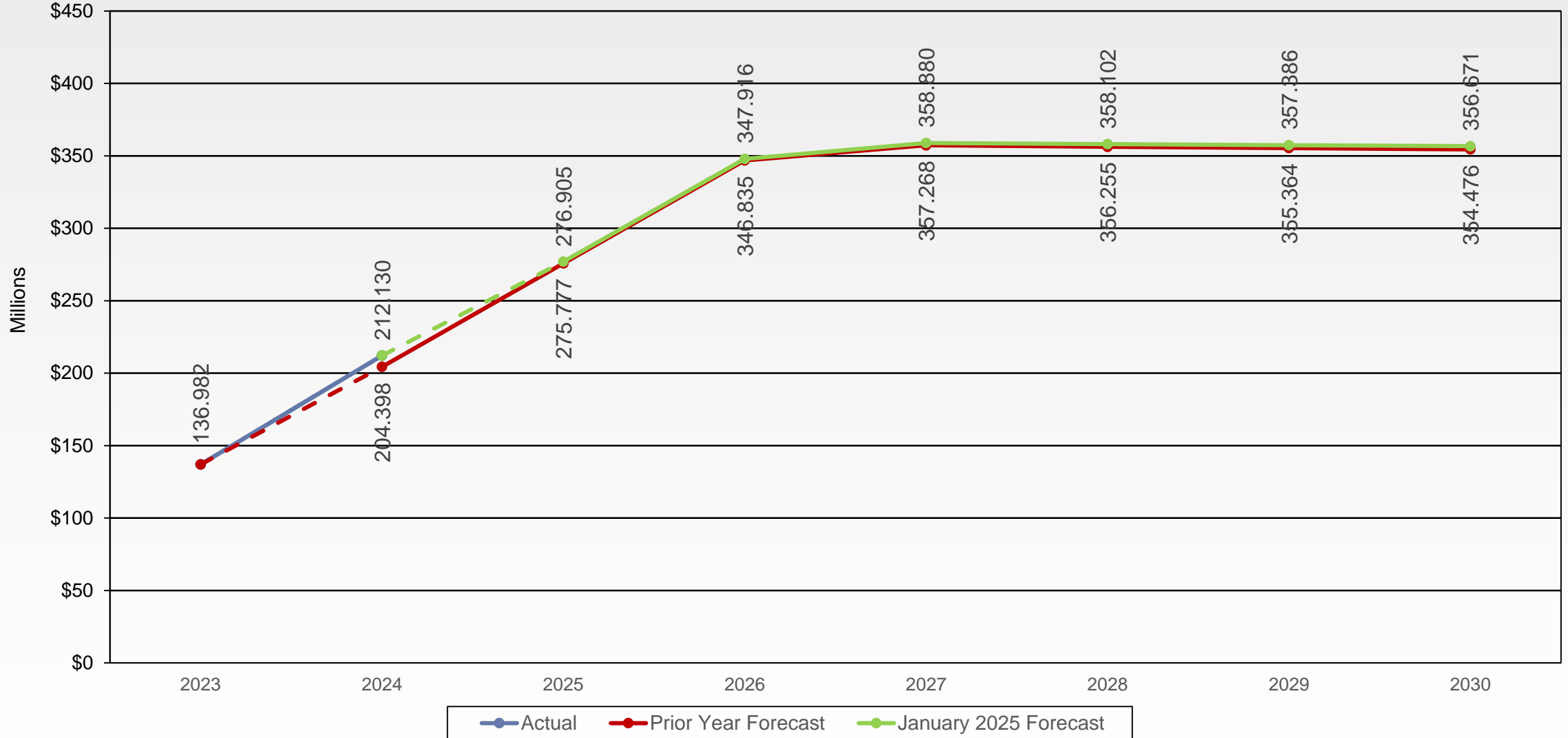


# Motor Fuel Taxes (Excludes SB-262)



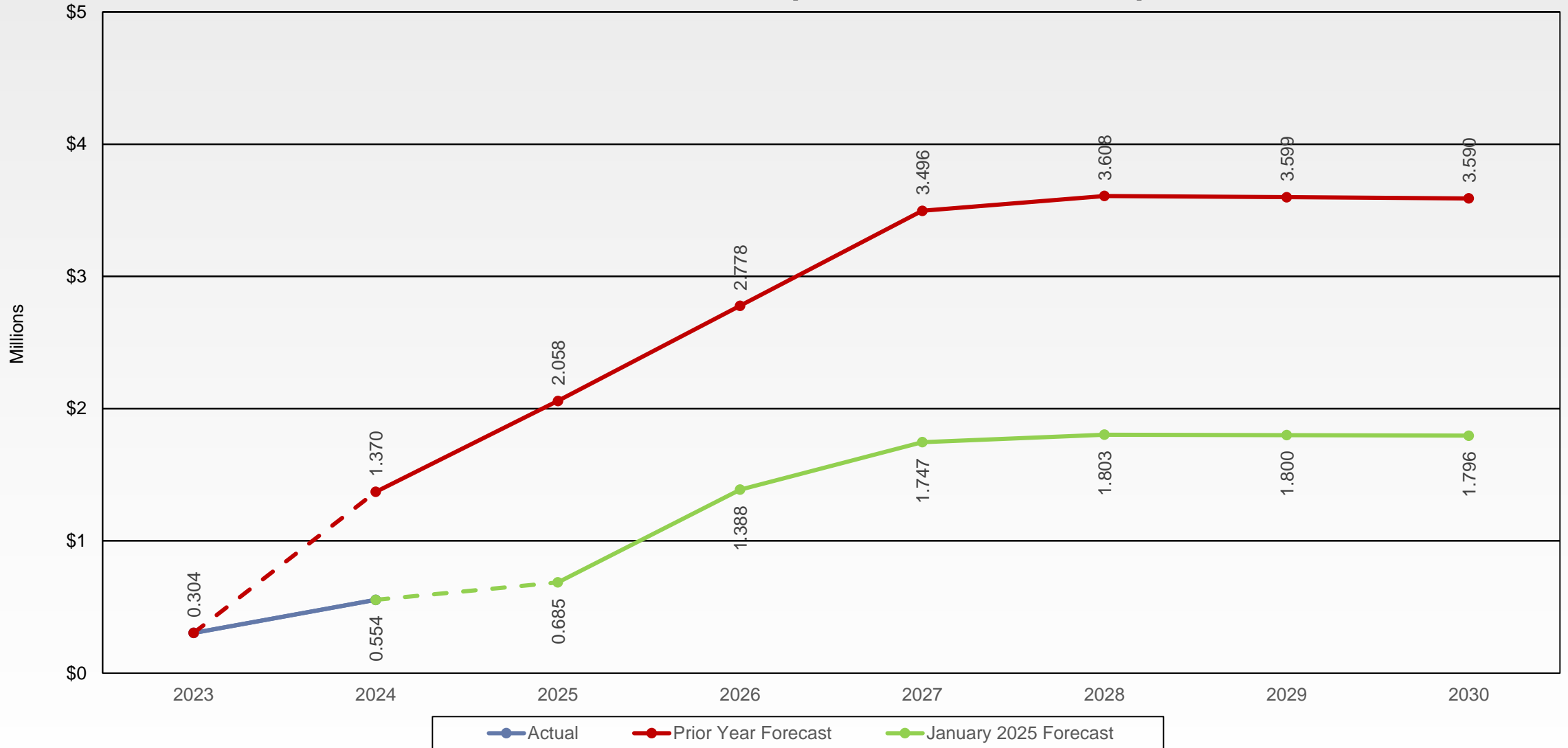


# Motor Fuel Taxes (SB-262)



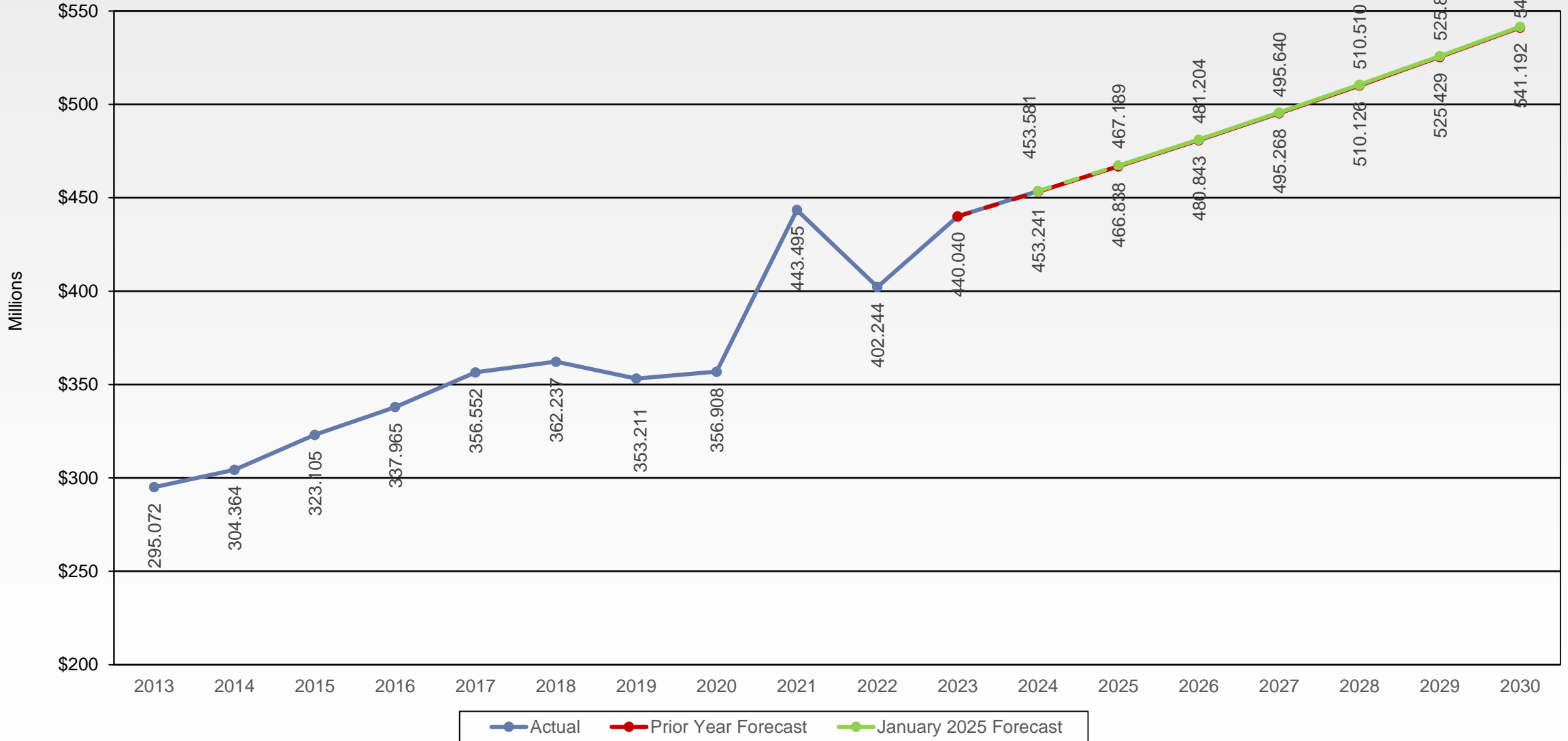


# Motor Fuel Taxes (SB-262 Refunds)



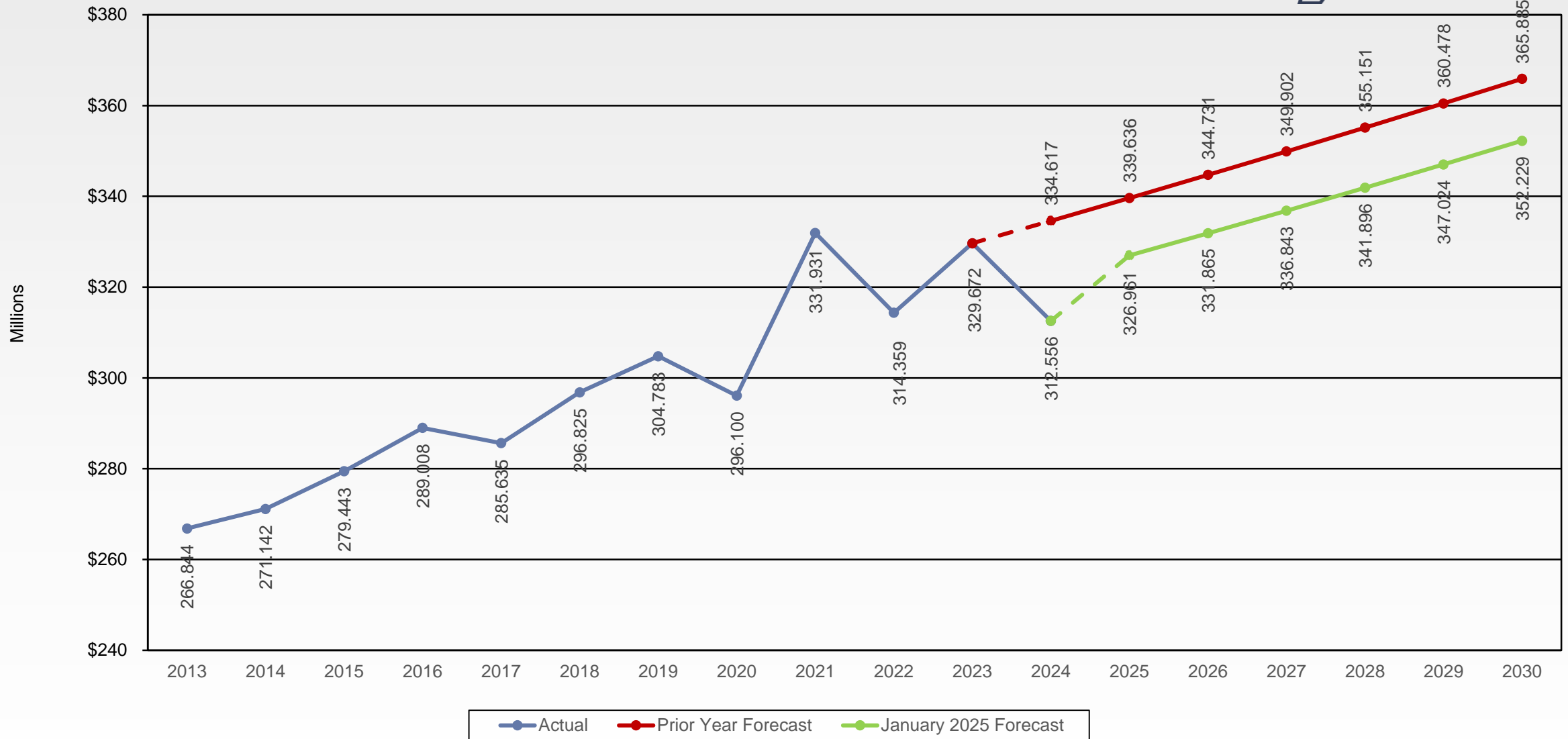


# Motor Vehicle Sales Taxes



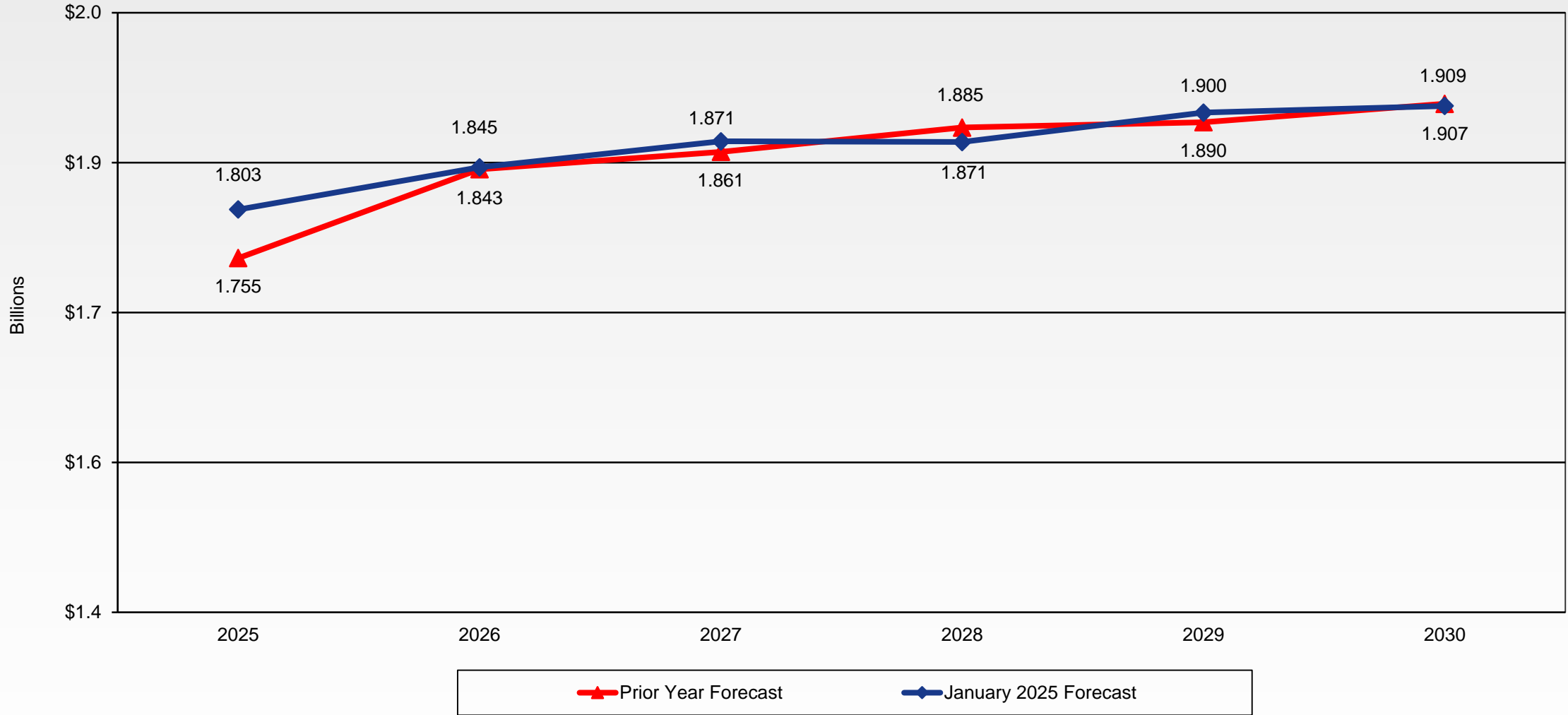


# Motor Vehicle & Drivers Fees





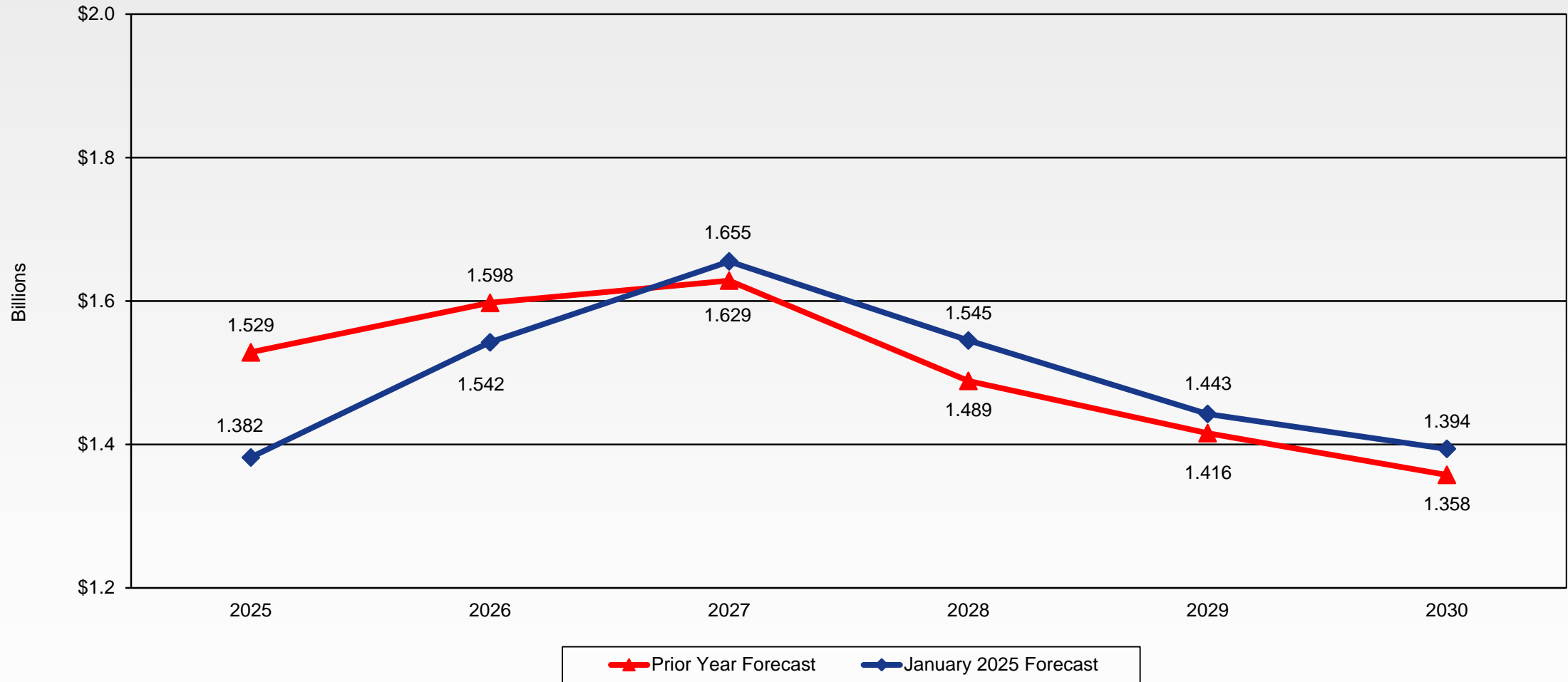
# Financial Forecast – State Revenue





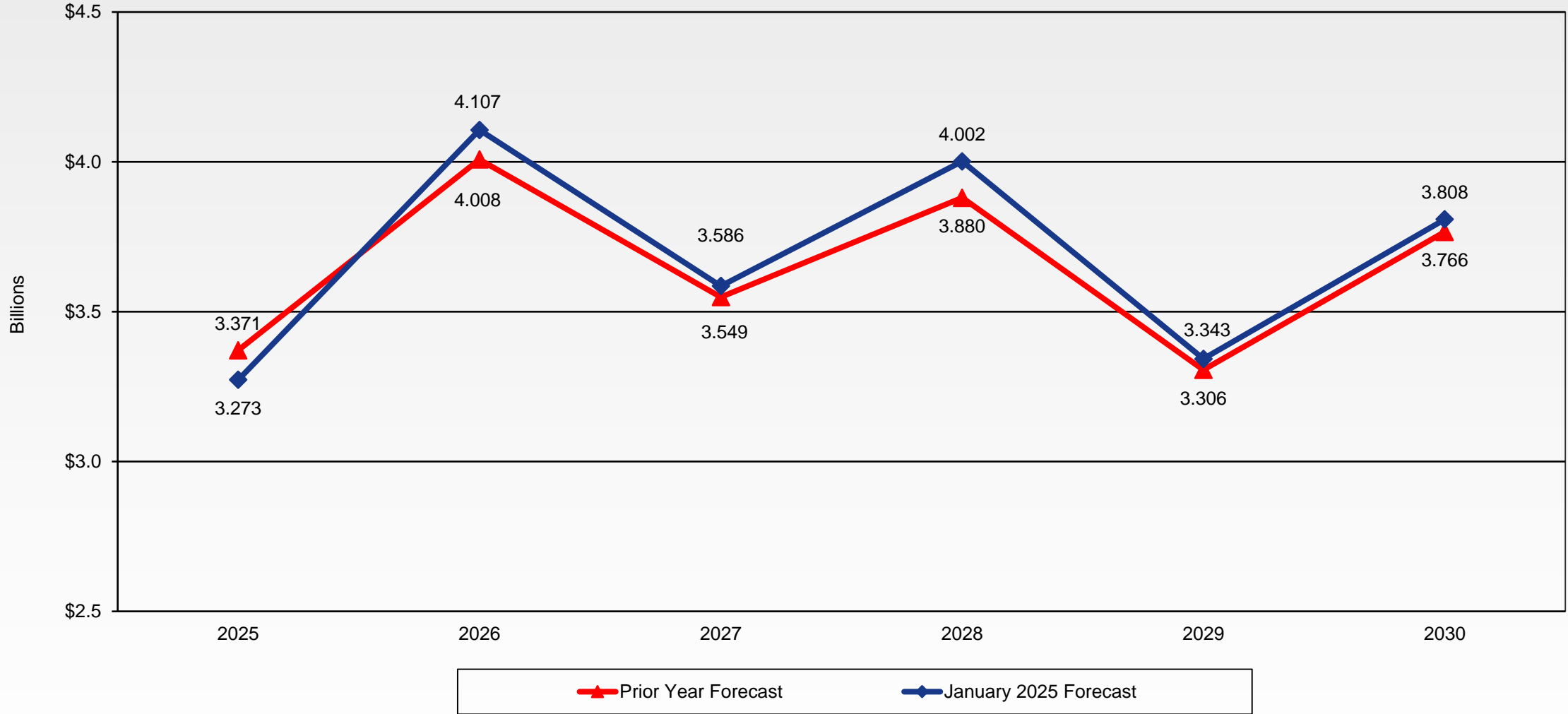


# Financial Forecast – Federal Revenue



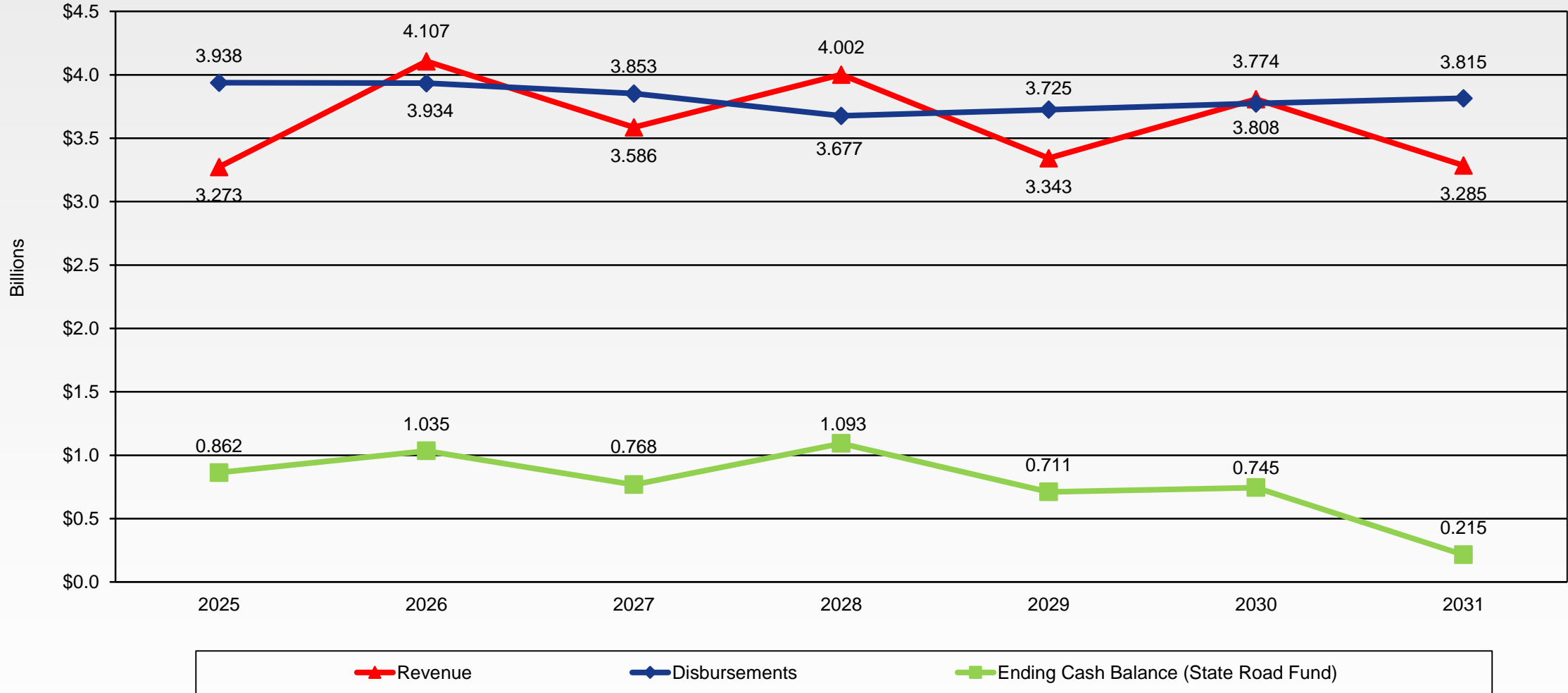


# Financial Forecast – Total Revenue

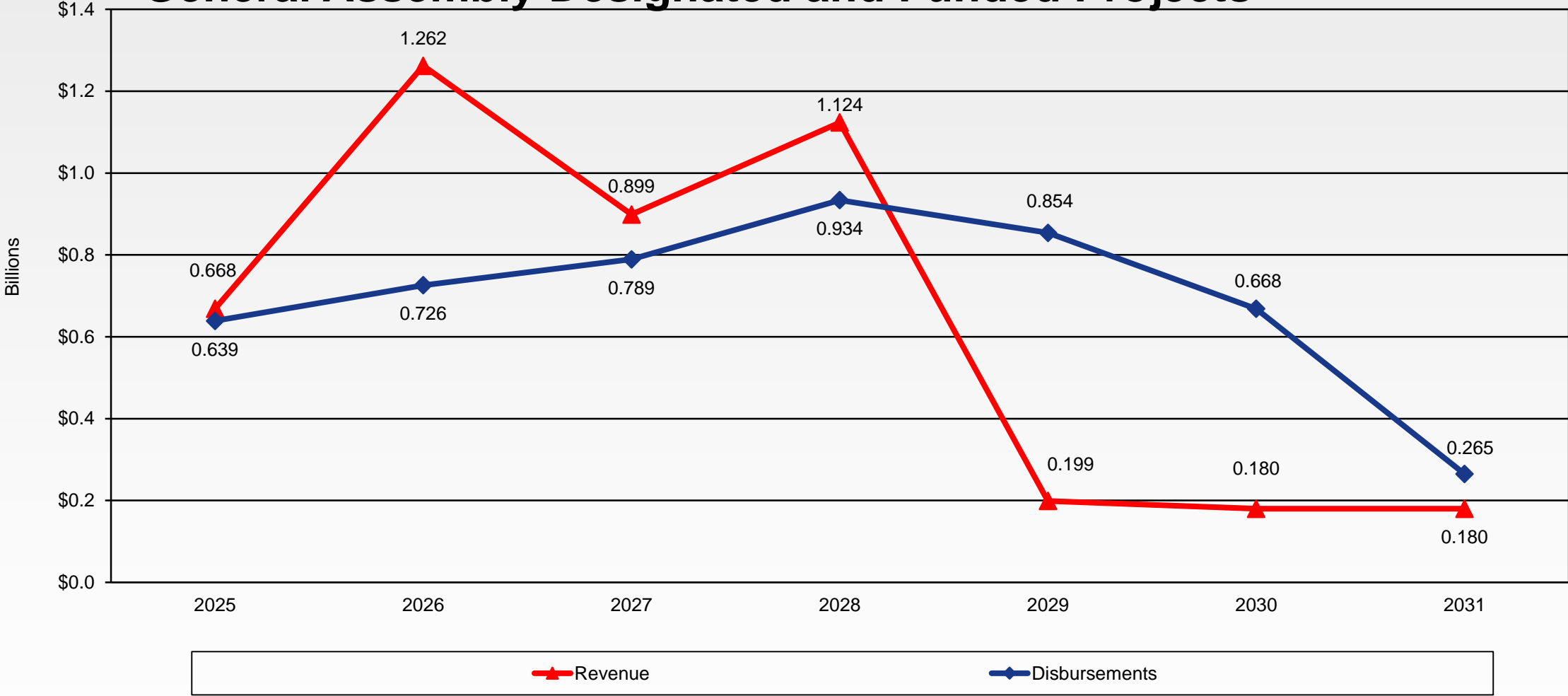




# Financial Forecast

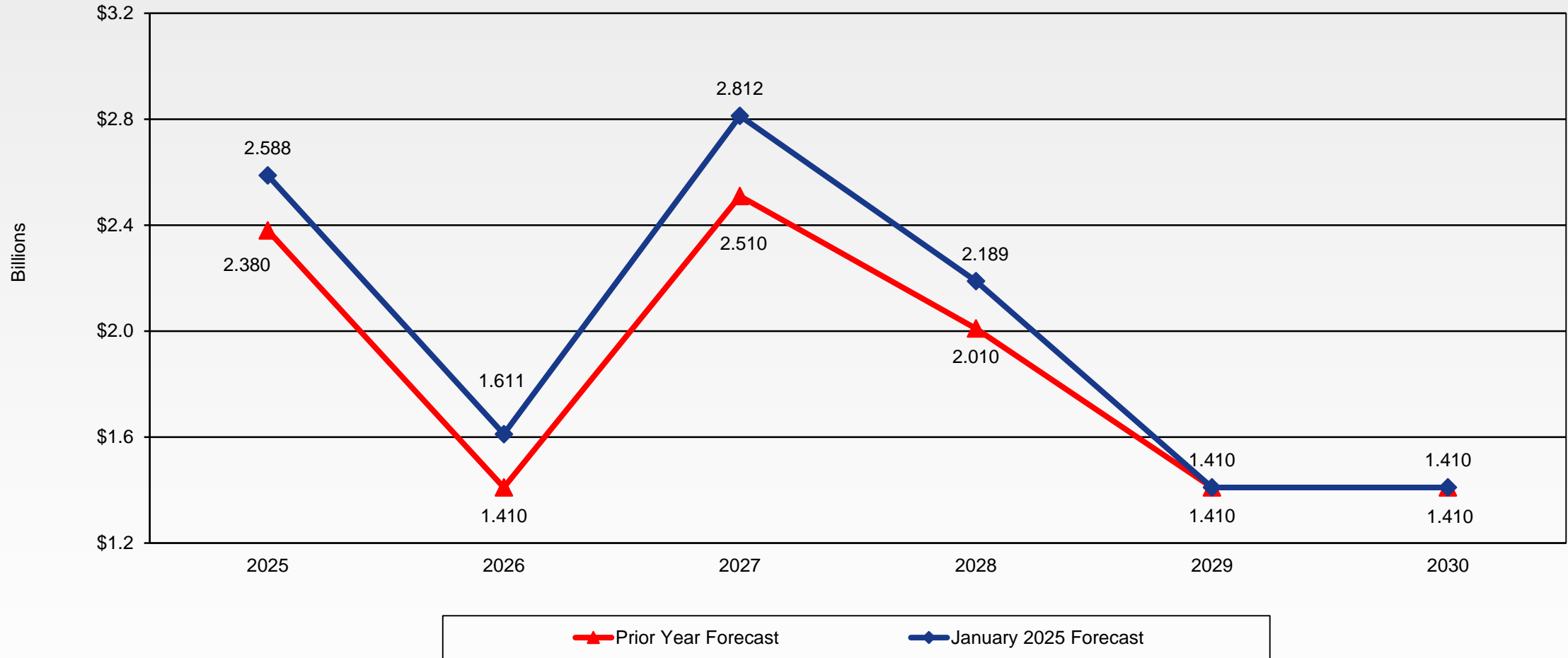


# Improve I-70, Forward 44 and General Assembly Designated and Funded Projects



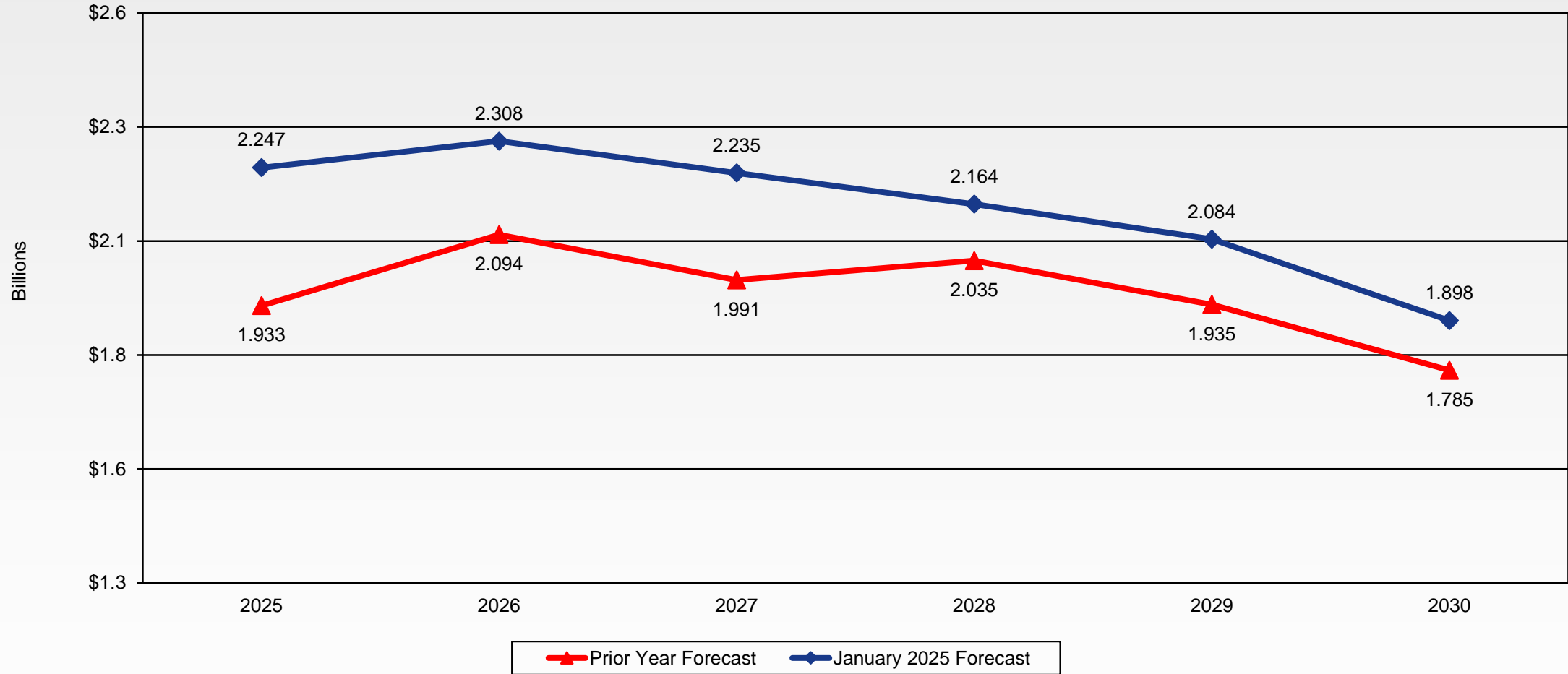


# Contractor Awards

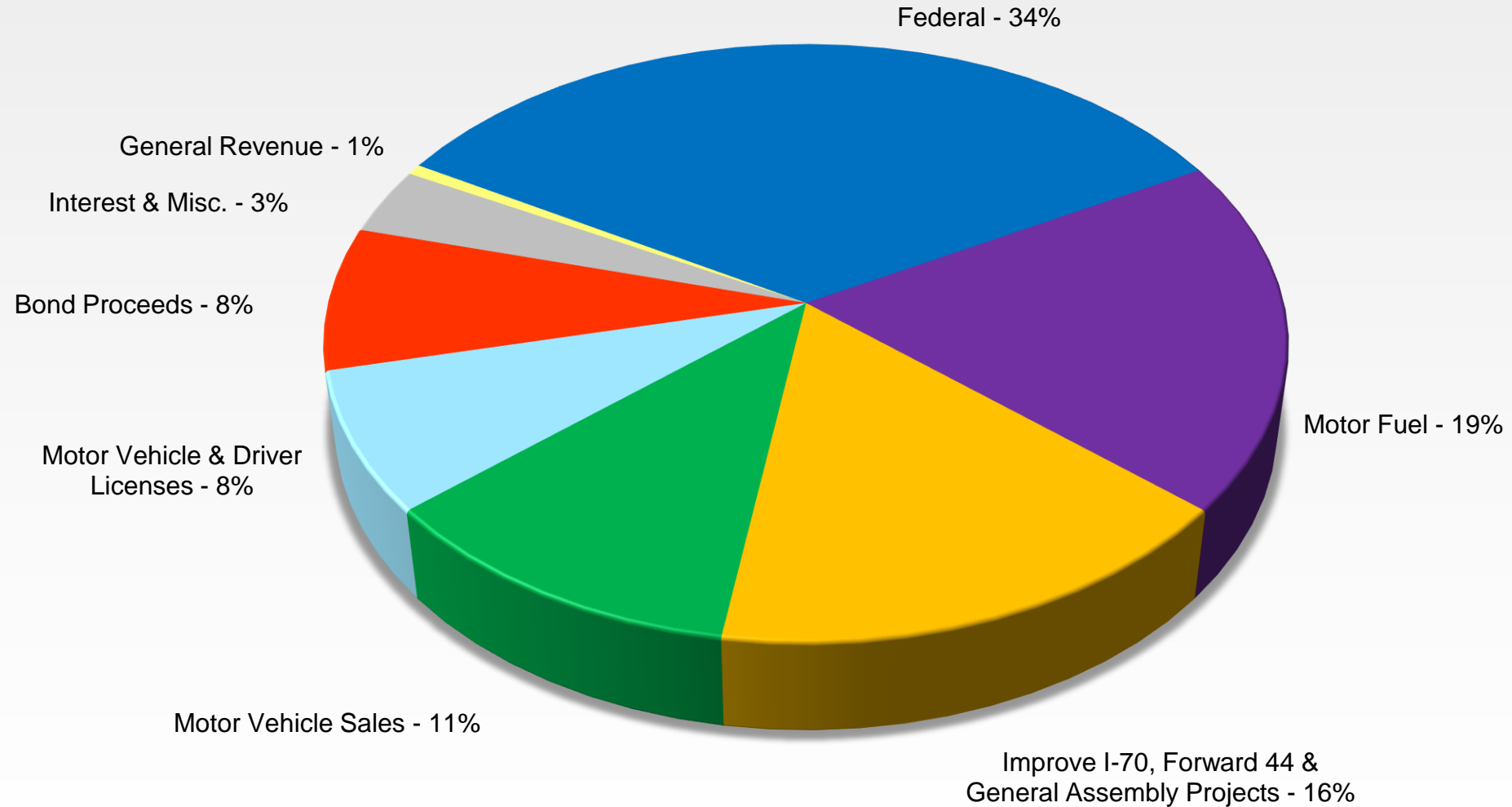




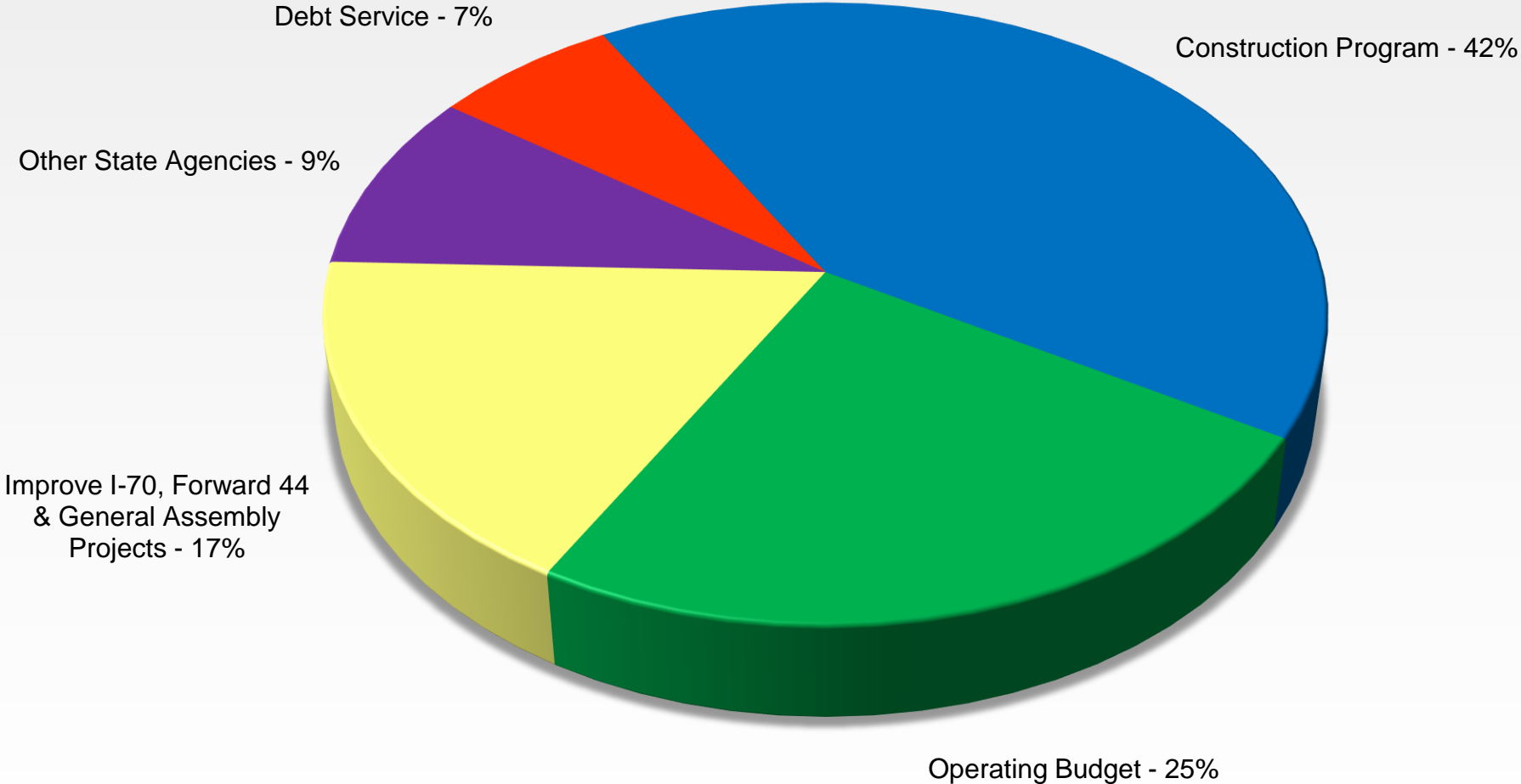
# Contractor Payments



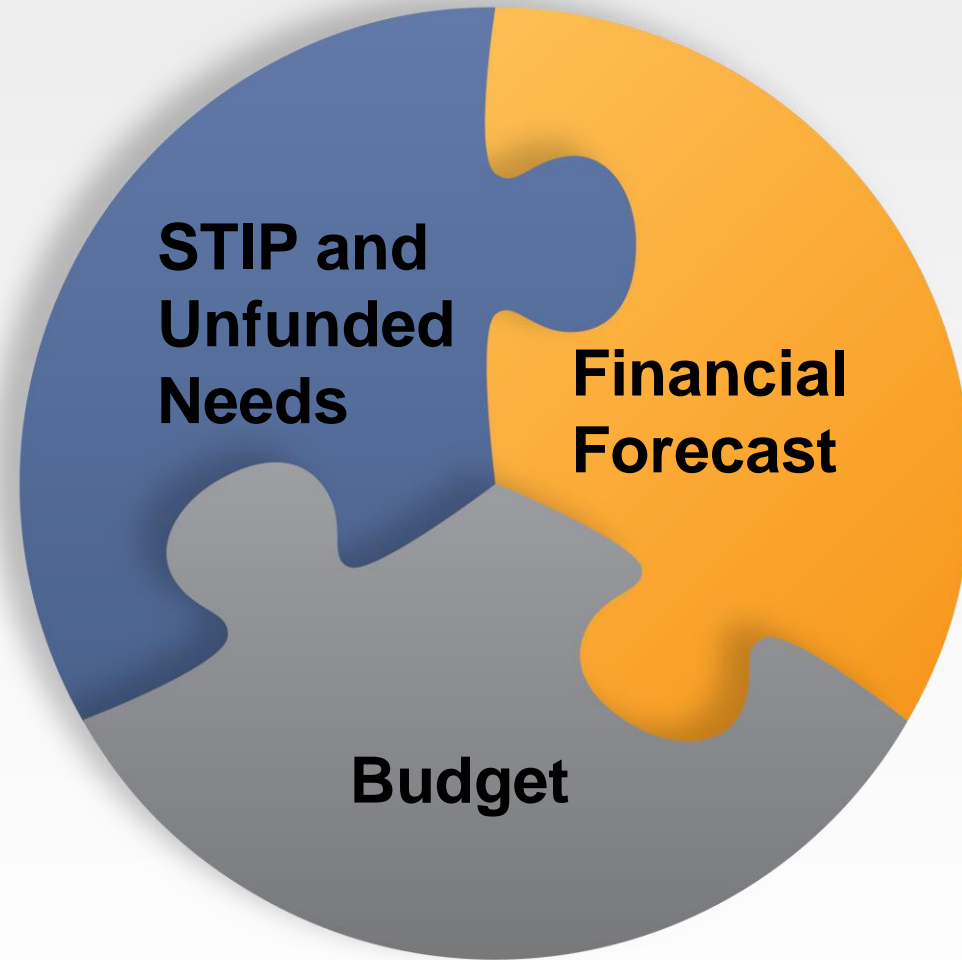
# Financial Forecast 2026-2030 – Revenue



# Financial Forecast 2026-2030 – Disbursements







# 2026-2030 STIP Financial Forecast Assumptions

## Revenues

- Motor Fuel Taxes (excludes SB 262)
  - Annual decline of -0.20 percent for 2025 and beyond
  - Assumes greater fuel economy (Corporate Average Fuel Economy - CAFE standards) will off-set increases in vehicle miles traveled
  - Based on historical data and fuel consumption projections from the U.S. Energy Information Administration's Annual Energy Outlook 2023 (AEO 2023) for the region
- Motor Fuel Taxes and Decal Fees (SB 262)
