

Posted: February 27, 2025 at 2:00 p.m.
MHTC Central Office
105 West Capitol
Jefferson City, Missouri 65101

Copies of this notice may be obtained by contacting:
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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.

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

March 5, 2025

Open Meeting 9:00 a.m.

| | <u>Est. Time</u> |
|---|------------------|
| COMMISSION ITEMS. | |
| 1. Action Item – Consideration of Minutes: Regular Meetings on January 8, 2025 and February 5, 2025, and Special Meetings on January 7, 2025, January 15, 2025, and February 4, 2025. | 9:05 – 9:10 |
| 2. Action Item – Consideration of Items on the Consent Agenda. | 9:10 – 9:15 |
| a. Removals. <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. Abstentions. <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. Non-Action Item – Committee and Board Reports. | 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. Non-Action Item – MoDOT Director’s Report. | 9:30 – 9:45 |

Est. Time

MODOT PRESENTATIONS.

1. **Action Item** – **Consideration of Bids for Transportation Improvements.** 9:45 – 10:00
Danica Stovall-Taylor, Assistant State Design Engineer
2. **Non-Action Item** – **Scenic Byways, U.S. Bicycle Route System, Outdoor Advertising, and Junkyards Overview.** 10:00 – 10:15
Brenda Harris, Assistant to the State Design Engineer-Right of Way; Gidget Koestner, Policy and Innovations Engineer; and Jennifer Hall, Outdoor Advertising Manager
3. **Non-Action Item** – **Speed Limit Guidelines and Considerations.** 10:15 – 10:30
Jon Nelson, State Highway Safety and Traffic Engineer, and Ray Shank, Traffic Liaison Engineer
4. **Action Item** – **Consideration of Proposals for the Kaysinger Basin Bridge Bundle Design-Build Project.** 10:30 – 10:45
Eric Schroeter, Deputy Director/Chief Engineer, and Shannon Kellner, Project Director

COMMISSION ITEMS.

5. **Action Item** – **Election of Chair and Vice Chair.** 10:45 – 11:00

-- 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. **[Report and Recommendation Regarding Final Order of Rulemaking – Breath Alcohol Ignition Interlock Device Certification and Operational Requirements.](#)**

Consideration of 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*.
Becky Allmeroth, Chief Safety and Operations Officer

BUSINESS ISSUES.

2. **[Recommendation for Banking Services Provider.](#)**

Consideration of proposal for banking services for the checking and investment accounts maintained for the Local Fund Account, the Medical and Life Insurance Plan, the Self Insurance Plan, and the Missouri Transportation Finance Corporation.
Brenda Morris, Chief Financial Officer

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP).

3. **[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 eleven Highway and Bridge projects and six Recreational Trails projects.
Eric Schroeter, Deputy Director/Chief Engineer

4. **[Approval of Plans for Condemnation.](#)**

Request for ratification of staff approval of detailed right of way plans on various routes.
Danica Stovall-Taylor, Assistant State Design Engineer

| <u>County</u> | <u>Route</u> | <u>Job Number</u> |
|---------------|--------------|-------------------|
| Jackson | 24 | JKU0226 |
| Jackson | 350 | JKU0404 |
| Lincoln | 47 | JNE0003 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) (continued).

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

Route 95, From Business Route 60 to Route N, Wright County.

This project includes proposed improvements involve widening Route 95 to include a center left-turn lane from near the U.S. 60 Interchange to Business 60 and 5-lane roadway from the Route 60 eastbound ramps to 17th Street in Mountain Grove, Missouri. The project also includes the construction of two roundabouts at the intersections of 3rd Street/Route 95 and at Route 95 and eastbound on/off ramps. To improve safety, access points along the corridor will be removed. Sidewalks will be improved in compliance with the current standard of the Americans with Disabilities Act (ADA). Estimated cost for this improvement is \$11.9 million.
Mark Croarkin, Southeast 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 January 31, 2025.
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 JEFFERSON CITY, MISSOURI,
WEDNESDAY, JANUARY 8, 2025**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, January 8, 2025, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson 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: Warren K. Erdman, Francis G. Slay, and Daniel J. Hegeman. Gregg C. Smith and Ann Marie Baker were 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; Melinda Grace-Beasley, Assistant Chief Counsel-Human Resources; and Pamela J. Harlan, Secretary to the Commission, were present on Wednesday, January 8, 2025.