  - Based on the 2024 gallons with a decline of -0.20 percent for 2025 and beyond
  - Refunds of 0.5 percent for 2025 and beyond
- Motor Vehicle Sales Taxes
  - Annual growth rate of 3.0 percent for 2025 and beyond
  - Based on historical data and projections from the AEO 2023
- Motor Vehicle and Driver Licensing Fees
  - Annual growth rate of 1.5 percent for 2025 and beyond
  - Based on the 4-year average of historical data, population over the age of 16 projections from the AEO 2023, and driver licensing renewal data from the Department of Revenue
- Interest and Miscellaneous
  - Interest projections are based on monthly cash balances with a 3.3 percent earnings rate
  - Miscellaneous revenue is based on average annual receipts of \$45.0 million for incidentals and other fees, plus reimbursements for partnering projects
- Federal Reimbursements
  - Based on Infrastructure Investment and Jobs Act (IIJA) Federal-aid Highway Apportioned Programs and General Fund Supplemental Appropriations for Bridge Replacement, Rehabilitation, Preservation, Protection & Construction, and National Electric Vehicle Formula Programs
    - \$1,456.7 million for 2025
    - \$1,483.3 million for 2026
    - \$1,483.3 million for 2027
    - \$1,357.6 million for 2028 and beyond
  - Highway Infrastructure Bridge Program allocation of \$350.2 million
  - Assumptions:
    - Local public agencies will utilize annual allocations and \$41.0 million of carry over balances
    - Preventative maintenance reimbursements of \$80.0 million, annually
    - Preliminary engineering (in-house) reimbursements of \$20.0 million, annually
    - Construction engineering (in-house) reimbursements of \$60.0 million, annually

## Revenues (cont'd)

- Statewide planning and research (in-house) reimbursements of \$25.0 million, annually
- General Revenue and Budget Stabilization
  - \$9.8 million (General Revenue) for the Governor's Transportation Cost Share Program (Round 1) approved by the General Assembly in 2019
  - \$45.2 million (General Revenue) for the Governor's Focus on Bridges Program annual debt service payments for three years ending in fiscal year 2027
  - \$64.7 million (Budget Stabilization) for the Governor's Transportation Cost Share Program (Round 2) approved by the General Assembly in 2022
  - \$1.4 billion (General Revenue) for the Improve I-70 Program
  - \$136.0 million (General Revenue) for the Improve I-70 Program annual debt service payments
  - \$213.8 million (General Revenue) for the Forward 44 Program
  - \$44.0 million (General Revenue) for the Forward 44 Program annual debt service payments
  - \$161.0 million (Budget Stabilization and General Revenue) for Low Volume Roads
  - \$60.0 million (General Revenue) for US 67 in Butler County
  - \$40.0 million (Budget Stabilization) for I-70 Interchange in Warren County
  - \$38.0 million (Budget Stabilization) for US 65 from Buffalo to Warsaw
  - \$20.0 million (General Revenue) for I-49 and US 58 in Cass County
  - \$20.0 million (General Revenue) for I-44 Environmental Study
  - \$12.0 million (General Revenue) for I-55 Outer Service Road in Jefferson County
  - \$8.0 million (General Revenue) for Jefferson Avenue Community Footbridge in Springfield
  - \$4.7 million (General Revenue) for US 65 and Route B in Sedalia
  - \$4.2 million (General Revenue) for US 63 in Columbia
  - \$3.4 million (Budget Stabilization) for LeCompte Road
  - \$1.0 million (General Revenue) for Highway BB Engineering Study in Cameron
  - \$0.4 million (General Revenue) for Kirbyville School District
- Bond and MTFC Loan Proceeds
  - Amendment 3 bond issuances of \$654.4 million in 2026, \$579.6 million in 2028, and \$507.8 million in 2030 to fully utilize the revenue in the State Road Bond Fund
  - Improve I-70 Program bond issuances of \$390.0 million in 2024, \$500.0 million in 2026, and \$510.0 million in 2028
  - Forward 44 Program bond issuance of \$363.8 million in 2027
  - \$13.3 million MTFC loan disbursement in 2025 for the Rocheport Bridge and Mineola Hill INFRA Grant project

## Disbursements

- Operating Budget
  - Personal services include the appropriation spending authority of \$319.0 million for 2025. The 2026 personal services include increases of \$8.8 million to continue implementing the market plan and to provide tenure and performance pay increases; and \$17.9 million to hire an additional 309 employees for the following: Audits & Investigations (2); Financial Services (4); Human Resources (1); Improve I-70 Program (3); Safety & Emergency Management (7); Maintenance (3); Highway Safety & Traffic (8); Maintenance Operations (229); Equipment Technicians (24); and Program Delivery (28).
  - Annual cost of living adjustments of 2.0 percent starting in 2027
  - Retirement contributions of 52.0 percent of personal services in 2025 and 37.0 percent of personal services in 2026 and beyond
  - Medical benefits include the appropriation spending authority of \$78.2 million for 2025. The 2025 medical benefits include increases related to the market plan of \$159,000; related to the additional employees of \$2.9 million; and for retiree benefits of \$1.7 million. Medical benefits for 2026 and beyond include an 8.0 percent annual growth rate.
  - Other fringe benefits for 2025 include 7.72 percent of personal services for social security and medicare, \$9.2 million for workers' compensation, and \$3.5 million for the Governor's deferred compensation match program. The 2026 other fringe benefits include 7.72 percent of personal services for social security and medicare, \$9.2 million for workers' compensation, \$599,000 for workers' compensation for additional employees, and \$3.3 million for the Governor's deferred compensation match program. Other fringe benefits for 2027 and beyond include 7.72 percent of personal services for social security and Medicare, \$9.2 million for workers' compensation, and \$599,000 for workers' compensation for additional employees.
  - Expense and equipment for 2026 include the appropriation spending authority of \$427.5 million plus requested increases of \$22.6 million for various roadside contracts to mow, sweep, remove litter, and relocate homeless camps; \$8.3 million for traffic supplies; \$3.8 million for non-fleet equipment including tow plows, wing plows, snow blowers, shuttle mowers, paint tanks, spreader beds, a dive boat replacement, and emergency response vehicle upgrades; \$4.9 million for roadway improvements; and \$15.0 million for facility improvements to mechanical systems. Expense and equipment for 2027 and beyond include an annual growth rate of 2.5 percent for inflation.
- Program Delivery
  - Contractor Awards
    - \$2,587.5 million for 2025
    - \$1,611.2 million for 2026
    - \$2,812.3 million for 2027
    - \$2,189.2 million for 2028
    - \$1,410.0 million for 2029 and beyond
  - Design/Bridge Consultant Engineering (DBC)
    - \$110.0 million for 2025 and beyond

- **Disbursements (cont'd)**
  - Right of Way Acquisitions
    - \$30.0 million for 2025 and beyond
  - Debt service
    - Based on current annual debt service payments
    - Governor's Focus on Bridges Program of \$45.2 million annually for three years ending in fiscal year 2027
    - Improve I-70 Program of \$136.0 million annually
    - Forward 44 Program \$44.0 million annually
    - MTFC loan payments for the Rocheport Bridge and Mineola Hill INFRA Grant project of \$9.2 million annually for six years ending in fiscal year 2030
    - Amendment 3 debt service payments
      - \$119.3 million for 2027
      - \$166.9 million for 2028
      - \$174.7 million for 2029
      - \$203.7 million for 2030 and beyond
- Other State Agencies (Highway Patrol and Department of Revenue)
  - Based on historical data
  - Highway Patrol (93 percent) and Department of Revenue (7 percent) is 82.0 percent of 2025 appropriation spending authority
  - Annual growth rate of 3.8 percent for 2026 and beyond



**January 8, 2025  
Financial Forecast  
(In Thousands)**

	State Fiscal Year						
	2025	2026	2027	2028	2029	2030	2031
Beginning Cash Balance	1,586,997	922,434	1,094,669	827,882	1,152,967	770,546	804,952
Motor Fuel Taxes (Excludes SB-262)	510,897	509,875	508,855	507,837	506,821	505,807	504,795
Motor Fuel Taxes and Decal Fees (SB-262)	276,905	347,916	358,880	358,102	357,386	356,671	355,958
Motor Vehicle Sales Taxes (Excludes Amendment 3)	231,643	238,592	245,750	253,123	260,717	268,539	276,595
Motor Vehicle Sales Taxes (Amendment 3)	235,546	242,612	249,890	257,387	265,109	273,062	281,254
Motor Vehicle & Driver Licensing Fees	326,961	331,865	336,843	341,896	347,024	352,229	357,512
Interest	56,550	30,440	36,124	27,320	38,048	25,428	26,563
Miscellaneous	164,591	144,000	135,000	125,000	125,000	125,000	125,000
<b>Total State Revenue</b>	<b>1,803,093</b>	<b>1,845,300</b>	<b>1,871,342</b>	<b>1,870,665</b>	<b>1,900,105</b>	<b>1,906,736</b>	<b>1,927,677</b>
General Revenue for Gov. Transp. Cost Share	9,723	0	0	0	0	0	0
Budget Stabilization for Gov. Transp. Cost Share	19,707	19,263	19,263	6,421	0	0	0
General Revenue for Focus on Bridges Debt Service	45,239	45,234	40,042	0	0	0	0
Bond Proceeds for Amendment 3	0	654,429	0	579,630	0	507,809	0
MTFC Loan Proceeds	13,276	0	0	0	0	0	0
Federal Reimbursements	1,381,926	1,542,477	1,655,198	1,545,099	1,442,557	1,393,765	1,357,573
<b>Total Revenue</b>	<b>3,272,964</b>	<b>4,106,703</b>	<b>3,585,845</b>	<b>4,001,815</b>	<b>3,342,662</b>	<b>3,808,310</b>	<b>3,285,250</b>
Operating Budget <sup>(1)</sup>	1,028,036	1,078,558	1,103,750	1,133,473	1,164,283	1,196,236	1,229,396
Local Public Agency Program	265,222	265,222	229,020	229,020	229,020	229,020	229,020
Gov. Transp. Cost Share - Local	25,439	15,696	15,696	5,232	0	0	0
Gov. Transp. Cost Share - Let by Others	10,744	3,567	3,567	1,189	0	0	0
Design/Bridge Consultant Engineering	110,000	110,000	110,000	110,000	110,000	110,000	110,000
Right-of-Way Acquisitions	30,000	30,000	30,000	30,000	30,000	30,000	30,000
Utilities and Other Payments	21,911	17,761	17,761	17,761	17,761	17,761	17,761
Contractor Payments	1,744,584	1,717,621	1,625,935	1,410,000	1,410,000	1,410,000	1,410,000
Subtotal Construction Program	2,207,900	2,159,867	2,031,979	1,803,202	1,796,781	1,796,781	1,796,781
Debt Service	318,512	298,407	304,157	311,625	319,309	319,278	310,015
Subtotal Program Delivery - Program	2,526,412	2,458,274	2,336,136	2,114,827	2,116,090	2,116,059	2,106,796
Other State Agencies	383,079	397,636	412,746	428,430	444,710	461,609	479,150
<b>Total Disbursements</b>	<b>3,937,527</b>	<b>3,934,468</b>	<b>3,852,632</b>	<b>3,676,730</b>	<b>3,725,083</b>	<b>3,773,904</b>	<b>3,815,342</b>
(Deficit)	(664,563)	172,235	(266,787)	325,085	(382,421)	34,406	(530,092)
Ending Cash Balance	922,434	1,094,669	827,882	1,152,967	770,546	804,952	274,860
Less: State Road Bond Fund	40,000	40,000	40,000	40,000	40,000	40,000	40,000
Less: State Hwys. & Transp. Dept. Fund	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Ending Cash Balance - State Road Fund	862,434	1,034,669	767,882	1,092,967	710,546	744,952	214,860
<b>Contractor Awards</b>	<b>1,680,000</b>	<b>1,410,000</b>	<b>1,410,000</b>	<b>1,410,000</b>	<b>1,410,000</b>	<b>1,410,000</b>	<b>1,410,000</b>
<b>Improve I-70 Project:</b>							
Beginning Cash Balance	363,674	383,674	828,674	673,674	903,470	378,470	-
General Revenue	345,000	345,000	345,000	345,000	-	-	-
General Revenue for Debt Service	135,999	135,996	136,000	136,000	136,000	136,000	136,000
Bond Proceeds	-	500,000	-	509,796	-	-	-
<b>Total Revenue</b>	<b>480,999</b>	<b>980,996</b>	<b>481,000</b>	<b>990,796</b>	<b>136,000</b>	<b>136,000</b>	<b>136,000</b>
Contractor Payments	325,000	400,000	500,000	625,000	525,000	378,470	-
Debt Service Payments	135,999	135,996	136,000	136,000	136,000	136,000	136,000
<b>Total Disbursements</b>	<b>460,999</b>	<b>535,996</b>	<b>636,000</b>	<b>761,000</b>	<b>661,000</b>	<b>514,470</b>	<b>136,000</b>
Ending Cash Balance	383,674	828,674	673,674	903,470	378,470	-	-
<b>Contractor Awards</b>	<b>700,000</b>	<b>-</b>	<b>1,100,000</b>	<b>600,000</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Forward 44 Project:</b>							
General Revenue	12,860	141,160	-	59,730	-	-	-
General Revenue for Debt Service	-	-	44,000	44,000	44,000	44,000	44,000
Bond Proceeds	-	-	363,750	-	-	-	-
<b>Total Revenue</b>	<b>12,860</b>	<b>141,160</b>	<b>407,750</b>	<b>103,730</b>	<b>44,000</b>	<b>44,000</b>	<b>44,000</b>
Contractor Payments	3,215	50,000	99,285	100,000	130,000	110,000	85,000
Debt Service Payments	-	-	44,000	44,000	44,000	44,000	44,000
<b>Total Disbursements</b>	<b>3,215</b>	<b>50,000</b>	<b>143,285</b>	<b>144,000</b>	<b>174,000</b>	<b>154,000</b>	<b>129,000</b>
Ending Cash Balance	9,645	100,805	365,270	325,000	195,000	85,000	-
<b>Contractor Awards</b>	<b>12,860</b>	<b>141,160</b>	<b>282,320</b>	<b>141,160</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>General Assembly Designated and Funded Projects:</b>							
General Revenue/Budget Stabilization	174,573	140,074	10,000	29,000	19,000	-	-
Contractor Payments	174,573	140,074	10,000	29,000	19,000	-	-
Ending Cash Balance	-	-	-	-	-	-	-
<b>Contractor Awards</b>	<b>194,650</b>	<b>60,000</b>	<b>20,000</b>	<b>38,000</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Contractor Awards</b>	<b>2,587,510</b>	<b>1,611,160</b>	<b>2,812,320</b>	<b>2,189,160</b>	<b>1,410,000</b>	<b>1,410,000</b>	<b>1,410,000</b>

<sup>(1)</sup> Personal Services, Fringe Benefits and Expense & Equipment for Administration; Safety and Operations; Program Delivery; Fleet, Facilities and Information Systems; and Multimodal. (State Road Fund, only)



3

## **STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT**

-- Presented by Llans Taylor, Transportation Planning Director, 573-526-1374.

**ISSUE:** The Statewide Transportation Improvement Program (STIP) development for state fiscal years 2026 through 2030 (July 1, 2025, through June 30, 2030) begins with the approval of the financial forecast. The STIP is MoDOT's proposed list of transportation projects for the next five years. This document is developed through collaboration with MoDOT's planning partners and is an essential part of communication with customers. The STIP tells them how their transportation dollars are being invested.

### **RECOMMEND that the Commission:**

- This item is for information only; no action is required.

### **DEPARTMENT VIEW:**

- The draft STIP is developed in coordination with the Long Range Plan, Financial Forecast, Operating Budget, Asset Management Plan, and Missouri's Show-Me Zero – Driving Missouri Toward Safer Roads.
- The department and Commission value the importance of public input and the established planning framework that utilizes Regional Planning Commissions and Metropolitan Planning Organizations to select and prioritize needs and projects.

### **OTHER VIEWS:**

- MoDOT works with planning partners, transportation stakeholders and customers to identify road and bridge improvement projects.
- Once developed, the draft STIP is brought to the Commission at the May Commission meeting.
- The draft STIP is shared with various audiences during the public comment period. Input from public audiences and the final STIP will be presented to the Commission at the July Commission meeting.

### **MHTC POLICY:**

- Statewide Transportation Improvement Program – Approval – Statewide Transportation Improvement Program Approval.
- Statewide Transportation Improvement Program – Funding Allocation – STIP Funding Allocation.
- Statewide Transportation Improvement Program – Planning Framework – Statewide Transportation Improvement Program Planning Framework.

### **OTHER PERTINENT INFORMATION:**

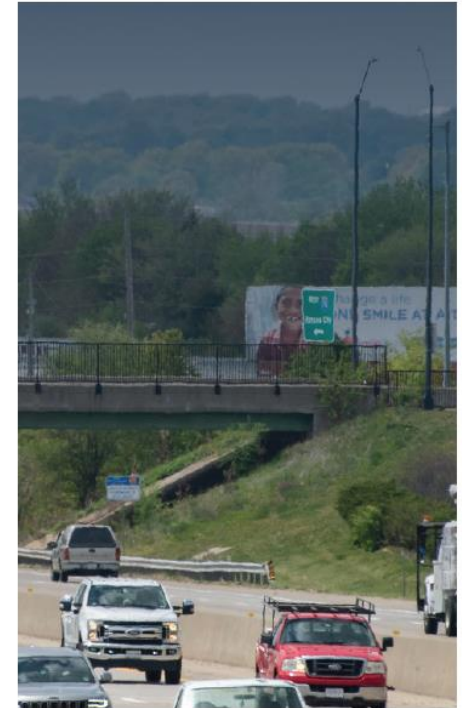
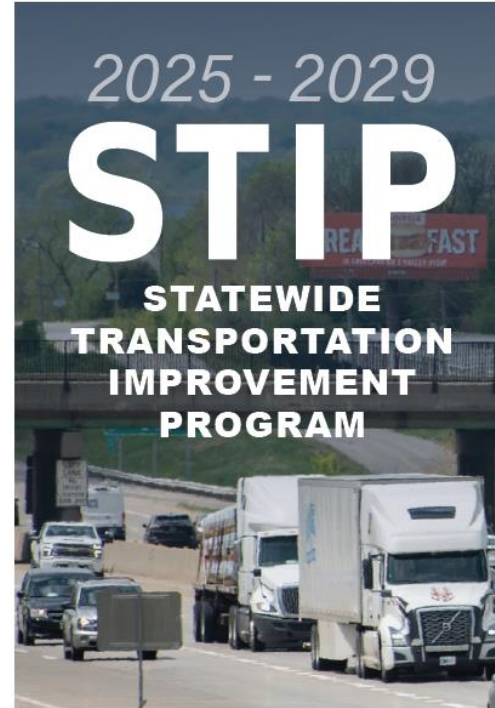
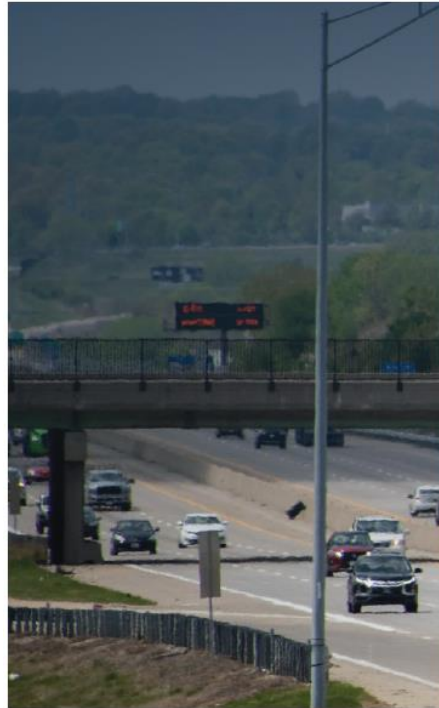
- The STIP requires MHTC, Federal Highway Administration and Federal Transit Administration approval.
- Projects in Metropolitan Planning Organization (MPO) areas also require separate MPO, Governor, Federal Highway Administration and Federal Transit Administration approval.

**SOURCE OF FUNDING:** Projected federal funds, state revenue, and local contributions.



# STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM *DEVELOPMENT*

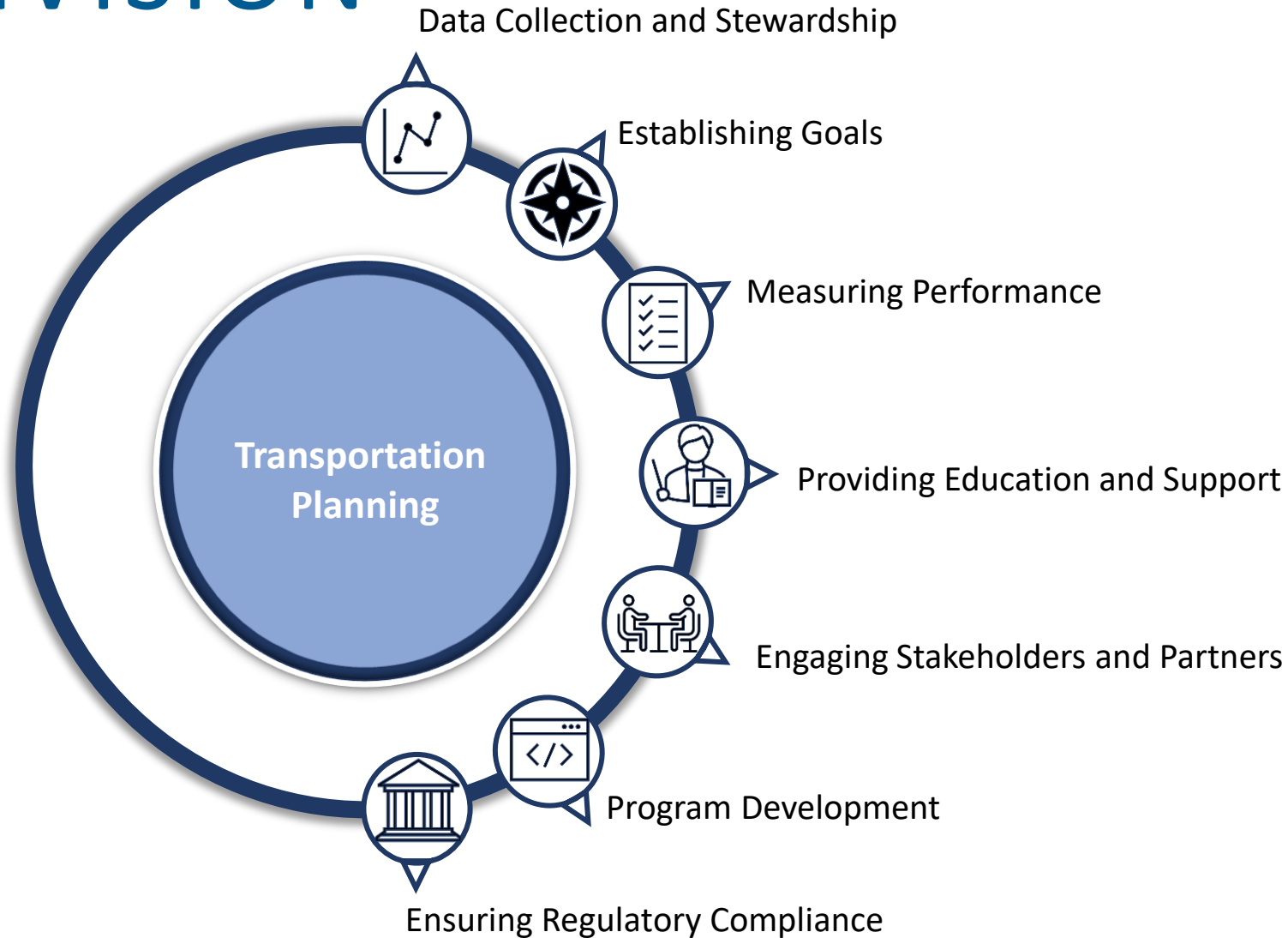
**Llans Taylor, PE**  
*Transportation Planning Director*



Missouri Department  
of Transportation  
[modot.org](http://modot.org)



# TRANSPORTATION PLANNING DIVISION



*Connecting stakeholder input to data and needs to deliver improvements*







2025 - 2029

# STIP

STATEWIDE  
TRANSPORTATION  
IMPROVEMENT  
PROGRAM



Missouri Department  
of Transportation  
modot.org



Missouri

HIGH-PRIORITY UNFUNDED NEEDS



Oct. 2024



# TIP

Transportation Improvement Program  
Fiscal Years FY 2025-2028

August 2024



EAST-WEST GATEWAY  
Council of Governments  
Creating Solutions Across Jurisdictional Boundaries



# MoDOT'S TRANSPORTATION PLANNING APPROACH

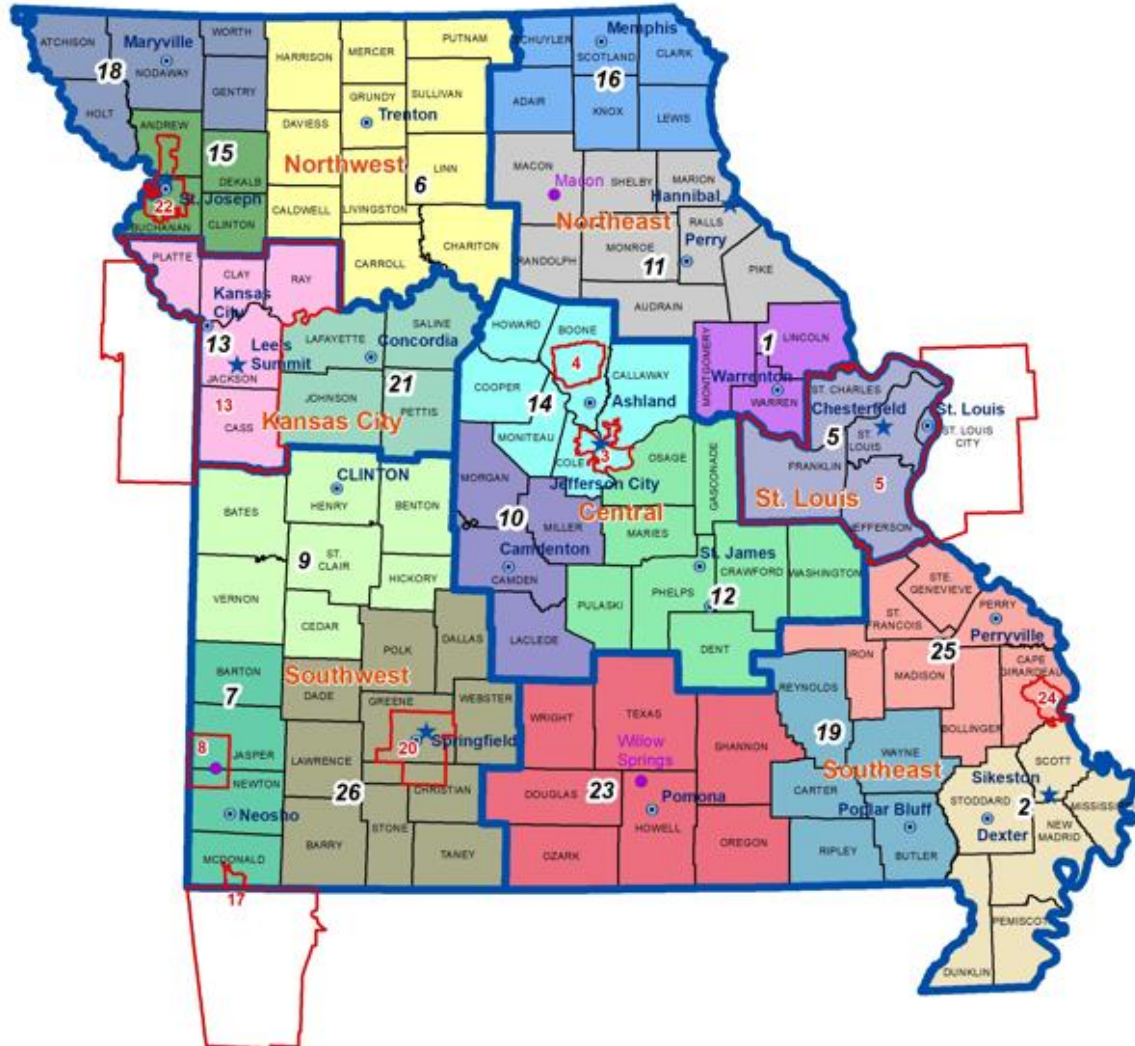
- A transparent, inclusive and flexible approach to identifying the right transportation solutions