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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 Hegeman, a quorum of Commission members present approved the minutes of the regular meeting held on December 4, 2024, and the special meeting held on December 3, 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 January 8, 2025, Consent Agenda

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

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees' Retirement System Board of Trustees. A Commissioner also serves on the Missouri Coalition for Roadway Safety Executive Committee. The following committee and board reports were made during the January 8, 2025, 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 shared that the legislative session started today. He noted a lot of activities were occurring this week in the state's Capitol as House and Senate members will be sworn into office. This hustle and bustle will continue for the next couple of weeks as preparations continue for the swearing in ceremonies of statewide officials including the state's newest Governor, Mike Kehoe. He reported staff delivered the department's annual report to the Governor, Lieutenant Governor, and members of the Joint Committee on Transportation Oversight. This annual report includes a copy of MoDOT's Annual Comprehensive Financial Report, the *Citizen's Guide to Transportation Funding in Missouri*, the *Financial Snapshot*, and *MoDOT's Results* document.

As outlined in statute, MoDOT Director Hassinger will have the opportunity to appear before the Joint Committee to present the report to its members at a time and place yet to be determined.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report this month and the next MTFC meeting will be held February 5, 2025.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Erdman reported the MPERS Governance Committee met on December 9, 2024. At this meeting the committee reviewed several governance policies. The next board meeting is scheduled for February 21, 2025.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported with the start of a new year, the department has preliminary data on the end of the year traffic fatalities for Missouri in 2024. As of Friday, January 3, preliminary data indicates 942 people were killed in Missouri traffic crashes in 2024. This is a 5 percent decrease from 2023 and the second year in a row in which traffic fatalities in Missouri have decreased.

Commissioner Boatwright highlighted that the Missouri State Highway Patrol has reported zero traffic fatalities during the New Year’s holiday. While the progress is encouraging, the loss of life on Missouri roads remains substantial with more than 900 people losing their lives in each of the past five years.

The Missouri Coalition for Roadway Safety Executive Committee will meet later today, where the committee will be taking a closer look at safety trends in 2024, opportunities for improvement in 2025, and updates to the state’s strategic highway safety plan. He encouraged everyone to do their part by committing to buckle up and put the phone down.

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DIRECTOR’S REPORT

During the January 8, 2025, Commission meeting, Director Ed Hassinger provided the following report:

Introduce New Leadership – Director Hassinger noted he had two leadership positions to introduce. He asked Eric Schroeter to come forward. The Director was pleased to announce Mr. Schroeter as the department’s new Deputy Director and Chief Engineer. He stated that Mr. Schroeter has been with the department for 32 years, including the past six years as the Assistant Chief Engineer. He started his MoDOT career in 1992 working in construction for the Central District and then served as the Central District Maintenance Engineer. In 2013, Mr. Schroeter he moved into the statewide role as State Design Engineer. He holds a Bachelor of Science in Civil Engineering from the University of Missouri and is a registered Professional Engineer. The Director stated Mr. Schroeter’s experiences will be critical in guiding and directing the department delivering the largest construction program in MoDOT history as well as the focus on improving operations and overall customer service.

Director Hassinger also announced Pamela Harlan as the department’s new Governmental Relations Director. He stated Ms. Harlan has been with the department for 28 years, including six years in the Chief Counsel’s Office and five years in the Governmental Relations Division before being appointed to the role of Commission Secretary in 2007. She holds a Bachelor of Arts in Political Science from the University of Missouri. The Director stated in addition to her various responsibilities as Commission Secretary, Ms. Harlan also led the effort to automate the contract process as well as compile all the commission policies, making them easily accessible for the Commission and the department to reference regularly. In her previous time spent in Governmental Relations, she regularly attended legislative committee hearings, met with lawmakers on behalf of the department, and advocated for the commission’s legislative agenda. Ms. Harlan’s time spent working alongside dozens of Commissioners, as well as her former experience as a legislative liaison, makes her uniquely qualified for this role. The Director stated he is thrilled to have Ms. Harlan back in Governmental Relations where her experience, leadership, industry knowledge, and awareness will allow her to continue the important work being done with local, state, and federal officials.

AGC Co-op – Director Hassinger reported the 26th annual co-op meeting with MoDOT and the members of the Missouri Associated General Contractors was held on December 5-6. The meeting facilitates discussion in this important public – private partnership to examine innovations, share best practices, discuss what is coming next with projects, and most importantly to foster partnering and relationship building.

During this time of unprecedented amount of construction work, it is critical to build even closer partnership with the department’s private sector contractor community. The department and partners must continue to work together to deliver on-time and on-budget projects for Missouri.

The department was honored to have the Governor-Elect Mike Kehoe speak on the second morning about the importance of transportation and economic development for Missouri. The Director displayed a slide showing the largest crowd ever was in attendance. He stated it is a positive step in continued partnerships.