## THE PLANNING FRAMEWORK

- The planning framework relies on bottom-up decision-making, ensuring the correct stakeholders are actively engaged in determining each region's highest priority needs and projects



# MoDOT's Planning Partners



- Establishes regional consensus on transportation issues
- Determines regional needs
- Works directly with MoDOT to prioritize needs to program projects







# LONG RANGE TRANSPORTATION PLAN

Establishes goals and a 25-Year vision of transportation in Missouri

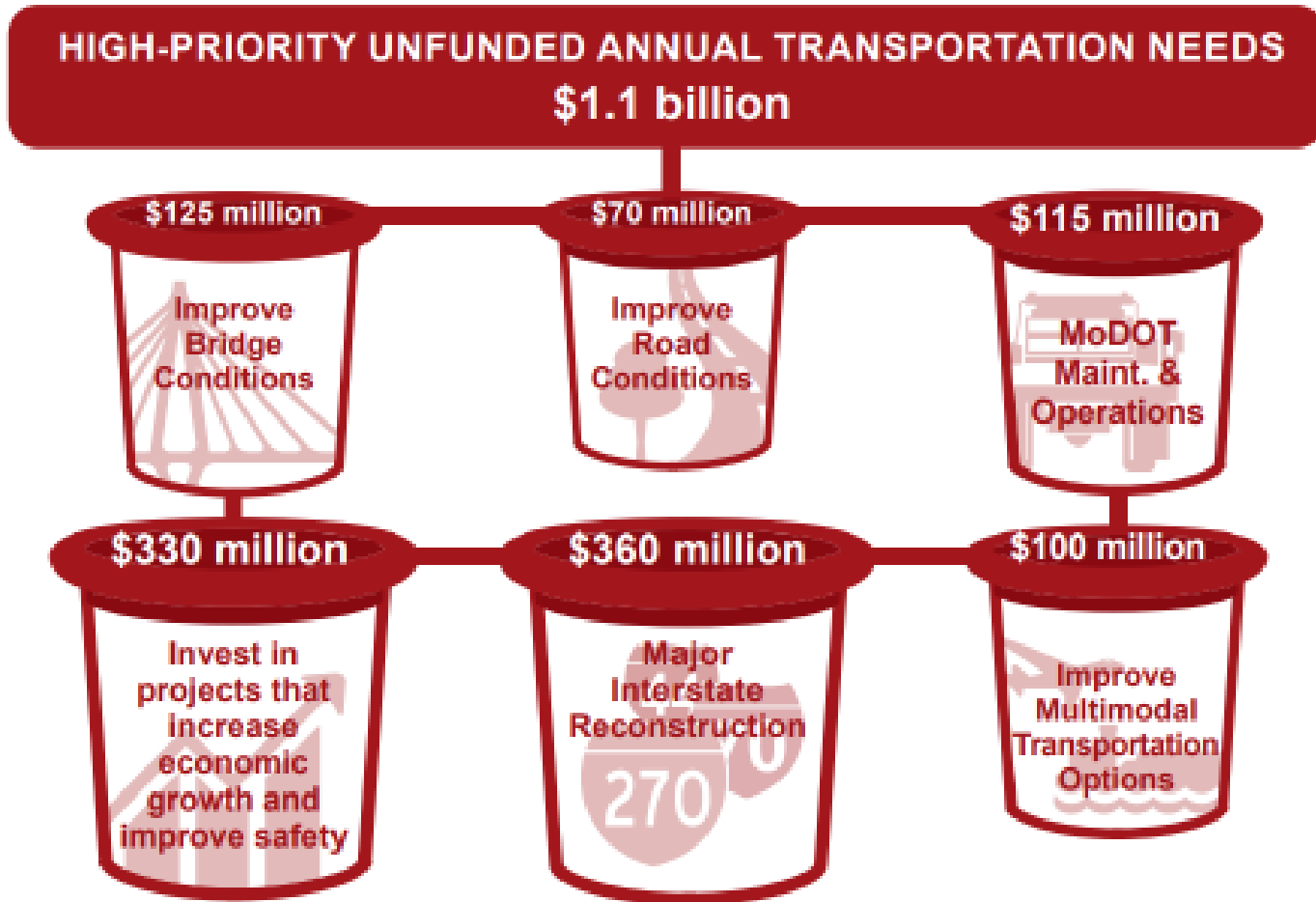
## Goals:

- Take care of the transportation system and services we enjoy today
- Keep all travelers safe, no matter the mode of transportation
- Invest in projects that spur economic growth and create jobs
- Give Missourians better transportation choices
- Improve reliability and reduce congestion on Missouri's transportation system

**Note: MoDOT has started the process of updating the Long Range Transportation Plan with a publishing goal of 2026**



# HIGH PRIORITY UNFUNDED NEEDS



October 2024 list includes:

- \$5.4 billion in regional needs +
  - \$5.1 in statewide and major bridge needs
- 
- \$10.5 billion of identified needs

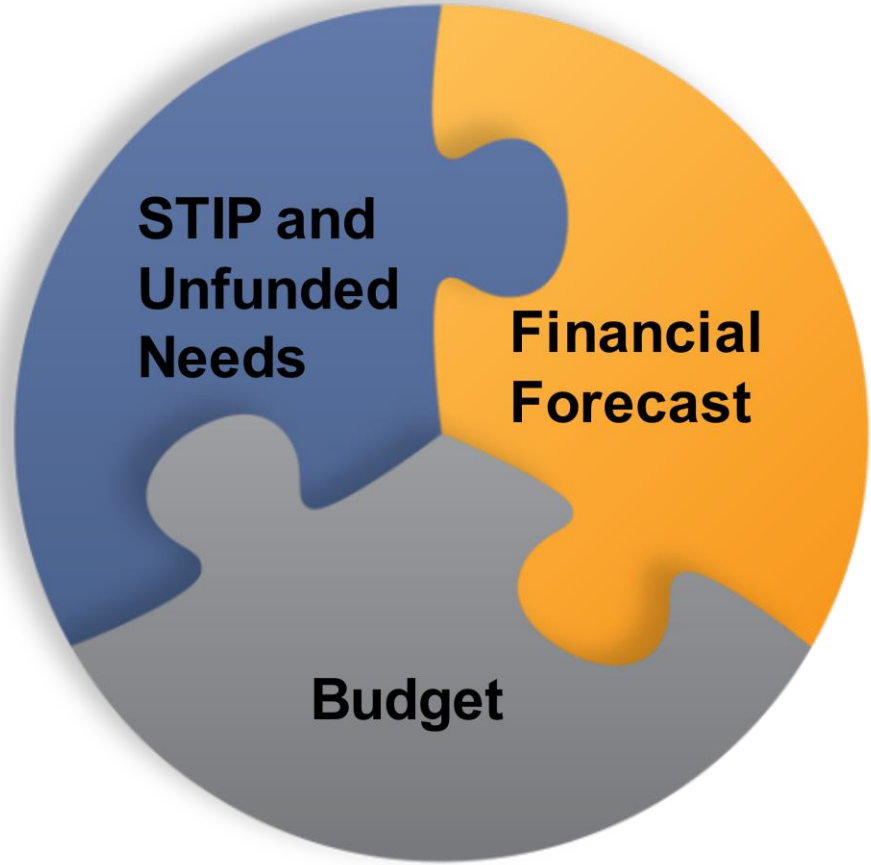


# High Priority Unfunded Needs and the STIP

High Priority Unfunded Needs are some of the most important needs to each region, which supports the STIP development conversation!







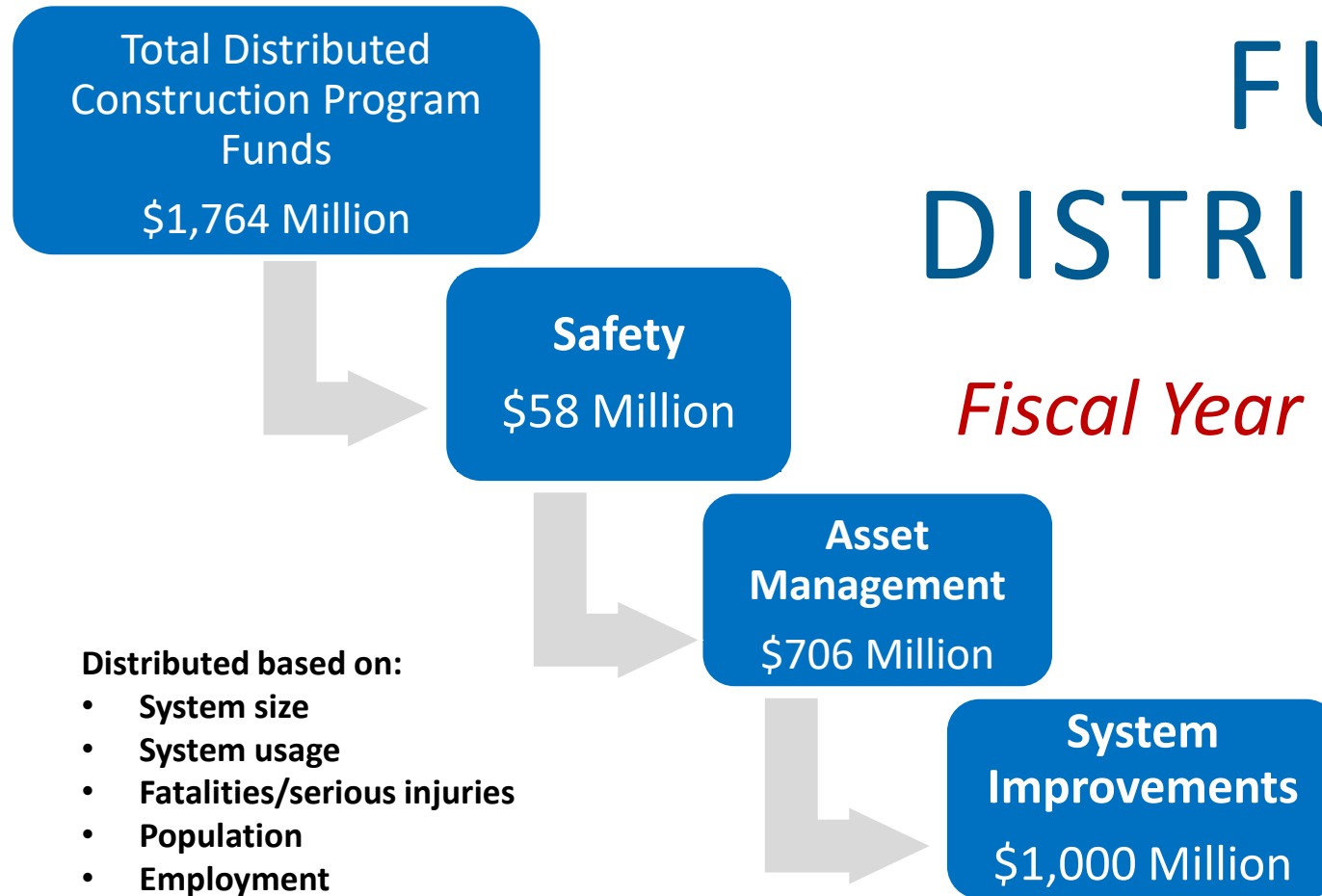
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# FINANCIAL PLANNING MODEL



# FUNDING DISTRIBUTION

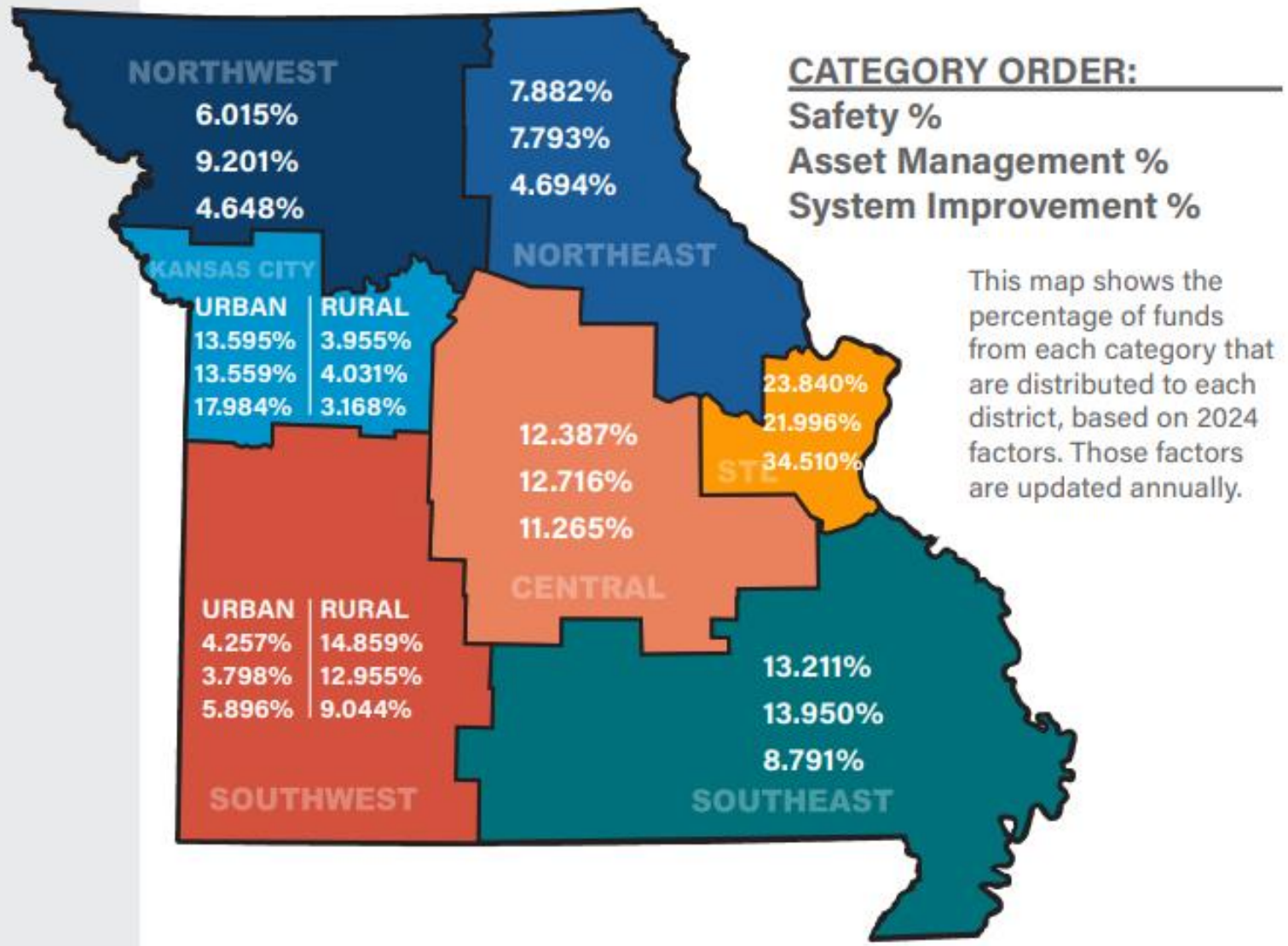
*Fiscal Year 2025 Amounts*



Distributed based on:

- System size
- System usage
- Fatalities/serious injuries
- Population
- Employment

# DISTRIBUTION APPROACH





# ASSET MANAGEMENT



*Taking care of the  
transportation system and  
services we enjoy today*



# WHAT'S NEXT

- No action today
- District planning staff will work with our planning partners to prioritize projects
- Staff statewide will develop the project scopes, budgets and timelines that come together to create the new STIP
- Targeting May for draft completion and presentation





4

## **MoDOT IMPROVE I-70 PROGRAM REPORT**

-- Presented by Eric Kopinski, I-70 Project Director, 314-415-0964.

**ISSUE:** The safety and economic prosperity of Missourians depends, in part, on an I-70 that grows along with the state and nation. That's why the Missouri Department of Transportation is working to improve I-70. Today, many portions of the facility are strained beyond capacity and outdated interchange designs which increase delays and dampen economic activity.

MoDOT has been working on the best plan to be efficient and innovative in how the 200 miles of I-70 will be delivered. As of August 2024, the Improve I-70 individual project limits have been updated and now include eight total project segments across the state. The nearly 200 miles will be broken into various contracts that will be awarded throughout 2029. Total completion of the corridor is anticipated by the end of 2030.

### **RECOMMEND that the Commission:**

- This item is for information only; no action is required.

### **DEPARTMENT VIEW:**

- Interstate 70 is a major east-west interstate extending from Cove Fort, Utah to Baltimore, Maryland. The segment of I-70 within the state of Missouri holds both regional and national significance and connects the two largest cities of Kansas City and St. Louis. Additionally, I-70 carries more rural daily traffic in Missouri than any other route in the state. The nearly 250 miles across the state have been an engine for economic growth and prosperity since 1956.
- Communication at all levels within the department is essential to providing services to the traveling public.

### **OTHER VIEWS:**

- I-70 is a vital transportation corridor in Missouri, connecting the state's two largest cities and carrying more rural daily traffic than any other route in the state. The 250 miles of I-70 through Missouri have been an engine for economic growth and prosperity.
- Missouri marks the distinction of being the birthplace to the interstate with the first interstate project under construction on I-70 in St Charles County between Fifth Street and Route 94/First Capitol Drive. This project broke ground on August 13, 1956. However, being the first also makes it the oldest.

### **MHTC POLICY:**

- Highways – Construction – Contract Awards.
- Execution of Documents.
- Design-Build Contracting.
- Highways – Construction – Bidding Process – Escrowing Bid Documents.
- State and Local Governmental Entities – General.
- STIP – Joint STIP Projects With State and Local Governmental Agencies – Execution of Documents.
- STIP – Environmental Approvals – Execution of Documents.

- STIP – Environmental Damage Mitigation – Execution of Documents.
- STIP – STIP Preparation and/or Implementation – Execution of Documents.
- Highways – Right of Way – Easements and Leases – Easements Across Commission Property.
- Highways – Right of Way – Easements and Leases – Lease of Property from Others.
- Multimodal – Railroads – Execution of Documents – Rail Industry Operations – Execution of Documents.
- Highways – Construction – Contract Administration – Construction Change Orders.
- Highways – Consultant Engineering Services.
- Highways – Construction – Contract Awards – Award of Construction Contracts.
- Commission – Delegation of Authority to Director and Chief Engineer.

**OTHER PERTINENT INFORMATION:**

- Not applicable.

**SOURCE OF FUNDING:** Missouri’s Fiscal Year 2024 budget from the General Assembly and signed into law by Governor Parson provides \$2.8 billion in General Revenue for the costs to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on nearly 200 miles of Interstate 70, from Blue Springs to Wentzville.



# Improve I-70 Update

**Eric Kopinski**  
*Program Director*



# Improve I-70 Funding Breakdown

Funding Playbook – Focus on Bridge Program

- + \$1.4 billion – GR Cash
- + \$1.4 billion bonding

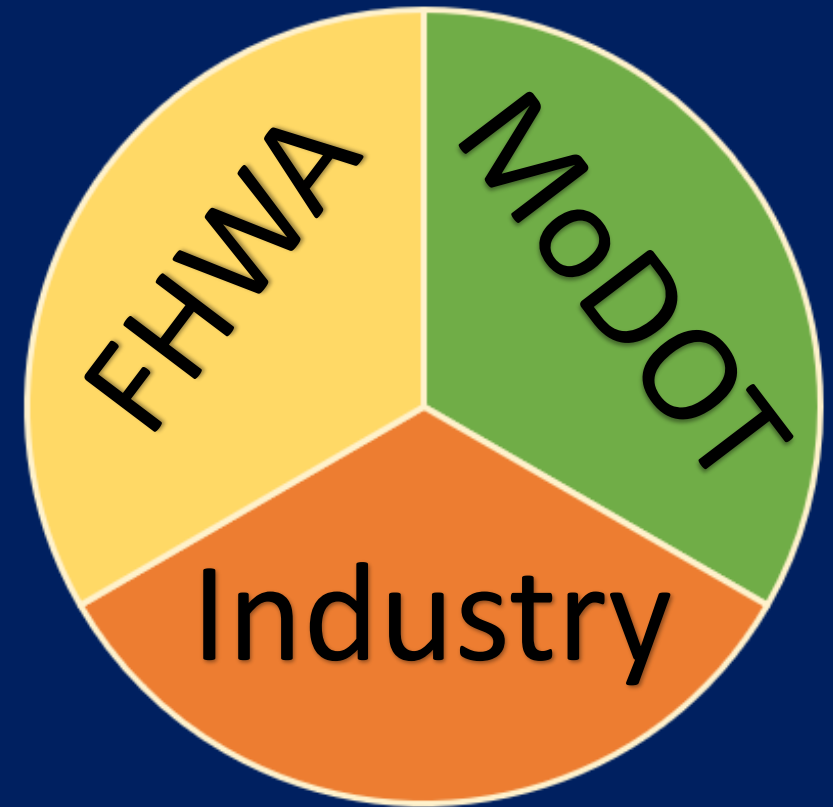
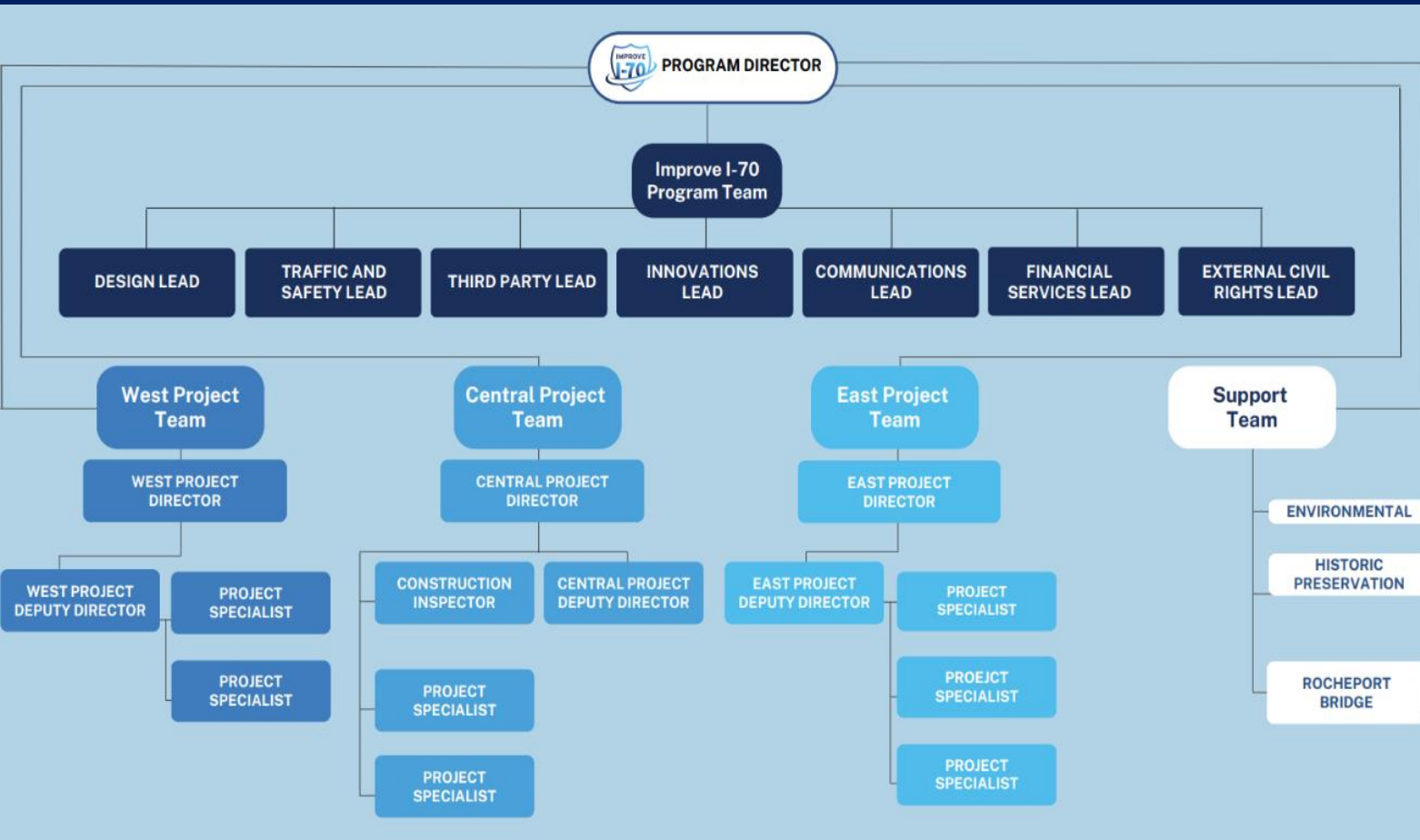
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\$2.8 billion





# Improve I-70 Team



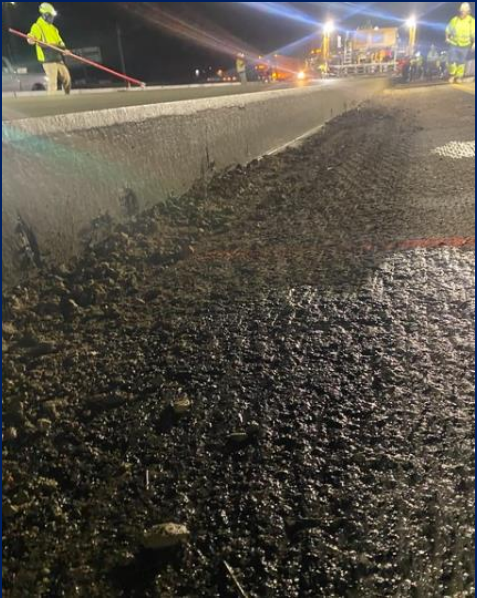


I-70 Columbia to Kingdom City  
Groundbreaking Ceremony  
June 2024





Columbia to Kingdom City  
Summer/Fall 2024





# I-70 Warrenton to Wentzville

## IMPROVE I-70

**PROJECT OVERVIEW:**  
**WARRENTON TO WENTZVILLE**

Project Details: [modot.org/improve170/warrentonwentzville](http://modot.org/improve170/warrentonwentzville)

**I-70 Widening (Warrenton to Wentzville)**  
Add a third lane of travel to eastbound and westbound I-70 between Warrenton and Wentzville.

**Interchange & Outer Road Improvements in Wright City**  
Interchange and outer road improvements in Warren County.

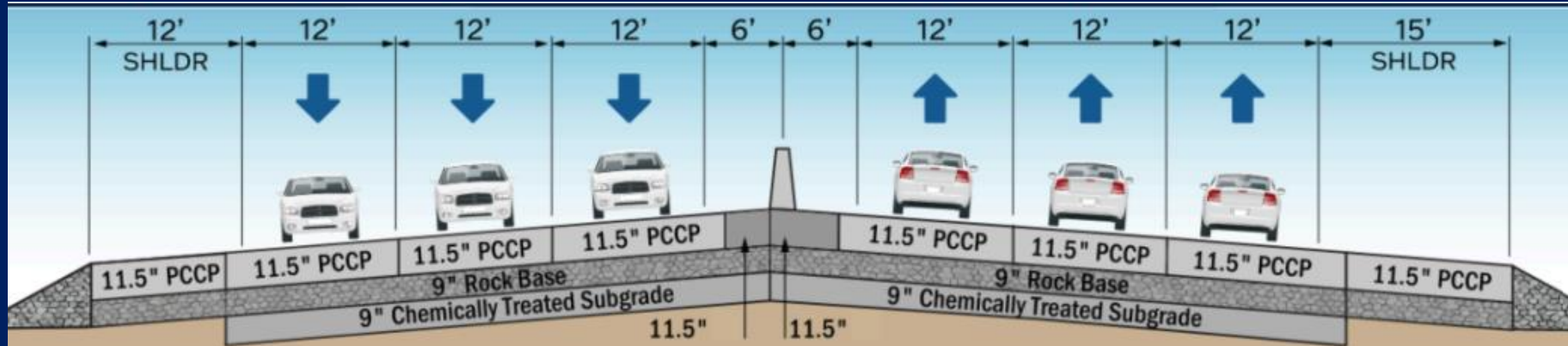
**Bridge Replacement in Foristell**  
Bridge replacement work in Foristell.

**I-70 Realignment at Railroad**  
Realignment at the railroad bridge on I-70 between Wentzville Parkway and Route Z.

**I-64 & I-70 Interchange Improvements**  
Interchange improvements at I-70 and I-64/Route 61.

**I-64 Widening**  
Add a third lane of travel to eastbound and westbound I-64 between I-70 and Route K.

# I-70 Warrenton to Wentzville



I-70 Typical Section



I-70 at Route 47 Interchange



I-70 at Wright City Interchange



# I-70 Warrenton to Wentzville

- Public Meetings

- February 3<sup>rd</sup> at Warrenton High School – from 5 p.m. to 7 p.m.
- February 6<sup>th</sup> at Wentzville Progress Park Center – from 5 p.m. to 7 p.m.
- Online at [Modot.org/ImproveI70](https://www.modot.org/ImproveI70) – Starting February 3<sup>rd</sup>

- Groundbreaking Ceremony – Early Spring

- Construction Begins – Early Spring





# Improve I-70 – Upcoming Projects

- I-70 Blue Springs to Odessa
  - 20 Mile Project
  - \$350 Million
  - 5 Shortlisted Industry Teams
  - Project Award May 7, 2025
- I-70 Rocheport to Columbia
  - 14 Mile Project
  - Starting Procurement June 2025
  - Project Award November 5, 2025



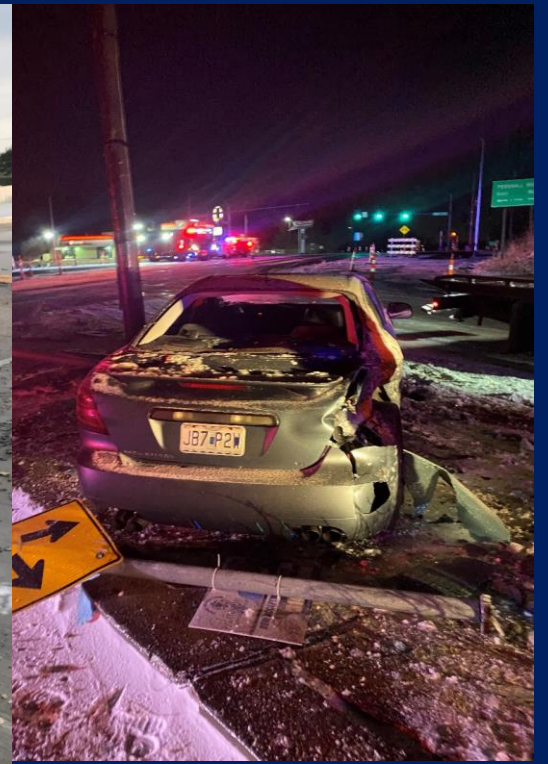
# Public Outreach

- Statewide Initial Public Meetings – August 2023
  - 7 Locations
  - Over 1,000 in person attendees
- Industry Meetings – August 2023 to November 2024
  - 7 Locations around the state
  - Over 750 in person attendees
- Online Website – Over 3,000 individuals signed up for program e-mails
- Project Public Meetings/Hearings
  - Columbia to Kingdom City – May 2024
  - Warrenton to Wentzville – February 2025





# Improve I-70 Work Zone Safety





# Improve I-70 Workforce







5

**MOTOR CARRIER SERVICES DIVISION – OPERATIONS UPDATE**

-- Presented by Aaron Hubbard, Motor Carrier Services Director, 573-526-4187.

**ISSUE:** This presentation will provide a brief orientation to the operational framework of the Motor Carrier Services division and will discuss current key performance indicators relative to customer service, revenue generation, and transportation safety enforcement.

**RECOMMEND that the Commission:**

- This item is for information only and no action is required.

**DEPARTMENT VIEW:**

- The commercial trucking industry is an extremely large customer and one of the most impactful users of the transportation system in Missouri.
- The Motor Carrier Services division is unique in that it is both a revenue producer and a regulatory enforcement body.
- Collecting user fees from system users is critically important for the maintenance, restoration, and expansion of infrastructure.
- Educating commercial transportation providers and enforcing safety regulations reduces risks and improves safety for all motorists.
- Providing outstanding customer service is a core value of MoDOT.

**OTHER VIEWS:**

- Not applicable.

**MHTC POLICY:**

- Commission—Meetings—Staff Presentation.

**OTHER PERTINENT INFORMATION:**

- Not applicable.

**SOURCE OF FUNDING:** Not applicable.



# Motor Carrier Services Division Update

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**Aaron Hubbard**  
**Motor Carrier Services Director**

**January 2025**

# Consolidation



**Highway Reciprocity Commission**  
Commercial Vehicle Licensing &  
Fuel Tax Administration

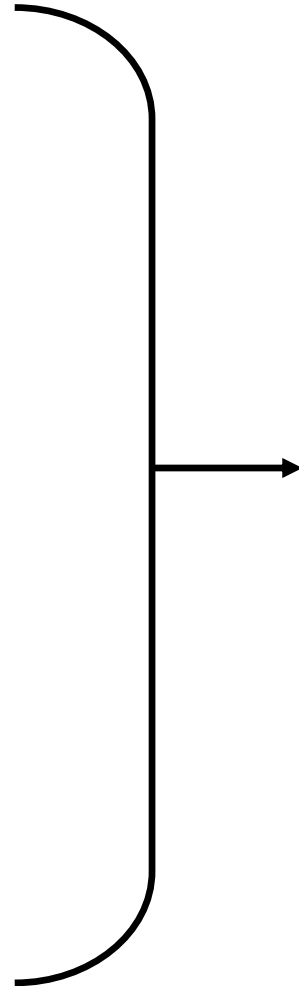


**Hazardous Waste Management**  
Hazardous Waste Transporter Licensing



Missouri Department of  
Economic Development

**Division of Motor Carrier & Railroad Safety**  
Property & Passenger Carriage Enforcement



**Motor Carrier Services Division**  
Oversize and Overweight Load Permitting

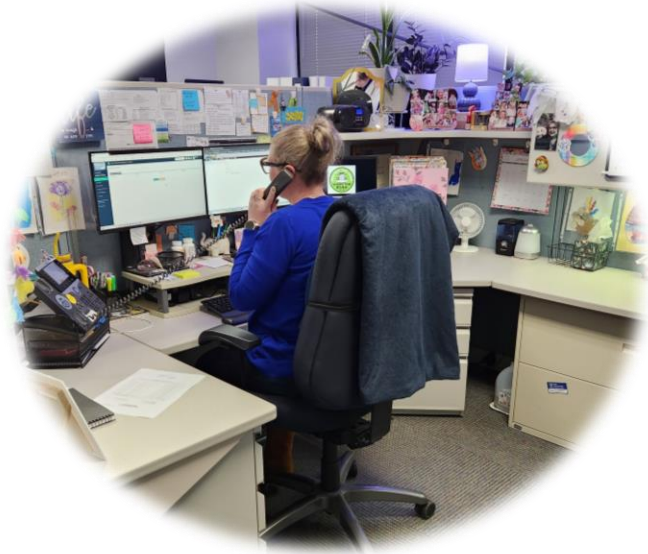
**Agency functional assignments  
prior to Executive Order 02-03.**





# Function

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## Compliance Communication Center

- Oversize/Overweight Permits
- International Registration Plan
- International Fuel Tax Agreement

## Safety & Compliance

- New Entrant Safety Audits
- Investigations/Interventions
- State Top Priority Activity



# Production

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## Compliance Communication Center

- 125,000 registrations and fuel tax transactions.
- 160,000 oversize/overweight permits issued.
- 65,000 commercial vehicles registered.



## Safety & Compliance

- 1,013 federal safety audits conducted.
- 1,131 vehicle inspections completed.
- 264 investigations performed.



# Performance

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## Customer Satisfaction

- ✓ 2024 – 94.8%\*
- ✓ 2023 – 92.3%
- ✓ 2022 – 87.3%
- ✓ 2021 – 96.2%
- ✓ 2020 – 96.2%



## Average Hold Time (Minutes/Seconds)

- 🕒 2024 – 01:01\*\*
- 🕒 2023 – 02:09
- 🕒 2022 – 21:32
- 🕒 2021 – 06:37
- 🕒 2020 – 09:52

\*Through the third quarter of calendar year 2024.

\*\*Year-to-date through November of calendar year 2024.

# Revenue

## User Fee Collections

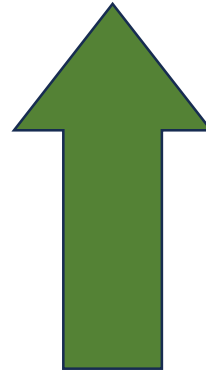
2024 - \$207.4M

2023 - \$210.7M

2022 - \$205.8M

2021 - \$202.6M

2020 - \$191.3M



## Road Fund Deposits

2024 - \$117.4M

2023 - \$117.2M

2022 - \$114.2M

2021 - \$109.5M

2020 - \$99.7M



# Preservation

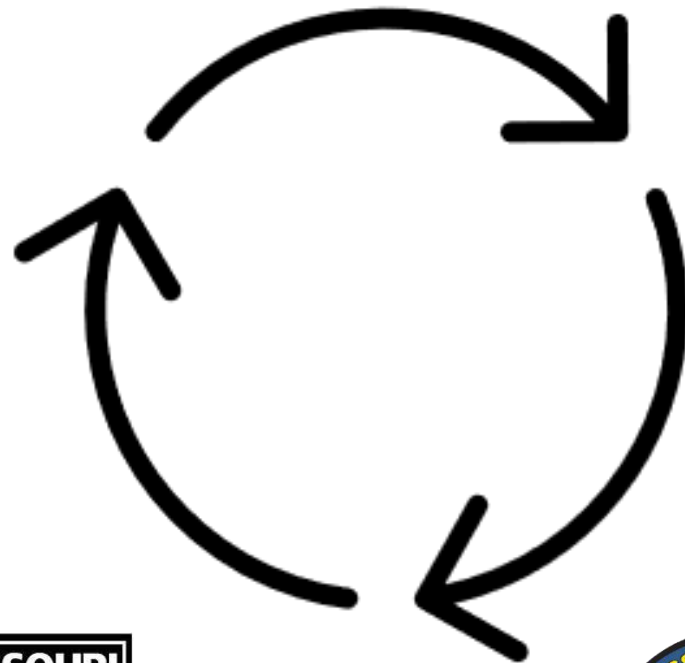


- Fixed Scale Weighments – 559,561
- Weigh-In-Motion Weighments – 11,706,117
- Vehicle Inspections – 44,700



# Partners

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# Values

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“Every piece of paper, phone call and email we process has a ***human being*** and a ***livelihood*** attached.”



# Director's Comments

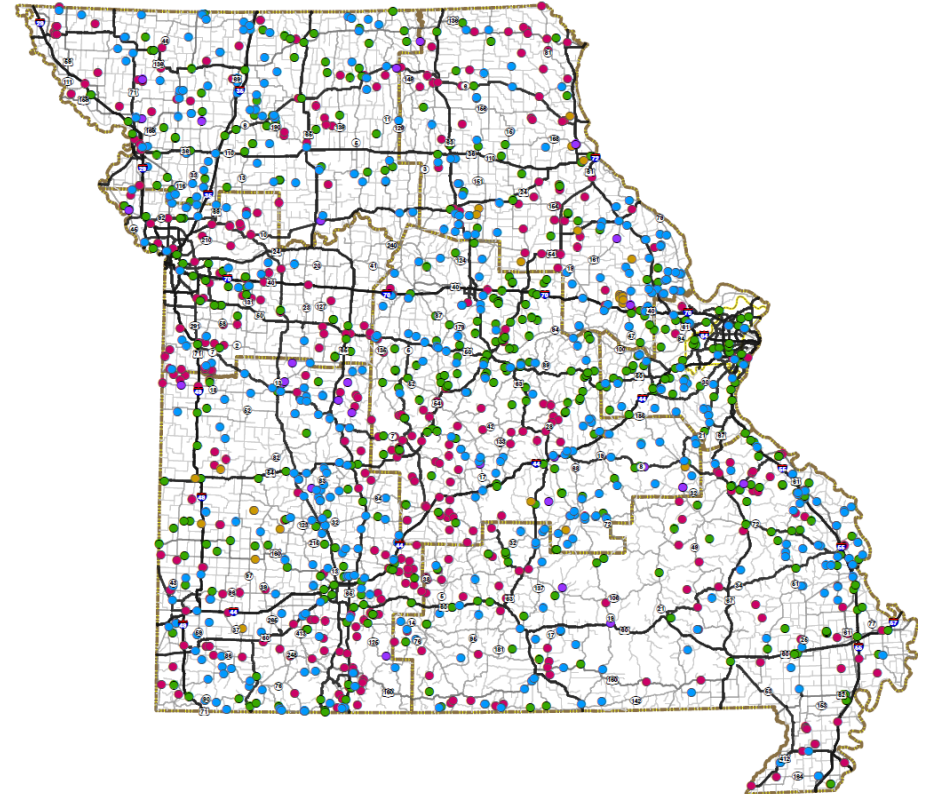


# ACCESS & EXCESS REQUESTS PROPERTY

*Requests for access or alteration to the state highway system*

## **On average:**

- 1,400 driveway permits issued each year
  - 260 commercial driveways
- 300 requests for excess right of way each year





6

## **EXCESS PROPERTY MANAGEMENT OVERVIEW**

-- Presented by Brenda Harris, Assistant to State Design Engineer- Right of Way, 573-751-7458.

**ISSUE:** This presentation will provide an overview of MoDOT's Excess Property Management Policy.

### **RECOMMEND that the Commission:**

- This item is for information only; no action is required.

### **DEPARTMENT VIEW:**

- Disposal of excess property is governed by Revised Statute RSMo 227.290; the Code of Federal Regulations, at CFR Title 23, Part 710, the Missouri Constitution, at Article 1, Section 27, and Commission Policy, as captured in the Commission Minutes, including the Delegation of Authority and Execution of Documents Policy (Section E).
- RSMo 227.290 was originally drafted in 1939 with one revision in 2006 which did not alter the policy and procedures of MoDOT.
- The decision to sell realty owned by the Commission lies solely within the discretion of the Commission and MoDOT.
- MoDOT returns all proceeds from the sale of excess property to the State Road Fund to be used on other infrastructure projects.
- MoDOT must receive fair market value for excess property sales.

### **OTHER VIEWS:**

- The Federal Highway Administration (FHWA) concurs with MoDOT's policies and procedures for the disposal of excess properties.

### **MHTC POLICY:**

- Highways – Right of Way – Disposal of Excess Real Property, Excess Right-of-way, and Uneconomic remnants.
- Highway-Right of Way - Disposing of Improvements – Execution of Documents.
- Highway- Easements and Leases – Lease of Excess Commission Property.

### **OTHER PERTINENT INFORMATION:**

- Not applicable.

**SOURCE OF FUNDING:** Not applicable.

# EXCESS PROPERTY MANAGEMENT

**BRENDA HARRIS**

*MoDOT Assistant to State Design Engineer – Right of Way*



# REALTY ASSET MANAGEMENT

- State and Federal law
- Commission policy
- MoDOT procedures



The screenshot displays the Code of Federal Regulations (CFR) website interface. At the top, the National Archives logo is on the left, and the text 'Code of Federal Regulations' is prominently displayed in the center, with the subtitle 'A point in time eCFR system' below it. On the right, the Department of Transportation seal is visible. A blue navigation bar indicates 'Title 23'. Below this, a light blue banner states 'Displaying title 23, up to date as of 12/26/2024. Title 23 was last amended 12/09/2024. view historical versions'. A search bar is present with the placeholder text 'Enter a search term or CFR reference (eg. fishing or 1 CFR 1.1)'. The breadcrumb trail shows 'Title 23 / Chapter I / Subchapter H / Part 710 / Subpart D'. The main content area is titled 'ECFR CONTENT' and includes a sidebar with options like 'Table of Contents', 'Details', 'Print/PDF', 'Display Options', 'Subscribe', 'Timeline', and 'Go to Date'. The main text area shows 'ENHANCED CONTENT' with a link to 'View table of contents for this page.' Below this, the section 'Subpart D—Real Property Management' is highlighted, with a source citation: 'Source: 81 FR 57729, Aug. 23, 2016, unless otherwise noted.' The specific section '§ 710.401 General.' is also highlighted, followed by its text: 'This subpart describes the grantee's responsibilities to control the use of real property acquired for a project in which Federal funds participated in any phase of the project. The grantee shall specify in its approved ROW manual or RAMP, the procedures for the maintenance, ROW use agreements, and disposal of real property interests acquired with title 23 funds. The grantee shall ensure that subgrantees, including local agencies, follow Federal requirements and approved ROW procedures as provided in § 710.201(c) and (d).'

Below the CFR screenshot, the Missouri Highways and Transportation Commission website is shown. The page title is 'Title XIV ROADS AND WATERWAYS' and the chapter is 'Chapter 227'. The effective date is 'Effective - 28 Aug 2006'. The main text of section 227.290 reads: 'Highways and transportation commission may convey or exchange land or leasehold. — 1. Whenever in the opinion of the state highways and transportation commission the advantageous use of any interest in land or any leasehold which has heretofore or may hereafter be acquired by the commission has ceased, or for any other lawful reason the commission wishes to dispose of the property, the commission shall have authority to convey or exchange such interest in land or leasehold for its approximate fair market value pursuant to any administrative procedure or process as determined by the commission, by deed signed by its chair or vice chair and attested by its secretary. Before any sale shall be consummated under this section, the original owner of the property which is now offered for sale by the commission and if such owner shall at the time of sale be in possession of the adjoining land, shall be notified by written notice by the department of transportation of such contemplated sale. All moneys received from the disposal of any such interest in land or leasehold shall be deposited by the commission in the state treasury to the credit of the state road fund. Any land or leasehold herein described that has been donated without charge by the owner to the purpose of state highway construction or maintenance and such owner is still in possession of contiguous property, the same shall revert to such original owner without cost to the owner if and when relinquished by the commission.

2. The commission may also, in its discretion, convey at no cost, or exchange its interest in any land or leasehold that is no longer necessary to be used for the construction, maintenance, or operation of the state highway system, or for any other lawful reason, to any federal, state, or local governmental entity.

At the bottom, a yellow footer contains the citation: '(RSMo 1939 § 8760, A.L. 2006 S.B. 840)'

# REALTY ASSET DISPOSAL PROCESS

Roles and Responsibility:

- District
- Central Office
- The Commission

# REALTY ASSET DISPOSAL PROCESS

- Customer request
- District review
- EPG guidance
- Sales agreement
- Commission approval
- Close sale
- Record retention



# TYPES OF REALTY ASSET/ EXCESS PROPERTY



- Change in route
- Assemblage
- Chip aways or non-stand alone
- Capital improvements
- Stand alone
- Access management





- What is fair market value?
  - Across the fence value
  - Similar sales
- Assumption of all realty assets
  - Commission owns fee
  - Excess is marketable
  - Commission receives full fair market value

# VALUING EXCESS PROPERTY/ DETERMINING FAIR MARKET VALUE

# VALUING NON-STAND ALONE OR ASSEMBLED REALTY



Considerations:

- Is it excess/does MoDOT need?
- Size, shape, location
- Takes on adjoining land value
- Does the assemblage change highest and best use?



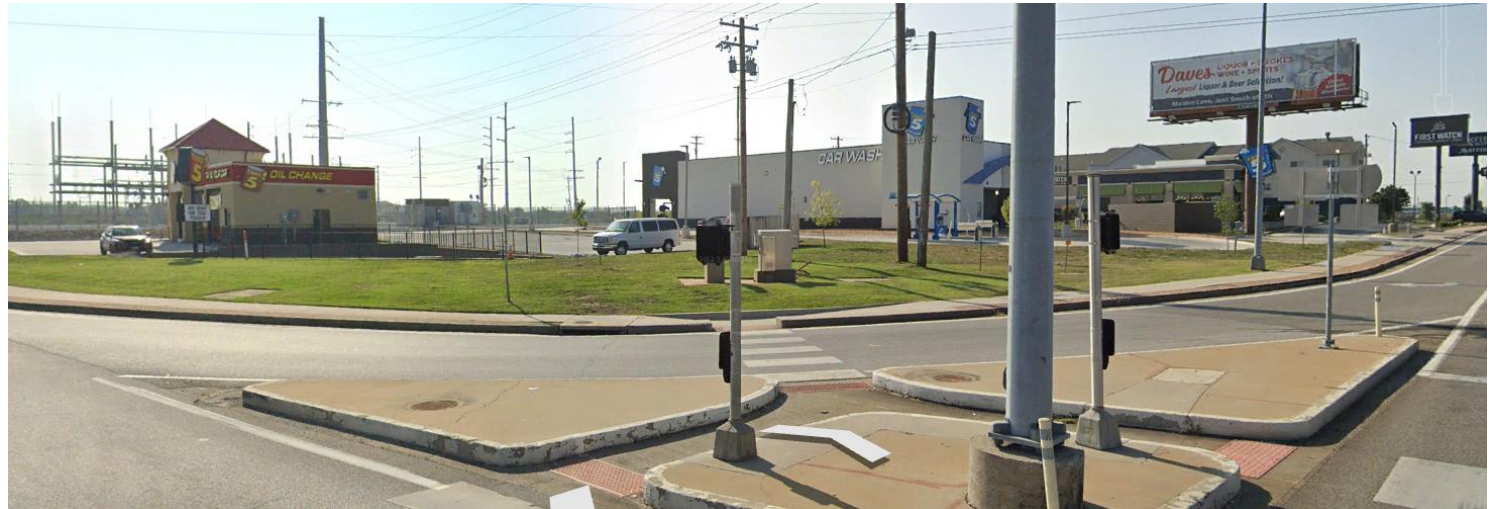
# STAND ALONE REALTY

- Property is free standing
- Appraised individually using current market
- Normally sells for higher than FMV
- Requires Traffic Division considerations
- Marketed for best sale price is competitive



# BENEFITS OF SELLING EXCESS

- Asset management
- Responsibility to citizens
- Result of sales
- Other uses



**Missouri Department of Transportation**  
*Ed Hassinger, P.E., Director*

1.888.ASK MODOT (275.6636)

**January 7, 2025****Commission Policy – Disposal of Excess Property**

This memo sets out the policies and procedures of the Missouri Highways and Transportation Commission (**Commission**) relating to the disposal of property that is no longer needed for the transportation system. The Commission's is bound by the provisions of the Missouri Constitution, federal regulation and state law, as outlined below. The main emphasis of each of the legal provisions discussed in this memo is that the taxpayers must receive the benefit of the use of their money. In other words, when taxes are collected at the gas pump, those taxes must be used for road purposes.