I-70 Rocheport Bridge Opening – On December 10, a ribbon cutting ceremony was held to celebrate the new Lance Corporal Leon Deraps Interstate 70 Missouri River Bridge at Rocheport. The Director shared a short video with highlights from the celebration. The new eastbound I-70 bridge opened to traffic on December 20. Construction on this \$220 million project began in early 2022. Funding for the project came from several sources including the City of Boonville, the City of Columbia, Boone County, Cooper County, and an \$81.2 million INFRA grant, secured with assistance from Missouri U.S. Congressman Sam Graves.

Although it was a bit cold, it was a great celebration with Governor Parson who had the rare opportunity to see a major river bridge receive funding, break ground, and open to traffic during his tenure. Commissioner Boatwright, Commissioner Smith, and former Commissioners Tom Waters and Brian Treece were in attendance. Director Hassinger congratulated the entire MoDOT team who worked on this river bridge.

Loss of Active Employee – With a heavy heart the Director recognized the loss of one of the department’s district leaders. Southwest Assistant District Engineer Laurel McKean passed away Friday, December 20 after a long hard-fought battle with cancer. She was only 51. Over her career Ms. McKean worked in several locations around the state including the previous Macon district office, Kansas City, and Springfield. She also led several statewide teams. Laurel McKean was a champion for traffic and incident management and recently also served as the Project Director for the I-44 Design-Build bridge bundle. She will be greatly missed.

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PUBLIC COMMENTS

CONCERNS ABOUT SPEED LIMIT IN LONE ELM MISSOURI

Nancy Vieth, Concerned Citizen; David Muntzel, Former State Representative; George Monk, Presiding Cooper County Commissioner; and Charlie Melkersman, Former Cooper County Eastern District Commissioner, presented their concern regarding the speed limit at Lone Elm. They noted for

decades the speed limit was set at 45 miles per hour but in recent years it has been raised to 55 miles per hour. They stated this section is six tenths of a mile and the county could install the signs for MoDOT.

Mr. Melkersman noted the increase in the speed limit contributes to safety issues with the school and the Community Center. Mr. Muntzel emphasized his support for the material given to the Commission. He noted that Missouri House Representative Tim Taylor could not be present at this meeting but asked Mr. Muntzel to express his full support of the recommendation to lower the speed limit. Mr. Muntzel noted that several times this meeting he had heard an emphasis on safety and their request is for safety. He shared that he has witnessed excessive speeds throughout this area and has heard of multiple near misses of accidents. He noted there is a huge church, fire department, helipad, and MFA business along the roadway with a lot of traffic. Mr. Muntzel asked the Commission and Director to look at and consider the reduction of the speed limit at the above-mentioned intersection.

Commissioner Boatwright thanked the group for their presentation and bringing their concerns to the Commission. He encouraged Ms. Vieth, Mr. Monk, Mr. Muntzel, and Mr. Melkersman to continue working with the Central District.

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CONCERNS ABOUT COMMISSION TRANSPARENCY

Arnie Dienoff expressed his gratitude for MoDOT road crews for their hard work keeping the roads safe during the recent inclement weather. He inquired who the MoDOT Deputy Director and Secretary to the Commission would be, and also about the presentation regarding the department's process for selling excess property for economic development to the community. Mr. Dienoff noted the last City of O'Fallon zoning meeting discussed the need for a parking development on Highway DD at Caldonia Parkway and asked MoDOT to work with the developer. He shared his distrust of the Commission and the department because meeting materials are not posted online. He believes the Commission would be more transparent if meeting material would be posted online prior to the meeting. He noted his

disagreement with the department's response to his sunshine requests. Furthermore, he verbally requested the December 2024 and January 2025 commission meeting material, as the only thing available to the public is the agenda.

Commissioner Boatwright advised Mr. Dienoff the Deputy Director is Eric Schroeter and the Secretary to the Commission is going to be filled. He noted that the Excess Property Overview presentation today informed the public of the process of excess property conveyance and utilizing outside resources for appraisals to speed up the process. He encouraged the developer working on the O'Fallon development to begin conversations with the department on the process and next steps.

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MODOT PRESENTATIONS

FINANCIAL FORECAST UPDATE

On behalf of the Director, Brenda Morris, Financial Services Director, presented the financial forecast for fiscal years 2026-2030. MoDOT prepares an annual financial forecast to estimate future revenues and expenditures. The forecast is the basis for MoDOT's operating budget, and the funding targets provided to planning partners and MoDOT staff to select projects for the Statewide Transportation Improvement Program (STIP). The financial forecast estimates the various components of state revenue, including the state motor fuel tax, motor vehicle sales taxes, motor vehicle and drivers' license fees, federal funds from the federal motor fuel tax, and other sources as provided by Congress and the Missouri legislature.