The decision to determine property to be excess lies solely within the discretion of the Commission and the Missouri Department of Transportation (**MoDOT**). In some instances, a district will determine that it no longer needs property, usually as a result of a completed roadway project, and offer it for sale to the public. Alternatively, land may be considered for disposal at the request of an adjacent property owner, a developer, or another governmental agency.

If federal highway (**FHWA**) funds were spent to acquire the property initially, concurrence by FHWA must be received before the sale on or along interstate can be completed.

23 CFR 710.403 states as follows:

Current fair market value must be charged for the use or disposal of all real property interests if those real property interests were obtained with title 23, United States Code, funding except as provided in paragraphs (e)(1) through (6) of this section.

The term fair market value as used for acquisition and disposal purposes is as defined by State statute and/or State court decisions. Exceptions to the requirement for charging fair market value must be submitted to FHWA in writing and may be approved by FHWA in the following situations:

- (1) When the grantee shows that an exception is in the overall public interest based on social, environmental, or economic benefits, or is for a nonproprietary governmental use. The grantee's ROW manual or RAMP must include criteria for evaluating disposals at less than fair market value, and a method for ensuring the public will receive the benefit used to justify the less than fair market value disposal.
- (2) Use by public utilities in accordance with [23 CFR part 645](#).
- (3) Use by railroads in accordance with [23 CFR part 646](#).
- (4) Use for bikeways and pedestrian walkways in accordance with [23 CFR part 652](#).
- (5) Uses under [23 U.S.C. 142\(f\)](#), Public Transportation. Lands and ROWs of a highway constructed using Federal-aid highway funds may be made



*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.*



available without charge to a publicly owned mass transit authority for public transit purposes whenever the public interest will be served, and where this can be accomplished without impairing automotive safety or future highway improvements.

- (6) Use for other transportation projects eligible for assistance under title 23 of the United States Code, provided that a concession agreement, as defined in section [710.703](#), shall not constitute a transportation project exempt from fair market value requirements.

The basis of the Commission's disposal of excess property process is the Missouri Constitution, Missouri Statutes, Commission Policy and the Engineering Policy Guide as follows:

**1. Missouri Constitution Article IV §30(b)** states, in pertinent part:

[T]he state road fund shall be used and expended in the sole discretion of and under the supervision and direction of the highways and transportation commission for the following state highway system uses and purposes and no other:

- (1) To complete and widen or otherwise improve and maintain the state highway system heretofore designated and laid out under existing laws;
- (2) To reimburse the various counties and other political subdivisions of the state...
- (3) In the discretion of the commission to plan, locate, relocate, establish, acquire, construct and maintain...
- (4) State highways and other related highways
  - (a) any tunnel or interstate bridge or part thereof, where necessary to connect the state highways of this state with those of other states;
  - (b) any highway within the state when necessary to comply with any federal law or requirement which is or shall become a condition to the receipt of federal funds;
  - (c) any highway in any city or town which is found necessary as a continuation of any state or federal highway, or any connection therewith, into and through such city or town; and
  - (d) additional state highways, bridges and tunnels, either in congested traffic areas of the state or where needed to facilitate and expedite the movement of through traffic.
- (5) To acquire materials, equipment and buildings and to employ such personnel as necessary for the purposes described in this subsection 1; and
- (6) For such other purposes and contingencies relating and appertaining to the construction and maintenance of such state highway system as the highways and transportation commission may deem necessary and proper.

- 2. State Law.** The Commission is also governed by Section 227.290, RSMo. which authorizes it to convey property no longer needed for the operation of the highway system by sale or exchange for the approximate fair market value of the property. Proceeds from those sales are returned to the state road fund.

Fair market value must be reflected in an appraisal report that is in conformity with state law and the procedures set out in the MoDOT Engineering Policy Guide (EPG). Conveying excess property for less than approximate fair market value could violate this section. A conveyance that does not comply with state law and the EPG could also be construed as an unconstitutional diversion of the state road fund, as described in section 1 above.

Section 227.290 RSMo, further states that if another governmental agency (municipal, state or federal) requests the excess property, the Commission may convey the property for one dollar (\$1) and other valuable considerations to that entity if the Commission deems that decision to be in the best interest of the taxpayers. This most frequently occurs when a governmental agency is sharing a facility or trading real property interests with the Commission.

**3. The EPG.** In Section 236.5.17 Valuing Excess Property requires valuation of two different categories of property:

- a) for excess parcels that are non-stand-alone or owned as less-than fee; through direct negotiation with the entire market for the property, such as all adjoining owners, or the fee owner; or,
- b) for marketable stand-alone excess parcels; through an open public sale process based upon the appraised value and subsequent good faith negotiations, a public auction, or other competitive bid process.

According to EPG 236.6.3.7 Realty Asset Valuation, excess property should be valued in this manner:

**Valuation Assumptions:**

All realty assets must be valued with the following assumptions

- Highway Commission has full fee interest
- Parcel can be developed or marketed for its highest and best use
- Parcel will be marketed to a party expected to pay the full-appraised amount.

Once a property has been identified as suitable for disposal, the nature of the Commission's interest in the property must be determined. Depending on the manner of acquisition (i.e., via condemnation, deed for right of way purposes, or dedication) it may be determined that the property cannot be conveyed, or it must be conveyed with restrictions on use, or it must be conveyed without a warranty of title. This evaluation affects the marketability of the property.

The EPG provides further instruction regarding the valuation of Assemblage Parcels as follows:

The value of the property for assemblage (meaning that the excess property is considered to be combined with another, adjacent property) reflects the highest and best use of the



property(s) to which it might be assembled. The subject is considered a limited market property because of the small field of potential purchasers.

The potential purchasers may consist of only one adjoining owner, whose use for the subject tract is typically only for assemblage purposes. Under these conditions the subject may take on the value characteristics of the overall tract to which it is to be assembled, or may contribute at a greater or lesser value than the overall unit value of the tract to which it is to be assembled. Such a value indication is typically unaffected by influences such as size, shape and limited access.

If the ultimate assemblage changes the use potential of the requestor's original property, the valuation should reflect the newly changed use.

If the highest and best use is determined to be only as assemblage to adjoining property, the Highest and Best Use Analysis should address the use of the adjoining land and the comparable sales should be similar in use potential and other characteristics to the adjoining property. Under this circumstance, the realty asset parcel may take on the value characteristics of the larger parcel, and the question to be answered by the appraiser's analysis is whether it contributes at the average unit value, greater than or less than the average unit value of that larger parcel. The utility of the realty asset parcel should be judged as it contributes to the tract with which it would most likely be assembled.

When the use is determined to be for assemblage, the size, shape, location, utility access, and in some cases, the physical characteristics (slope, grade, elevation, drainage, etc.) of the realty asset parcel are only important in relation to their contribution to the newly assembled property.

Adjustment should not attempt to reflect an assemblage or "one buyer" effect on value.

#### Stand Alone Parcels

Parcels that are large enough and have physical characteristics that allow them to be developed to a freestanding use will be valued like any appraisal assignment if the anticipated value is greater than \$25,000. The highest and best use will be determined, appropriate sales will be discovered and compared, and a value conclusion established.

4. **The Commission Policy** is attached (**Attachment 1**). The policy tracks the state law and adds the proviso that the Commission must approve sales of \$200,000 or more. In the case that the property to be conveyed is valued at less than \$200,000, the Director or his designee has the authority to authorize the transaction.
5. **Examples.** The following are recent examples of the use of the excess property process.
  - Central District received a request from a property owner to sell a strip of land that ran parallel to his property located along Route 5/240 in Howard County. The strip

- contained 0.92 of an acre of vacant land and was valued at \$17,960. The property owner paid the appraised amount and provided the survey for the property.
- A University approached Central District to request a 0.64 acre tract of vacant land located along Route 50 and 63 in Jefferson City for the purpose of assembling to their existing campus. The University is the only adjoining property owner. The sale, in the amount of \$40,000, occurred after lengthy negotiations transpired between the University Board of Curators and the department.
  - I-64 and 22<sup>nd</sup> Street in St. Louis City was conveyed to the Land Clearance Redevelopment Authority Holdings Corporation (LCRA) in 2019 for the price of \$14,000,000. This sale occurred after extensive negotiations between the Commission and the Authority and is presently being used by the St. Louis city soccer team, after it was conveyed to the city by the LCRA.
  - A project along I-64 and Kingshighway in the City of St. Louis created a stand-alone tract of excess land containing 1.74 acres. The property was marketed to sell which resulted in the highest bidder, Forest West Properties, Inc./WashU paying the department \$2,120,000.
  - An excess tract containing 0.55 of an acre in Atchison County along Route 136, west of Rock Port, Missouri was the old Route 136 roadway. Sale of the tract was requested by the adjoining owner for assemblage and appraised at \$4,180. The appraisal and survey were provided by the requestor which offset the sale price resulting in compensation to the department of \$242.50.



1

**COMMISSION POLICY REVISION – COST SHARE PROGRAM**

-- Presented by Todd Grosvenor, Financial Services Director, 573-751-4626.

**ISSUE:** On December 4, 2024, the Commission approved policy revisions to the STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM - Funding Allocation which included the reduction of MoDOT’s Cost Share Program from \$45 million to \$30 million annually starting in fiscal year 2028. Currently, the Cost Share Program policy sets-aside twenty percent of the funds for projects that demonstrate economic development through job creation. A policy revision is needed to establish the annual set-aside funding as \$9 million, so the funds are not reduced starting in fiscal year 2028.

**RECOMMEND that the Commission:**

- Approve the revised policy, FINANCIAL-Project Funding and Financing Alternatives-Cost Share Program, as indicated in Attachment 2.

**DEPARTMENT VIEW:**

- Commission policies provide guidance and direction for the management of the department.
- Keeping policies current ensures the continued efficient conduct of department business.

**OTHER VIEWS:**

- The public desires the Commission and department conduct itself in a manner that is open and transparent. Having policies in place and available to the public satisfies that desire.

**MHTC POLICY:**

- FINANCIAL-Project Funding and Financing Alternatives-Cost Share Program.

**OTHER PERTINENT INFORMATION:**

- The Commission policies not only provide direction for the department, but also reflect the character of the Commission and the organization.
- The revisions are noted in Attachment 1 with green text for new language and red strikethrough text for deleted language.

**SOURCE OF FUNDING:** Not applicable.



## March Missouri Highways and Transportation Commission Policies

**Category:** FINANCIAL  
**Subcategory:** Project Funding and Financing Alternatives  
**Sub-Subcategory:** Cost Share Program

### Cost-Share Program

*Since 1926, counties and political subdivisions have been allowed to participate in the cost of improvements on the state highway system in order to advance the projects. On December 9, 1988, the Commission approved its first policy pertaining to business enterprise participation in improvement projects on the state highway system.*

### **Cost Share Committee**

The Cost Share Committee consists of the Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, and two members selected by the Director.

The Cost Share Committee will select projects under this program; however, the Commission may select projects that demonstrate economic development. Projects are selected prior to recommending approval by the Commission via a Statewide Transportation Improvement Program (STIP) amendment.

In addition to the Project Funding and Financing Alternatives policy, Cost Share Program projects must be in compliance with all of the following:

- Project must be on state highway system.
- Local metropolitan planning organization (MPO) or regional planning commission (RPC) must support the project.
- The department District Engineer in which the project is located must review the need and proposed solution before the project can be considered.
- Agreement approved by the Missouri Highways and Transportation Commission (MHTC) and the project sponsor is required for each project. The MHTC agreement identifies project expenses that will be included and each party's responsibility for project costs. These agreed upon expenses are called "participation costs."
- At a minimum, the agreement between MHTC and the project sponsor will include expenses for construction inspection, construction contract, and any construction change orders. Other expenses that may be included are preliminary engineering, right of way acquisition, right of way incidental costs and utility relocations.
- When project sponsors are willing to partner with the department, the department will match their investment up to fifty percent (50%) of the project cost. The department will work 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 (100%) of participation costs. **Nine million dollars (\$9.0 million) ~~Twenty percent (20%)~~ of the cost share program funds are set aside annually for projects that demonstrate economic development through job creation.**
- Retail development projects do not qualify as economic development projects that create jobs.

- Projects that significantly expand the state highway system or increase maintenance costs for MoDOT must have pre-approval by the Deputy Director/Chief Engineer prior to submittal of the application to MoDOT. If a project significantly expands the state highway system or increases maintenance costs the Commission may seek an agreement for the project sponsor to either: (1) accept the transfer of ownership of a portion of the existing state highway system in an amount of miles as determined by the Commission; or (2) payment of all increased maintenance costs.

Effective Date: January 8, 2025 ~~March 3, 2021~~  
 Supersedes Policy Dated: March 3, 2021 ~~February 7, 2018~~  
 Last Reaffirmed: February 6, 2019  
 Date of Origin: December 9, 1988

Related Commission Minutes – February 9, 1926; December 9, 1988; October 5, 1990; November 2, 1990; December 6, 1991; August 6, 1993; September 8, 1993; January 12, 1996; October 3, 1997 (2); August 10, 2001; March 10, 2004. November 7, 2013- combined Commission actions pertaining to the various funding and financing options with the Project Funding and Financing Alternatives Policy. January 8, 2014 – suspended cost share program; January 4, 2017 – reinstated cost share program. February 7, 2018 – separated Commission actions pertaining to the various funding and financing options, removed reference to economic development, added two Cost Share committee members selected by Director, modified project requirements. February 6, 2019-reaffirmed. March 3, 2021, revised policy to set aside twenty percent of cost share funds for projects that demonstrate economic development. January 8, 2025, revised policy to set aside nine million dollars of cost share funds for projects that demonstrate economic development.



## Missouri Highways and Transportation Commission Policies

**Category:** FINANCIAL  
**Subcategory:** Project Funding and Financing Alternatives  
**Sub-Subcategory:** Cost Share Program

### Cost-Share Program

*Since 1926, counties and political subdivisions have been allowed to participate in the cost of improvements on the state highway system in order to advance the projects. On December 9, 1988, the Commission approved its first policy pertaining to business enterprise participation in improvement projects on the state highway system.*

### **Cost Share Committee**

The Cost Share Committee consists of the Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, and two members selected by the Director.

The Cost Share Committee will select projects under this program; however, the Commission may select projects that demonstrate economic development. Projects are selected prior to recommending approval by the Commission via a Statewide Transportation Improvement Program (STIP) amendment.

In addition to the Project Funding and Financing Alternatives policy, Cost Share Program projects must be in compliance with all of the following:

- Project must be on state highway system.
- Local metropolitan planning organization (MPO) or regional planning commission (RPC) must support the project.
- The department District Engineer in which the project is located must review the need and proposed solution before the project can be considered.
- Agreement approved by the Missouri Highways and Transportation Commission (MHTC) and the project sponsor is required for each project. The MHTC agreement identifies project expenses that will be included and each party's responsibility for project costs. These agreed upon expenses are called "participation costs."
- At a minimum, the agreement between MHTC and the project sponsor will include expenses for construction inspection, construction contract, and any construction change orders. Other expenses that may be included are preliminary engineering, right of way acquisition, right of way incidental costs and utility relocations.
- When project sponsors are willing to partner with the department, the department will match their investment up to fifty percent (50%) of the project cost. The department will work 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 (100%) of participation costs. Nine million dollars (\$9.0 million) of the cost share program funds are set aside annually for projects that demonstrate economic development through job creation.
- Retail development projects do not qualify as economic development projects that create jobs.



- Projects that significantly expand the state highway system or increase maintenance costs for MoDOT must have pre-approval by the Deputy Director/Chief Engineer prior to submittal of the application to MoDOT. If a project significantly expands the state highway system or increases maintenance costs the Commission may seek an agreement for the project sponsor to either: (1) accept the transfer of ownership of a portion of the existing state highway system in an amount of miles as determined by the Commission; or (2) payment of all increased maintenance costs.

Effective Date: January 8, 2025  
 Supersedes Policy Dated: March 3, 2021  
 Last Reaffirmed: February 6, 2019  
 Date of Origin: December 9, 1988

Related Commission Minutes – February 9, 1926; December 9, 1988; October 5, 1990; November 2, 1990; December 6, 1991; August 6, 1993; September 8, 1993; January 12, 1996; October 3, 1997 (2); August 10, 2001; March 10, 2004. November 7, 2013- combined Commission actions pertaining to the various funding and financing options with the Project Funding and Financing Alternatives Policy. January 8, 2014 – suspended cost share program; January 4, 2017 – reinstated cost share program. February 7, 2018 – separated Commission actions pertaining to the various funding and financing options, removed reference to economic development, added two Cost Share committee members selected by Director, modified project requirements. February 6, 2019-reaffirmed. March 3, 2021, revised policy to set aside twenty percent of cost share funds for projects that demonstrate economic development. January 8, 2025, revised policy to set aside nine million dollars of cost share funds for projects that demonstrate economic development.



2

## **REPORT AND RECOMMENDATION REGARDING FINAL ORDER OF RULEMAKING – UNIFORM RELOCATION ASSISTANCE PROGRAM**

-- Presented by Brenda Harris, Assistant to State Design Engineer- Right of Way, 573-751-7458.

### **ISSUE:**

- Proposed amended rulemaking for Title 7, Code of State Regulations (**CSR**) 10-4.020, Uniform Relocation Assistance Program, which incorporates by reference the Commission's and Department's Right of Way (**ROW**) Manual, is required to incorporate by reference an updated ROW Manual. The September 16, 2024, ROW Manual was revised to comply with the new, June 3, 2024, Title 49, Code of Federal Regulations (**CFR**) Part 24, which implements the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (**Uniform Act**). The updated ROW Manual increased the:
  - Maximum Replacement Housing Payment from \$31,000 to \$41,200;
  - Replacement Housing Benefits for Displaced Tenants from \$7,200 to \$9,570;
  - Nonresidential Reestablishment from \$25,000 to \$33,200;
  - Fixed Payment for nonresidential moves from \$40,000 to \$53,200; and
  - Site Search sub-category for moving expenses from \$2,500 to \$5,000.
- On October 2, 2024, the Commission approved and authorized staff to file the proposed emergency and amended rules with the Joint Committee on Administrative Rules (**JCAR**) and the Secretary of State (**SOS**), who published the proposed amendment in the *Missouri Register* for public comment. No comments were received in the 30-day comment period.

### **RECOMMEND that the Commission:**

- Approve the final order of rulemaking to complete the rulemaking process.
- Authorize the Secretary to the Commission to file the final order of rulemaking (**Attachment 1**) with the JCAR and the Office of the **SOS** for publication in the *Missouri Register*.
- Authorize the Director, Assistant Chief Engineer, Chief Financial Officer, Chief Safety and Operations Officer, or Chief Administrative Officer to execute the documents necessary to complete the rulemaking process.

### **DEPARTMENT VIEW:**

- Department staff believes the Commission's Uniform Relocation Assistance Program rule should reflect current statutory requirements and processes, be as clear and concise as possible without redundancy, and continue to be necessary and up to date.

### **OTHER VIEWS:**

- **General Assembly:** By enacting Section 536.175 RSMo in 2012, state legislators want state agencies to regularly review their administrative rules and repeal those rules that are obsolete or unnecessary and amend those rules to reduce regulatory burdens on individuals, businesses, political subdivisions, or eliminate unnecessary paperwork. Also, Section 536.031.4, RSMo, requires any state agency (including the Commission and MoDOT) that incorporates by reference rules, regulations, standards, and guidelines of any (i.e., federal, state, etc.) agency into its administrative rule to fully identify the incorporated material by publisher, address, and date to direct the reader how a copy of the material may be obtained. The referenced material cannot include any later amendments or additions.

- **Federal Highway Administration (FHWA):** A June 3, 2024, FHWA Guidance Memorandum noted FHWA’s expectation that, by June 3, 2025, all state DOTs (including MoDOT) update their ROW Manuals to comply with the June 3, 2024, final rule. By approving the permanent, amended rulemaking, the Commission and Department will comply with the FHWA’s Guidance.
- **Displaced Persons:** All persons and businesses that are displaced as a result of Commission and Department acquisition of their real property using federal-aid highway funds to construct, reconstruct, rehabilitate, and maintain state highways and bridges will want to be compensated with the increased relocation assistance payment amounts authorized under FHWA’s June 3, 2024, final rule.
- **Stakeholder Comment Period:** On September 6, 2024, draft copies of the proposed emergency and amended rule’s updated ROW Manual were shared with the following stakeholders. All of these firms are part of MoDOT ROW Division’s On Call list and all have current ROW acquisition projects pending with the Department:
  - Federal Highway Administration - Realty Section
  - Missouri Office of Administration – Realty Section
  - OR Colan
  - Lochmueller & Associates
  - Burns and McDonnell
  - Volkert and Associates
  - Great River Engineering
  - Olsson EngineeringMoDOT staff received no comments from the stakeholders.
- **Governor Approval:** On December 16, 2024, MoDOT staff sent a copy of the final order of rulemaking to the Governor’s Office for its review and approval. MoDOT staff anticipates Governor’s Office approval of the rule prior to the January 8, 2025, meeting.
- **Public Comment Period:** There were no comments received regarding the permanent rulemaking during the *Missouri Register* public comment period from November 15, 2024, to December 15, 2024.

**MHTC POLICY:**

- Commission – Policies and Administrative Rules – Administrative Rules (Code of State Regulations).

**OTHER PERTINENT INFORMATION:**

- Under Section 226.130.1(2), RSMo, the Commission shall prescribe rules and regulations not inconsistent with law fixing the duties of all persons employed by the Commission. There is a very thorough and lengthy process involved in preparing and reviewing administrative rules consistent with chapter 536, RSMo:
  - Prior to preparing administrative rules for the Commission's consideration, Department staff will draft a rule and review it with affected stakeholders and industry to receive their input and address any concerns.
  - The administrative rules are then submitted to the Commission for consideration and approval.

- Once approved by the Commission, the Department submits the proposed rulemaking to the SOS and the JCAR.
- Thirty (30) to forty-five (45) days later, the rules are published in the *Missouri Register*.
- Following publication, there is a public comment period for a minimum of thirty (30) days.
- Once the public comment period is closed, the Department addresses the comments, if any are made, and submits the final order of rulemaking to the Commission for consideration again. Sometimes changes will be made from the initial proposal to the final proposal; occasionally no changes are made.
- Following Commission approval, the Department submits the final order of rulemaking to JCAR.
- JCAR has thirty (30) days to review the final order of rulemaking.
- After JCAR review, the Department submits the final orders of rulemaking to SOS.
- The rules are incorporated and published in the *Code of State Regulations* and become effective thirty days after publication.
- Once a rule becomes effective, it has the force and effect of law.

**SOURCE OF FUNDING:** State Road Fund moneys shall be used to make relocation assistance payments but shall be reimbursed from federal-aid highway funds for real property acquisitions on state highway and bridge projects authorized under Title 23 of the United States Code. The estimated fiscal impact to the Commission and Department during the six-month period of the emergency rulemaking is \$86,550, while the estimated, annual fiscal impact from the permanent amended rulemaking is \$173,100.

**Title 7—DEPARTMENT OF TRANSPORTATION  
Division 10—Missouri Highways and Transportation Commission  
Chapter 4—Uniform Relocation Assistance**

**ORDER OF RULEMAKING**

By the authority vested in the Missouri Highways and Transportation Commission under sections 226.150, 227.120, and 523.210, RSMo, the commission amends a rule as follows:

**7 CSR 10-4.020 Relocation Assistance Program is amended.**

A notice of proposed rulemaking containing the text of the proposed amendment was published in the *Missouri Register* on November 15, 2024 (49 MoReg 1704). No changes have been made to the text of the proposed amendment, so it is not reprinted here. This proposed amendment becomes effective thirty (30) days after publication in the *Code of State Regulations*.

SUMMARY OF COMMENTS: No comments were received.



3



## **FORWARD 44 PROJECT CONTRACT AUTHORIZATIONS**

-- Presented by Brenda Morris, Chief Financial Officer, 573-751-2803

**ISSUE:** In accordance with the Memorandum of Understanding with the Office of Administration, the Commission must approve the award of the Forward 44 Project contracts to enable the transfer of monies from the Office of Administration I-44 Improvement Fund (OA I-44 Improvement Fund) to the State Road Fund I-44 Improvement Fund (SRF I-44 Improvement Fund). The Commission's approval of Forward 44 Project contracts is contingent upon transfer of monies from the OA I-44 Improvement Fund to the SRF I-44 Improvement Fund.

### **RECOMMEND that the Commission:**

- Approve the award of the following contract as part of the Forward 44 Project contingent upon the transfer of funds from the OA I-44 Improvement Fund to the SRF I-44 Improvement Fund:
  - The amount of \$12,177,980 for a construction contract with Capital Paving & Construction, LLC with contract number 241213-G02. This construction contract includes Job Number JST0088B, Greene County, which rebuilds pavement from Route 13 to Route 65 in Springfield.
  - The amount of \$529,280 for a professional services contract with AECOM with contract number 2024-11-85833. This contract area includes Job Number JST0117, St. Louis County. Services for this contract include preliminary analysis and design, environmental evaluation, and survey work to prepare for projects in this contract area.
- Authorize the Director or Chief Financial Officer to request the transfer of funds from the OA I-44 Improvement Fund to the SRF I-44 Improvement Fund.
- Authorize the Director, Chief Engineer, Chief Financial Officer and Assistant Chief Engineer or their designee to execute the contracts and documents that are part of the Forward 44 Project, subject to approval as to form by the Chief Counsel's Office.

### **DEPARTMENT VIEW:**

- The General Assembly approved, and the Governor sustained, \$213.75 million during the 2024 Legislative Session to be used to to fund I-44 improvements.
- A State Road Fund I-44 Improvement Fund has been created to account for the use of the funds on projects that accomplish the I-44 improvements.
- Office of Administration requires the Commission request the funds from the OA I-44 Improvement Fund to be deposited into the SRF I-44 Improvement Fund as projects are awarded to design and construct the project.

### **OTHER VIEWS:**

- During the 2024 Missouri legislative session, the Missouri General Assembly addressed a top transportation need in the state, improving I-44. Missouri's FY 2025 budget from the General Assembly and supported by Governor Parson provides General Revenue for the costs to plan, design, construct, reconstruct, rehabilitate and repairing specific portions of I-44, as noted in the appropriations.

**MHTC POLICY:**

- Consultant Engineering Services – Consultant Engineering Services – Execution of Documents.
- Financial-Budget-Operating Budget.
- Financial-Capital Improvements.
- Execution of Documents.

**OTHER PERTINENT INFORMATION:**

- I-44 remains a vital east west corridor for the state and the nation's economies. Of the approximately 35,500 daily vehicles, on average of 29 percent of the vehicles are trucks with some segments as high as 44 percent truck traffic.

**SOURCE OF FUNDING:** The General Assembly and Governor approved \$577,500,000 for fiscal year 2025, with \$213,750,000 from General Revenue and \$363,750,000 from bond proceeds to be used to fund I-44 improvements.



4

## **IMPROVE I-70 PROJECT CONTRACT AUTHORIZATIONS**

-- Presented by Eric Kopinski, I-70 Program Coordinator, 314-415-0964.

**ISSUE:** In accordance with the Memorandum of Understanding with the Office of Administration, the Commission must approve the award of the Improve I-70 Projects contracts to enable the transfer of monies from the Office of Administration I-70 Project Fund (OA I-70 Project Fund) to the State Road Fund I-70 Project Fund (SRF I-70 Project Fund). The Commission's approval of Improve I-70 Project contracts is contingent upon transfer of monies from the OA I-70 Project Fund to the SRF I-70 Project Fund.

### **RECOMMEND that the Commission:**

- Approve the award of the following contracts as part of the Improve I-70 Project contingent upon the transfer of funds from the OA I-70 Project Fund to the SRF I-70 Project Fund:
  - The amount of \$1,557,490 added to the existing professional services contract 2023-02-75992 with Hg Consult, Inc. This contract area includes Job Number JST0019, Jackson I-70. Services for this contract include environmental reevaluation, survey, utility coordination and preliminary design for the project on I-70 in this area.
- Authorize the Director and Chief Financial Officer to request the transfer of funds from the OA I-70 Project Fund to the SRF I-70 Project Fund.
- Authorize the Director, Chief Engineer, Chief Financial Officer and Assistant Chief Engineer or their designee to execute the contracts and documents that are part of the Improve I-70 Project, subject to approval as to form by the Chief Counsel's Office.

### **DEPARTMENT VIEW:**

- The General Assembly approved \$2.8 billion during the 2023 Legislative Session to be used to widen I-70 to three lanes in each direction from Blue Springs to Wentzville. The General Assembly continued support for widening I-70 and reappropriated the unexpended portion of the \$2.8 billion in the 2024 Legislative Session.
- A State Road Fund I-70 Project Fund has been created to account for the use of the General Revenue funds on projects that accomplish the three laning in each direction of I-70 from Blue Springs to Wentzville.
- Office of Administration requires the Commission request the funds from the OA I-70 Project Fund as projects are awarded to design and construct the project.

### **OTHER VIEWS:**

- During the 2024 Missouri Legislative Session, the Missouri General Assembly continued to address the top transportation need in the state, widening I-70. Missouri's FY2025 budget from the General Assembly and supported by Governor Parson provides General Revenue for the costs to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on approximately 200 miles of I-70, from Blue Springs to Wentzville.

**MHTC POLICY:**

- Consultant Engineering Services – Consultant Engineering Services – Execution of Documents.
- Financial-Budget-Operating Budget.
- Execution of Documents.

**OTHER PERTINENT INFORMATION:**

- I-70 remains a vital east-west corridor for the state and the nation's economies. The approximately 56,000 daily vehicles has an average of 25 percent trucks with segments as high as 40 percent trucks.

**SOURCE OF FUNDING:** The SRF I-70 Project Fund contingent on transfer from the OA I-70 Project Fund out of the \$1.4 billion approved by the General Assembly for fiscal year 2025.



5

## **2025-2029 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**

-- Presented by Eric Schroeter, Deputy Director/Chief Engineer, 573-526-2903.

**ISSUE:** In accordance with Commission policy, revisions to the Statewide Transportation Improvement Program (STIP) must be approved by the Commission. MoDOT is requesting approval to revise the 2025-2029 STIP approved in July 2024 for the implementation of eighteen Highway and Bridge projects.

### **RECOMMEND that the Commission:**

- Approve the attached January 2025 project amendments to the 2025-2029 STIP.

### **DEPARTMENT VIEW:**

- Highway and Bridge Projects:
  - MoDOT requests approval for thirteen projects (Attachment 1).
    - Ten new projects are being added to improve pavement or pedestrian facilities.
    - Two new projects are being added to repair slide, signals, flashers, signage or lighting.
    - One existing project is being modified for budget, description, location and length, and to accelerate.

### **OTHER VIEWS:**

- Not applicable.

### **MHTC POLICY:**

- Statewide Transportation Improvement Program – Approval – Statewide Transportation Improvement Program Approval.

### **OTHER PERTINENT INFORMATION:**

- A seven day public comment period will be provided from January 1, 2025 to January 7, 2025. MoDOT does not anticipate receiving public comments. If any are received, a summary will be provided.
- Projects in Metropolitan Planning Organization (MPO) areas also require separate MPO, Governor, and ONEDOT approval.

**SOURCE OF FUNDING:** All projects will be funded from existing construction funds unless other funding sources are specifically identified in the following attachment.



**2025 - 2029 STIP  
Highway and Bridge Construction Schedule  
January Amendment**

Attachment 1

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
NW	Atchison	RT B	NW0148	2025 CN	Pavement preservation treatment on various routes in Atchison, Holt, Nodaway and Buchanan Counties. \$5,000,000 District Operation funds.  <b>Reason:</b> To add project to improve pavement.  <b>Funding Source:</b> District Operating Budget.	\$5,000	\$400
KC	Clay	MO 92	KU0454	2025 CN	Repair slide 0.4 mile west of Old Quarry Road near Excelsior Springs.  <b>Reason:</b> To add project to repair slide.  <b>Funding Source:</b> Available STIP funds.	\$357	\$96
SL	St. Charles	MO 370	6P3649	2025 CN	Pavement resurfacing from east of Elm Point Road to I-270 and on Rte. 94 from Rte. B to north of Little Hills Expressway.  <b>Reason:</b> To modify existing project budget, description, location, length and accelerate from SFY 2029 to SFY 2025.  <b>Funding Source:</b> Available STIP funds.	\$5,493	\$558
SL	Various	Various	SL0240	2025 CN	Repair signals, flashers, signage and lighting at various location in the St. Louis District.  <b>Reason:</b> To add project to make repairs.  <b>Funding Source:</b> Available STIP funds.	\$434	\$60

2025 - 2029 STIP  
Highway and Bridge Construction Schedule  
January Amendment

Attachment 1

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
SW	Greene	BU 65	SU0327	2025 CN	Payment to Springfield to add bicycle/pedestrian trail and upgrade pedestrian signal on Glenstone Avenue at Sunset Street.  <b>Reason:</b> To add project to improve pedestrian facilities.  <b>Funding Source:</b> Available STIP funds.	\$44	\$1
					<i>Contingent upon the execution of an agreement</i>		
ST	Chariton	RT UU	ST0131	2025 CN	Pavement resurfacing from Rte. 5 to Scribner Road.  <b>Reason:</b> To add project to improve pavement.  <b>Funding Source:</b> General Revenue.	\$336	\$25
ST	Franklin	RT V	ST0134	2025 CN	Pavement resurfacing from Rte. 47 to Rte. 100.  <b>Reason:</b> To add project to improve pavement.  <b>Funding Source:</b> General Revenue and available STIP funds.	\$1,000	\$75
ST	Johnson	RT YY	ST0130	2025 CN	Pavement resurfacing from Rte. 13 to Rte. CC.  <b>Reason:</b> To add project to improve pavement.  <b>Funding Source:</b> General Revenue and available STIP funds.	\$812	\$73

**2025 - 2029 STIP  
Highway and Bridge Construction Schedule  
January Amendment**

Attachment 1

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
ST	Mississippi	RT O	ST0129	2025 CN	Pavement resurfacing on Rtes. O, AA, OO and Rte. U from County Road 732 to end state maintenance in New Madrid County.  <b>Reason:</b> To add project to improve pavement.  <b>Funding Source:</b> General Revenue.	\$1,247	\$160
ST	Monroe	RT Y	ST0128	2025 CN	Pavement resurfacing from Rte. M to Rte. 22 in Audrain County.  <b>Reason:</b> To add project to improve pavement.  <b>Funding Source:</b> General Revenue and available STIP funds.	\$1,510	\$105
ST	Polk	RT FF	ST0135	2025 CN	Pavement resurfacing from Rte. 32 to Rte. EE.  <b>Reason:</b> To add project to improve pavement.  <b>Funding Source:</b> General Revenue.	\$565	\$45
ST	Sullivan	RT DD	ST0132	2025 CN	Pavement resurfacing from Rte. 6 to Rte. MM.  <b>Reason:</b> To add project to improve pavement.  <b>Funding Source:</b> General Revenue.	\$752	\$55

2025 - 2029 STIP  
 Highway and Bridge Construction Schedule  
 January Amendment

Attachment 1

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
ST	Worth	RT AA	ST0133	2025 CN	Pavement resurfacing from Rte. C to 178th Road.	\$262	\$19
<b>Reason:</b> To add project to improve pavement.							
<b>Funding Source:</b> General Revenue.							
<b>Total:</b>						\$17,812	\$1,672



6

## REQUEST FOR APPROVAL OF LOCATION AND DESIGN OF HIGHWAYS

– Presented by Paula Gough, Northeast District Engineer, 573-248-2499.

**ISSUE:** The public hearing process has been completed for the following project. Commission action regarding the location and design is required prior to acquisition of right-of-way.

- **Location:** US Route 61, Lincoln County, from 0.2 mile north of Rtes. V and K to 0.2 mile south of Creech Lane
- **Project Description:** This project includes corridor and intersection improvements. It proposes the elimination of two existing at grade median crossovers at Rtes. V and K and Creech Lane and the construction of a new, full-access controlled interchange and outer roads. Estimated cost for this improvement is \$19,316,000.
- **Project Length:** 1.5 miles
- **Right of Way Type:** Fully Controlled access right of way and temporary easements.
- **Traffic:** During construction, work will mainly take place adjacent to US Route 61, Routes K and V, and Creech Lane. Lane closures and limited temporary roadway closures will be required to connect to travelways into existing travelways. Adequate signing will be provided to control traffic flow in the area and will be augmented through public information and outreach efforts to advise motorists of the various traffic situations.
- **Hearing Held:**  
In person Hearing:  
Tuesday, October 29, 2024, from 4:00 p.m. to 6:00 p.m.  
Cuivre River Electric Cooperative  
1112 E. Cherry St., Troy, Missouri  
Online Hearing Held:  
October 29, 2024 – November 12, 2024
- **Attendance:**  
53 residents, stakeholders, and elected officials  
93 unique visitors of the online hearing (179 total views)
- **Job No.:** JNE0004

### RECOMMEND that the Commission:

- Approve the location and design of the proposed project as presented at the public hearing.

### DEPARTMENT VIEW:

- The project was identified through the planning framework MoDOT uses with its partners and was recognized as a High Priority Unfunded Need. Once funding beyond taking care of the system became available, it was added to the STIP.
- The project will address safety, operational, and infrastructure conditions consistent with the MoDOT values of Safety and Stability.

**OTHER VIEWS:**

- All comments supported the project scope, and most supported the preferred alternative.
- Some comments were concerned about changes to the speed and traffic volume on the outer road in front of their houses, and changes to traffic changes on outer road intersections. These concerns will be considered during future plans development.
- MoDOT staff spoke with property owners throughout the preliminary plans process. Two occupied houses will be acquired with the project, and residents expressed concern about moving from their home. MoDOT staff discussed the process and went through efforts to minimize impact to their homes and properties. The owners understand the project need and appreciate the help understanding the future process.
- A small number of residents were concerned about the preferred project locations impact to their property and ability to develop their property. MoDOT staff discussed the pros and cons of the location and the benefits to the area and residents as a whole.

**MHTC POLICY:**

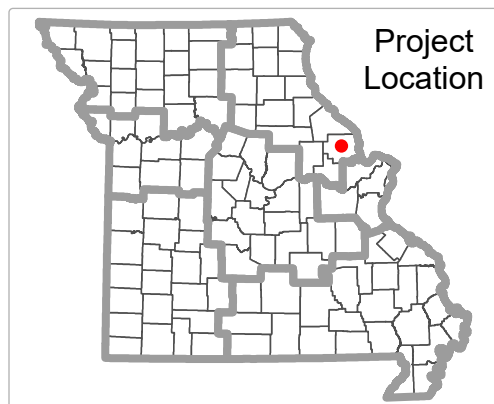
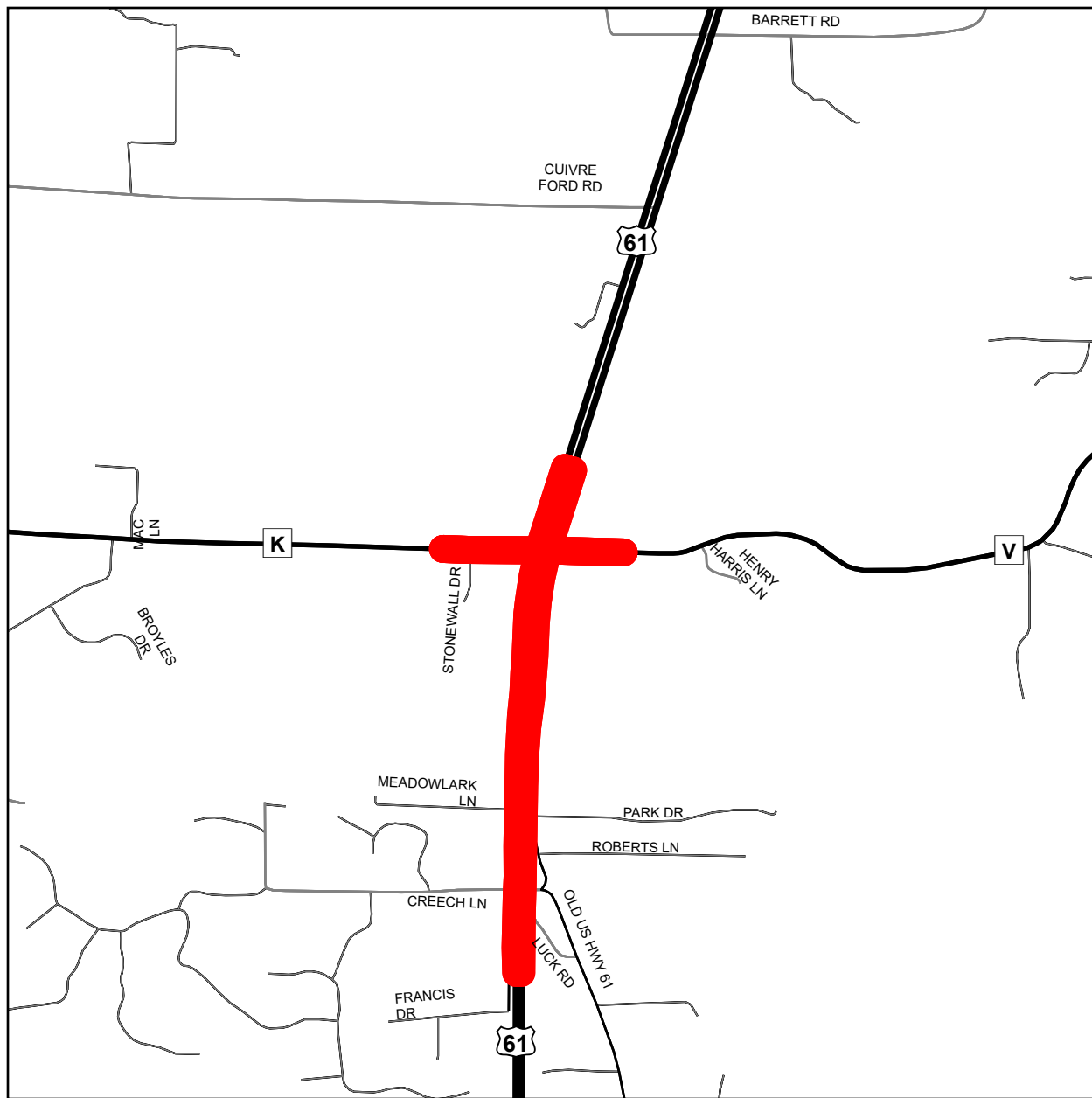
- Highways – Location and Design – Location and Design Approval.

**OTHER PERTINENT INFORMATION:**

- The Revised Statutes of Missouri charge the Commission with the responsibility for approving roadway locations and/or designs; based on that approval, property needed for the improvement is acquired by negotiations and/or condemnation.
- Construction of this project is scheduled for FY2027 of the STIP.

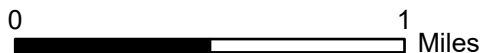
**SOURCE OF FUNDING:** Funds to accomplish this improvement have been committed in the FY2025-FY2029 Statewide Transportation Improvement Program. No additional funds need to be committed as a result of this particular action.





 **Project Location**

**LOCATION AND DESIGN APPROVAL  
US61 AT ROUTES K AND V  
INTERSECTION PROJECT  
LINCOLN COUNTY  
JOB NO. JNE0004  
NORTHEAST DISTRICT**





1

## **MoDOT BRIEFING REPORT**

-- Presented by Ed Hassinger, Director, 573-751-4622.

**ISSUE:** Governor Michael L. Parson requested all state agencies provide his office with information through standard formats for communication. One of the standards of interactions is an Issue Brief that will educate and inform the Governor regarding significant matters that the departments are addressing.

Each month, this report to the Commission will include the Issue Briefs and Meeting Requests that were sent from MoDOT to the Governor since the previous MoDOT Briefing report. There were no briefing reports provided for the past month.

However, there was one item that department staff communicated with the executive team through an issue brief. This brief is being provided as part of this report today.

### **RECOMMEND that the Commission:**

- This item is for information only; no action is required.

### **DEPARTMENT VIEW:**

- Good communication with the administration is important, likewise, keeping the Commission informed is important as well.
- Communication at all levels within the department is essential to providing services to the traveling public.

### **OTHER VIEWS:**

- The public supports government that operates in an open and transparent manner.

### **MHTC POLICY:**

- COMMISSION – Guiding Principles – Transparency – Open Meetings and Records.

### **OTHER PERTINENT INFORMATION:**

- Attachment 3 is a brief regarding concerns regarding US 50 at MO-7, Quik Trip #286 development.

**SOURCE OF FUNDING:** Not applicable.

**ISSUE BRIEF**

**TO:** Ed Hassinger, P.E., Director  
**FROM:** Chris Redline, P.E., District Engineer  
**DATE:** December 11, 2024  
**SUBJECT:** US 50 at MO-7 QuikTrip #286 Development

**Description on Mr. Rosenberger's concern presented to the MHTC**

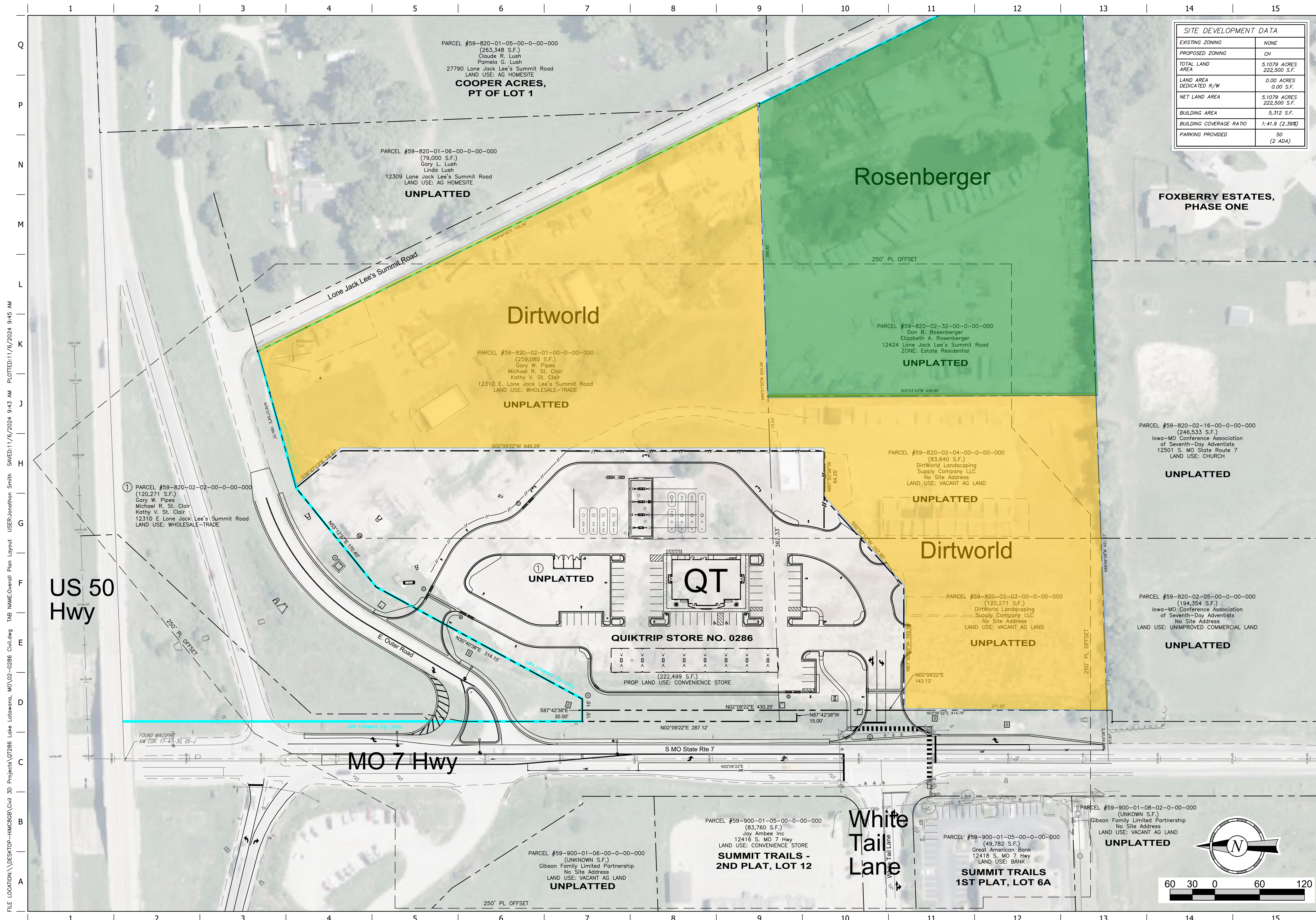
Mr. Rosenberger presented to the MHTC on December 4, and expressed his desire for his property to access the future signal at White Tail Lane that will be constructed as part of Quick Trip's development.

We have since confirmed with Mr. Rosenberger that he is asking for a connection across Dirtworld, a private landowner, to the west edge of his property to access the signal on Quick Trip's property at White Tail Lane. He requested MoDOT not issue the permit to Quick Trip until Dirtworld is forced to provide access across their property to his. He said the most significant access change under the approved design is for customers and vendors wanting to go south on MO-7, or to his bank across MO-7. Drivers will need to drive south on Herring Road (approximately one mile) to MO-7 instead of turning left from the outer road which will be right-in/right-out upon completion. His main concern is the condition and width of Herring Road owned by the city of Lake Lotawana.

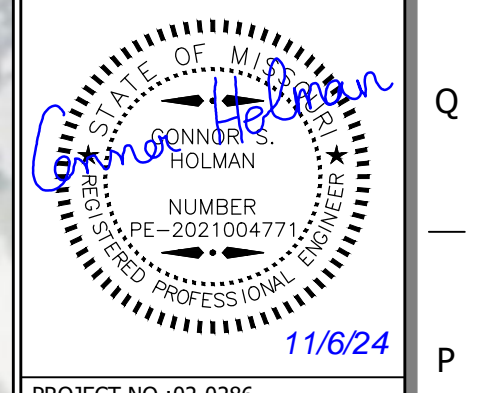
**General Overview:**

- MO-7 is a two-lane highway and carries 14,000 vehicles per day.
- MoDOT has been working with QuikTrip & Lake Lotawana on the site development plan along MO-7 which will include gasoline and diesel fueling stations. A Traffic Impact Study was completed, and final plans were approved in September 2024.
- QuikTrip purchased a parcel that was subdivided from DirtWorld, a landscaping supply business.
- To improve safety along MO-7, QuikTrip is required to construct a raised median on MO-7 to create a right-in/right-out onto the outer roads at the interchange.
- Since this request involves the local road network, the local Planning Commission, and the City of Lake Lotawana both reviewed Mr. Rosenberger's request in January 2024 and decided not to pursue extending White Tail Lane.





SITE DEVELOPMENT DATA	
EXISTING ZONING	NONE
PROPOSED ZONING	CH
TOTAL LAND AREA	5,1079 ACRES 222,500 S.F.
LAND AREA DEDICATED R/W	0.00 ACRES 0.00 S.F.
NET LAND AREA	5,1079 ACRES 222,500 S.F.
BUILDING AREA	5,312 S.F.
BUILDING COVERAGE RATIO	1:41.9 (2.39%)
PARKING PROVIDED	50 (2 ADA)



PROJECT NO.: 02-0286

Midwest Design Group  
Kansas City

PO Box 860015  
Shawnee, KS 66286-0015  
P 913.248.9385

**QuikTrip No. 0286**  
12415 SOUTH 7 HIGHWAY  
LAKE LOTAWANA, JACKSON CO., MISSOURI 64086

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PROTOTYPE: P-116 (02/01/23)	VERSION: 001
DIVISION: KC	DESIGNED BY: CSH
DESIGNED BY: CSH	DRAWN BY: CSH
DESIGNED BY: CSH	REVIEWED BY: TRW

REV	DATE	DESCRIPTION

SHEET TITLE:  
OVERALL SITE PLAN

SHEET NUMBER:  
**C010**

FILE LOCATION: \\DESIGN\02-0286 Lake Lotawana, MO\02-0286 Lake Lotawana, MO\02-0286 Civil.dwg TAB NAME: Overall Plan Layout USER: Jonathan Smith SAVER: 11/6/2024 9:45 AM PLOTTED: 11/6/2024 9:45 AM







105 West Capitol Avenue  
P.O. Box 270  
Jefferson City, Missouri 65102

**Missouri Department of Transportation**  
*Ed Hassinger, P.E., Director*

1.888.ASK MODOT (275.6636)

December 27, 2024

Mr. Don Rosenberger  
12424 E Lone Jack LS Road  
Lees Summit, MO 64086

Dear Mr. Rosenberger:

Thank you for attending the Missouri Highways and Transportation Commission (MHTC) meeting on December 4, 2024, in Kansas City to express your concerns with the future QuikTrip development at the interchange of US-50 Highway and Missouri 7 Highways.

We understand you are requesting the Missouri Department of Transportation (MoDOT) not issue a permit to QuikTrip for construction until Dirtworld, a private owner, grants you legal access across their property and onto the QuikTrip property to access the signal at White Tail Lane. We also understand at one time you had requested White Tail Lane be constructed easterly and tie into Lone Jack Lee's Summit Road.

As communities grow, traffic volumes increase, and development occurs, MoDOT works with developers, local planning commissions, and communities to ensure safe access. As part of this project, a concrete median on MO-7 at the south outer roads is required making the access right in/right out. We are glad you agree this is a needed improvement and will make MO-7 a safer highway.

MoDOT and the MHTC only have jurisdiction over the state highway system. Neither MoDOT nor the MHTC have jurisdiction over the city and county road systems. We understand you have had discussions with the City of Lake Lotawana and the Planning Commission about your access concerns. They are the appropriate parties to discuss future access changes.

If you have further questions, please call your Area Engineer, Jill Bruss, at 816-607-2118.

Sincerely,

Eric Schroeter, P.E.  
Deputy Director/Chief Engineer



*Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.*





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## **MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2025**

-- Presented by Todd Grosvenor, Financial Services Director, 573-751-4626.

**ISSUE:** Attached is a copy of the Financial Report for fiscal year to date November 30, 2024, with budget and prior year comparisons.

### **RECOMMEND that the Commission:**

- This report is for information only; no action is required.

### **DEPARTMENT VIEW:**

- This report is presented based on cash disbursements.
- Significant differences between the current and prior year Financial Report, Attachment 1, are described below:
  - Total MoDOT disbursements are \$16.7 million more than the same period last fiscal year. The increase is due to the net effect of increased spending in Personal Services, Fringe Benefits, Improve I-70 Program, General Assembly Designated and Funded Projects, Multimodal Program, Railroad Grade Crossing Safety Program, and decreased spending in Expense and Equipment and Program Delivery Program.
  - Personal Services and Fringe Benefits disbursements are \$12.2 million more than the same period last fiscal year due to the cost-of-living adjustments effective in July 2024 and fewer vacancies compared to the previous year.
  - Expense and Equipment disbursements are \$10.8 million less than the same period last fiscal year. The majority of the decrease is for Safety and Operations and Fleet, Facilities, and Information Systems. The decrease for Safety and Operations is primarily due to delays in pavement repair due to wet weather conditions. The decrease for Fleet, Facilities, and Information Systems is due to the timing of facility projects and fleet deliveries.
  - The Program disbursements for Program Delivery decreased \$89.1 million compared to the same period last fiscal year due to the timing of contractor payments.
  - The Improve I-70 Program disbursements for Program Delivery are \$31.7 million more than the same period last fiscal year due to the project just beginning in late fiscal year 2024.
  - The General Assembly Designated and Funded Projects disbursements for Program Delivery are \$50.0 million more than the same period last fiscal year due to these projects just beginning in late fiscal year 2024.
  - The Program disbursements for Multimodal increased by \$22.2 million compared to the same period last fiscal year. This increase is due to a land acquisition for the Jefferson County Port and the timing of reimbursement requests for aviation projects.
  - The Railroad Grade Crossing Safety Program disbursements for Multimodal are \$240,000 more than the same period last fiscal year due to the project just beginning in late fiscal year 2024.

- The General Assembly Designated and Funded Projects disbursements for Multimodal are \$687,000 more than the same period last fiscal year because these are new projects.
- Attachment 2 provides a breakdown of ARPA and General Assembly Designated and Funded projects MoDOT is overseeing. The Office of Administration is responsible for making the disbursements on these projects.
- Attachment 3 provides details for the funding of the Improve I-70 Program.

**OTHER VIEWS:**

- Not applicable.

**MHTC POLICY:**

- Financial – Budget – Operating Budget.

**OTHER PERTINENT INFORMATION:**

- The Financial Report is prepared on a cash basis and does not reflect outstanding construction awards or funds encumbered for expense and equipment.

**SOURCE OF FUNDING:** Disbursements are funded from the department's various funds.



## Fiscal Year 2025 Financial Summary

### Five Months Ended November 30, 2024 and 2023

Cash Basis (Dollars in Thousands)

	Fiscal Year 2025 <u>Budget</u>	Amended Fiscal Year 2025 <u>Budget</u>	Fiscal Year 2025 <u>Actual</u>	Percentage of Budget-to- Date	Fiscal Year 2024 <u>Actual</u>
<b>Administration</b>					
Personal Services	\$ 23,990	\$ 23,990	\$ 9,399	39.2 %	\$ 8,800
Expense and Equipment	6,647	6,647	1,345	20.2	1,353
Total Administration	<u>30,637</u>	<u>30,637</u>	<u>10,744</u>	35.1	<u>10,153</u>
<b>Safety and Operations</b>					
Personal Services	184,778	184,778	70,318	38.1	65,149
Expense and Equipment	288,811	288,811	106,756	37.0	112,684
Program	31,001	31,001	13,418	43.3	11,671
Low Volume Roads	100,000	100,000	88	0.1	---
Total Safety and Operations	<u>604,590</u>	<u>604,590</u>	<u>190,580</u>	31.5	<u>189,504</u>
<b>Program Delivery</b>					
Personal Services	95,403	95,403	35,678	37.4	33,204
Expense and Equipment	41,117	41,117	8,545	20.8	8,147
Program	2,869,313	2,829,313	937,557	33.1	1,026,628
Improve I-70 Program	2,800,000	2,800,000	33,340	1.2	1,663
Forward I-44 Program	727,500	577,500	---	---	---
Gen. Assembly Designated/Funded Projects	375,883	362,650	56,907	15.7	6,922
Total Program Delivery	<u>6,909,216</u>	<u>6,705,983</u>	<u>1,072,027</u>	16.0	<u>1,076,564</u>
<b>Fleet, Facilities, and Information Systems</b>					
Personal Services	14,743	14,743	5,555	37.7	5,194
Expense and Equipment	108,457	108,457	27,085	25.0	32,371
Total Fleet, Facilities, and Information	<u>123,200</u>	<u>123,200</u>	<u>32,640</u>	26.5	<u>37,565</u>
<b>Multimodal</b>					
Personal Services	3,510	3,277	1,089	33.2	966
Expense and Equipment	1,138	1,138	195	17.1	172
Program	334,893	323,825	59,770	18.5	37,564
Railroad Grade Crossing Safety Program	49,000	49,000	484	1.0	244
Gen. Assembly Designated/Funded Projects	62,383	67,283	687	1.0	---
Total Multimodal	<u>450,924</u>	<u>444,523</u>	<u>62,225</u>	14.0	<u>38,946</u>
<b>Fringe Benefits</b>					
Retirement and Long-Term Disability	188,102	187,967	61,928	32.9	63,418
Medical, Life Insurance, and EAP	58,568	58,531	21,005	35.9	17,563
Retiree Medical Insurance	20,240	20,240	7,874	38.9	7,090
Workers' Compensation	9,227	9,227	3,750	40.6	3,750
Other Fringe Benefits <sup>1</sup>	28,941	28,941	10,546	36.4	9,820
Total Fringe Benefits	<u>305,078</u>	<u>304,906</u>	<u>105,103</u>	34.5	<u>101,641</u>
<b>Subtotal MoDOT Disbursements</b>	<b><u>8,423,645</u></b>	<b><u>8,213,839</u></b>	<b><u>1,473,319</u></b>	<b><u>17.9</u></b>	<b><u>1,454,373</u></b>
Motor Carrier Refunds	<u>41,000</u>	<u>41,000</u>	<u>10,113</u>	24.7	<u>12,390</u>
<b>Total MoDOT Disbursements</b>	<b><u>\$ 8,464,645</u></b>	<b><u>\$ 8,254,839</u></b>	<b><u>\$ 1,483,432</u></b>	<b><u>18.0 %</u></b>	<b><u>\$ 1,466,763</u></b>

<sup>1</sup>Includes fringe benefits appropriated in House Bill 5 for social security and unemployment tax and the department's share for MoDOT employees who are enrolled in the Missouri Consolidated Health Care Plan (MCHCP), Missouri State Employees' Retirement System (MOSERS), and MO Deferred Compensation Plan.



**Fiscal Year 2025 Financial Summary**  
**ARPA<sup>1</sup> of 2021 and General Assembly**  
**Designated and Funded Projects<sup>2</sup>**  
**Five Months Ended November 30, 2024 and 2023**  
**Cash Basis (Dollars in Thousands)**

	<b>Fiscal Year 2025 <u>Budget<sup>4</sup></u></b>	<b>Amended Fiscal Year 2025 <u>Budget<sup>5</sup></u></b>	<b>Fiscal Year 2025 <u>Actual</u></b>	<b>Percentage of Budget-to- Date</b>	<b>Fiscal Year 2024 <u>Actual</u></b>
<b>Projects<sup>3</sup></b>					
Waste Water Improvements <sup>1</sup>	\$ 7,829	\$ 7,829	\$ 1,187	15.2 %	\$ 20
Kirkwood Historic Train Station <sup>1</sup>	2,390	2,390	58	2.4	52
Carrolton Amtrak Station <sup>1</sup>	1,000	1,000	33	3.3	---
Washington County Airport <sup>1</sup>	1,000	1,000	---	---	---
Buffalo Municipal Airport <sup>1</sup>	687	687	---	---	---
Port Capital Improvement Projects <sup>1</sup>	13,583	13,583	2,189	16.1	5,193
New Madrid County Port Authority <sup>1</sup>	3,570	3,570	670	18.8	---
Elderly and Disabled Transit Assistant <sup>1</sup>	6,000	6,000	---	---	---
Lambert Airport Terminal Improvements <sup>2</sup>	7,000	---	---	---	---
Highway 76 Road Improvements in Branson <sup>2</sup>	6,200	6,200	---	---	---
West Plains Regional Airport Perimeter Fence <sup>2</sup>	1,500	---	---	---	---
I-35, I-29, and US 169 Road Improvements <sup>2</sup>	53,000	30,000	---	---	---
St. Joseph Facility Road Improvements <sup>2</sup>	750	---	---	---	---
<b>Total Disbursements</b>	<b>\$ <u>104,509</u></b>	<b>\$ <u>72,259</u></b>	<b>\$ <u>4,137</u></b>	<b><u>5.7</u> %</b>	<b>\$ <u>5,265</u></b>

<sup>1</sup>American Rescue Plan Act (ARPA) is federal funding to support public transportation systems as they respond to the pandemic.

<sup>2</sup>Budget Stabilization funding consists of funds received from the federal government and is a General Revenue look alike.

<sup>3</sup>These projects are being administered by Office of Administration (OA); however, MoDOT is overseeing the projects.

<sup>4</sup>Fiscal year 2025 budget is Truly Agreed to and Finally Passed appropriation amounts.

<sup>5</sup>Fiscal year 2025 amended budget is Truly Agreed to and Finally Passed appropriation amounts adjusted for vetoes, restrictions, and reverted amounts.



**Fiscal Year 2025 Financial Summary**  
**Improve I-70 Program**  
**Five Months Ended November 30, 2024**  
 Cash Basis (Dollars in Thousands)

	<u>Budget</u>	<u>Bond Proceeds To Date</u>	<u>Prior Fiscal Year Disbursements</u>	<u>Fiscal Year 2025 Disbursements</u>	<u>Remaining</u>
<b><u>Bonding</u></b>					
I-70 Bonds	\$ 1,400,000	\$ 390,204	N/A	N/A	\$ 1,009,796
I-70 Construction from Bonds		\$ 390,204	\$ 39,325	\$ 29,381	\$ 321,498

	<u>Budget</u>	<u>Transfers To Date</u>	<u>Prior Fiscal Year Disbursements</u>	<u>Fiscal Year 2025 Disbursements</u>	<u>Remaining</u>
<b><u>Cash</u></b>					
OA I-70 Project	\$ 1,400,000	\$ (24,140)	N/A	N/A	\$ 1,375,860
I-70 Construction from General Revenue Transfer		\$ 24,140	\$ 11,345	\$ 3,959	\$ 8,836



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## **CONSULTANT SERVICES CONTRACT REPORT**

-- Presented by Danica Stovall-Taylor, Assistant State Design Engineer, 573-751-2876.

**ISSUE:** This report represents consultant contracts executed in the month of November for both engineering and non-engineering related projects separated out by two budgets: Design Bridge Consultants (DBC) and MoDOT Operating Budget.

### **RECOMMEND that the Commission:**

- This report is informational and requires no action.

### **DEPARTMENT VIEW:**

- Fiscal Year 2025 DBC Budget Status as of December 1, 2024:  
    Budgeted: \$110 million  
    Expenditures: \$56.6 million
- Attachment 1 (DBC Budget Contracts Only) This attachment shows the active contracts held by individual engineering consultant firms prior to December 1, 2024. The table indicates the number of contracts held by each consultant, the total value of the contracts and the unexpended contract costs for each consultant. The firms certified as Disadvantaged Business Enterprises (DBE) are noted and include both minorities owned and women owned consultant business enterprises.
- Attachment 2 Indicates new contracts executed between November 1-30, 2024.

### **OTHER VIEWS:**

- Engineering percentage of payout per fiscal year  
    Year 1 51%, Year 2 27%, Year 3 19%, Year 4 3%

### **MHTC POLICY:**

- Highways – Consultant Engineering Services – Consultant Engineer Services – STIP – Negotiated Contract.
- Highways – Consultant Engineering Services – Consultant Engineering Services – STIP – Hourly Rate.
- Equipment and Procurement – Procurement of Professional Services Consultants (Other than STIP Related) – Professional Services (other than engineering).

### **OTHER PERTINENT INFORMATION:**

- Not applicable.

**SOURCE OF FUNDING:** Expenditures from the Statewide Transportation Improvement Program (STIP) budget are used to fund DBC contracts shown in Attachment 1 and 2.

<b>Engineering Consultant Services Contracts Utilizing the DBC Budget Active Contracts Prior to December 1, 2024</b>				
<b>Consultant</b>	<b>DBE Firm Y/N?</b>	<b>Number of Contracts</b>	<b>Total Contract Cost</b>	<b>Unexpended Contract Cost</b>
Crawford, Murphy & Tilly (CMT)	N	52	\$47,498,538.00	\$39,449,805.00
Wilson & Company	N	21	\$30,517,061.00	\$17,107,512.00
HDR	N	31	\$28,366,538.00	\$13,548,845.00
Bartlett & West	N	53	\$28,074,481.00	\$16,399,290.00
Garver LLC	N	27	\$24,372,734.00	\$11,615,014.00
TREKK Design Group, LLC	Y	21	\$23,270,760.00	\$8,789,827.00
George Butler Associates, Inc. (GBA)	N	37	\$21,723,375.00	\$11,724,194.00
Burns & McDonnell	N	19	\$21,171,642.00	\$14,069,086.00
HNTB	N	40	\$20,476,129.00	\$13,605,901.00
Olsson Assoc.	N	30	\$18,763,110.00	\$10,385,742.00
Jacobs Engineering Group	N	12	\$16,126,747.00	\$14,280,990.00
CDM Smith	N	3	\$14,619,886.00	\$5,627,094.00
HR Green, Inc.	N	30	\$14,383,511.00	\$6,864,981.00
HG Consult, Inc.	Y	8	\$11,061,746.00	\$10,111,981.00
EFK Moen	Y	38	\$11,025,921.00	\$2,722,091.00
Kapsch TrafficCom USA, Inc.	N	1	\$9,763,797.00	\$9,763,797.00
Horner & Shifrin, Inc.	N	25	\$9,683,595.00	\$6,890,880.00
Oates Associates, Inc.	N	9	\$7,925,601.00	\$3,574,358.00
TranSystems	N	13	\$7,420,046.00	\$3,933,891.00
Thouvenot, Wade & Moerchen, Inc.	N	8	\$7,180,164.00	\$862,905.00
Bacon Farmer Workman Engineering & Testing	N	15	\$5,708,325.00	\$3,047,626.00
Engineering Design Source Inc. (EDSI)	Y	8	\$5,311,679.00	\$5,346,150.00
Hanson Professional Services, Inc.	N	7	\$5,154,918.00	\$2,183,303.00
Gonzalez Companies, LLC	Y	10	\$4,855,170.00	\$2,358,502.00
Alfred Benesch and Company	N	9	\$4,536,494.00	\$928,456.00
Civil Design	Y	9	\$4,493,870.00	\$1,170,210.00
Transcore ITS, LLC	N	4	\$3,948,254.00	\$3,948,254.00
Affinis	N	5	\$3,652,814.00	\$2,930,908.00
AECOM	N	1	\$3,599,267.00	\$3,599,267.00
Veenstra & Kim	N	15	\$3,441,790.00	\$1,253,856.00
Klingner & Associates, P.C.	N	9	\$3,153,237.00	\$1,450,806.00
Lochmueller Group	N	12	\$2,935,987.00	\$868,019.00
Kimley-Horn and Associates	N	5	\$2,926,172.00	\$2,013,861.00
Hanson Professional Services, Inc.	N	2	\$2,868,091.00	\$1,558,885.00

<b>Consultant</b>	<b>DBE Firm Y/N?</b>	<b>Number of Contracts</b>	<b>Total Contract Cost</b>	<b>Unexpended Contract Cost</b>
OWN, Inc.	N	5	\$2,817,147.00	\$982,572.00
Anderson Engineering	N	12	\$2,710,584.00	\$1,876,774.00
CDG Engineers	N	4	\$2,580,542.00	\$1,560,066.00
Modjeski and Masters, Inc.	N	2	\$1,986,968.00	\$709,424.00
George L. Crawford & Associates dba CBB	N	11	\$1,963,114.00	\$1,396,655.00
TWM	N	1	\$1,829,245.00	\$1,117,139.00
HW Lochner	N	7	\$1,511,744.00	\$391,192.00
Access Engineering, LLC	Y	3	\$1,438,688.00	\$793,317.00
Powell CWM, Inc.	N	5	\$1,253,051.00	\$878,216.00
Parsons Transportation Group	N	1	\$1,215,898.00	\$1,215,898.00
Powell & Assoc.	N	2	\$1,022,258.00	\$667,653.00
Geotechnology Exploration	N	1	\$1,000,000.00	\$1,000,000.00
Palmerton & Parrish, Inc.	N	1	\$1,000,000.00	\$1,000,000.00
Wiss, Janney, Elstner Associates, Inc.	N	1	\$983,070.00	\$698,533.00
CASCO Diversified Corporation	N	8	\$888,780.00	\$888,780.00
Quigg Engineering, Inc.	Y	10	\$884,361.00	\$451,560.00
Wood Environment & Infrastructure Solutions	N	2	\$820,485.00	\$211,018.00
B & N Inspection and Supply	N	1	\$802,446.00	\$802,446.00
Prairie Engineers P.C.	Y	11	\$753,342.00	\$308,257.00
Terracon Consultants, Inc.	N	6	\$719,180.00	\$203,650.00
EXP U.S. Services, Inc.	N	1	\$691,865.00	\$206,678.00
SCI Engineering, Inc.	N	9	\$676,285.00	\$283,052.00
R. Hitt Consulting, LLC	N	1	\$453,886.00	\$453,886.00
Engineering Surveys & Services, LLC	N	1	\$308,267.00	\$230,108.00
Renaissance Infrastructure Consulting, Inc.	N	2	\$270,562.00	\$70,027.00
Cook, Flatt & Strobel Engineers, P.A.	N	4	\$255,616.00	\$255,616.00
Infrasense, Inc.	N	5	\$251,755.00	\$183,784.00
ABNA Engineering, Inc.	Y	2	\$243,399.00	\$215,490.00
AECOM Technical Services, Inc.	N	3	\$241,852.00	\$197,856.00
GeoEngineers	N	3	\$234,153.00	\$67,280.00
All Civil Engineering, LLC	N	2	\$220,862.00	\$220,862.00
EcoAnalysts, Inc.	N	1	\$203,654.00	\$12,963.00
Parsons Brinkerhoff	N	1	\$199,653.00	\$22,333.00
Cole & Assoc.	N	1	\$198,987.00	\$1,001.00
Pickering Firm, Inc.	N	2	\$195,592.00	\$95,404.00
CB Engineering dba Cochran	N	1	\$194,548.00	\$179,749.00
Lion CSG, LLC	N	1	\$182,835.00	\$182,835.00
Pickering Firm, Inc.	N	3	\$181,578.00	\$140,631.00

Consultant	DBE Firm Y/N?	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
Surveying And Mapping, LLC	N	4	\$179,118.00	\$31,688.00
Midland Surveying	N	4	\$157,719.00	\$167,725.00
St. Charles Engineering & Surveying, Inc.	N	2	\$149,580.00	\$71,687.00
CB Engineering, Inc dba Cochran	N	1	\$128,273.00	\$128,273.00
Geotechnology, Inc.	N	3	\$125,077.00	\$62,907.00
West Engineers, Inc.	N	1	\$117,619.00	\$97,647.00
S.H. Smith & Co. Inc. (dba Smith & Co.)	N	1	\$99,705.00	\$15,681.00
Farnsworth Group Inc.	N	3	\$94,399.00	\$40,086.00
Bowlby & Assoc.	N	4	\$87,320.00	\$10,145.00
Geotechnology	N	2	\$82,932.00	\$29,451.00
Golder Associates Inc.	N	1	\$82,523.00	\$118.00
Hutchison Engineering, Inc.	N	1	\$76,754.00	\$76,754.00
Merge Midwest Engineering	N	2	\$61,346.00	\$206.00
HS Smith and Company	N	1	\$56,479.00	\$8,086.00
Poepping, Stone, Bach & Associates, Inc.	N	1	\$45,975.00	\$45,975.00
Missouri State University	N	2	\$41,350.00	\$41,350.00
Custom Engineering Inc.	Y	1	\$21,415.00	\$507.00
Allstate Consulting LLC	N	1	\$11,400.00	\$11,400.00
Kaskaskia Engineering	Y	1	\$9,348.00	\$62.00
Lion CSG, LLC	N		\$0.00	\$2,981.00
WSP USA Inc.	N	15	\$18,922,544.00	\$1,700,471.00
Totals		718	\$483,948,578.00	\$276,702,192.00

**Engineering Consultant Services  
Contracts Utilizing the DBC Budget  
Contracts Executed**

<b>Consultant</b>	<b>DBE Firm Y/N?</b>	<b>Number of Contracts</b>	<b>Current Budget Amount</b>	<b>Available Budget Amount</b>
Bacon Farmer Workman Engineering & Testi	N	2	\$54,654	\$54,654
Burns & McDonnell	N	1	\$239,436	\$239,436
EFK Moen	Y	1	\$112,775	\$112,775
Engineering Surveys & Services, LLC	N	1	\$14,592	\$14,592
Garver LLC	N	1	\$1,612,450	\$1,612,450
George Butler Associates, Inc. (GBA)	N	1	\$215,667	\$215,667
HDR	N	1	\$366,081	\$366,081
HNTB	N	1	\$23,081	\$23,081
Klingner & Associates, P.C.	N	1	\$193,666	\$193,666
Lochmueller Group	N	2	\$279,850	\$279,850
Olsson Assoc.	N	1	\$156,177	\$156,177
Wilson & Company	N	1	\$931,906	\$931,906
		14	\$4,200,336	\$4,200,336