The department's projections use a combination of historical information and information from third party sources. The information in the financial forecast is then used to develop the appropriations submission and the department's allocation of resources for operating as well as the targets that are provided to transportation partners in the development of the STIP.

Ms. Morris noted the last couple of years has resulted in additional revenue and bond proceeds

being a part of the available resources to the department. This forecast includes some one-time sources of revenue. It includes the Improve I-70 Program \$1.4 billion of General Revenue 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. The financial forecast includes 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 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 \$9.7 million of General Revenue for the Governor's Transportation Cost Share Program approved for fiscal year 2020. The forecast also includes \$64.7 million from the Budget Stabilization Fund for the Governor's Transportation Cost Share Program approved for fiscal year 2023. It also includes \$45.2 million of General Revenue for annual debt service payments for bonds issued for the Governor's Focus on Bridges program. Amendment 3 bond issuances of \$654.4 million in 2026, \$579.6 million in 2028, and \$507.8 million in 2030 are also included in this forecast. It also includes the continued implementation of Senate Bill (SB) 262 motor fuel tax increase with full implementation on July 1, 2025. This forecast also includes financing for the I-70 Rocheport Bridge and I-70 at Mineola Hill projects, which were partially financed with a loan from the Missouri Transportation Finance Corporation. The forecast includes loan disbursements in fiscal years 2024 and 2025 along with the corresponding loan repayments.

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.

Fiscal Year 2024 actual revenues were \$2.6 million more than projected. Motor fuel taxes were a bit volatile from 2020 to 2023 but seems to have started leveling off in 2024. Moving forward, vehicles with greater fuel economy and vehicles powered by alternative fuels will off-set increases in vehicle miles traveled. This forecast includes an annual decline of -0.20 percent for 2025 and beyond. The overall impact is \$15.6 million more in this forecast compared to last year's forecast.

The motor fuel tax growth assumption does not include SB 262 and has a slow decline in this forecast. The assumption for motor fuel tax is -0.20 percent decline for 2024 to 2026 and -0.25 percent decline for 2027 and beyond as vehicles with greater fuel economy and alternative fuels will off-set increases in vehicle miles traveled. The overall impact is \$83.7 million less compared to last year's forecast.

Assumptions for the state motor fuel taxes 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 overall impact is \$8.8 million more for Senate Bill 262 Motor Fuel taxes.

Motor vehicle sales tax revenues growth assumption for 2025 and subsequent years is 3.0 percent. The overall impact is \$1.9 million more than last year's forecast.

The motor vehicle and driver's licensing fees is \$22.1 million less than what was projected in 2024. Using a four-year average, the growth assumption for 2025 and subsequent years is 1.5 percent. The overall impact is that this forecast is \$66.3 million more than last year's forecast.

Federal revenues include the federal funds for construction projects, preventive maintenance, design work, planning and research, and pass-through funds to local entities. The financial forecast includes the estimated federal apportionments from the Infrastructure Investment and Jobs Act (IIJA) as

approved by Congress. The overall impact is an increase of \$91.1 million of federal revenue from last year's forecast.

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

- \$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.

For the 2024-2030 periods, the forecast relies on deficit spending in each year. 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 forecast includes only road and bridge revenues and disbursements. The disbursements for program delivery include contractor awards, the design and bridge consultant engineering costs, right of way acquisitions, and debt service. Contractor awards are expected to be \$2.1 billion in 2024, \$2.4 billion in 2025, \$1.4 billion in 2026, \$2.5 billion in 2027, \$2.0 billion in 2028, and \$1.4 billion in 2029 and 2030. The design and bridge consultant engineering costs are projected to be \$130 million in 2024 and \$110 million in 2025 and beyond. The right of way acquisitions are forecasted at \$30 million for 2024 and beyond.

The forecast includes only road and bridge revenues and disbursements. For the other modes, the bulk of available funding is from the federal government and totals approximately \$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.

Following discussion, the Commission commended the department and its excellent management of transportation funding in a fiscally responsible way for Missouri. Commissioner Hegeman thanked the General Assembly, the Governor, and federal delegates like Congressman Graves who are transportation advocates for the state of Missouri. Commissioner Erdman noted the department is exceedingly careful about debt and protecting against risk. The accelerated amortization is a breakthrough and is how the department is responsibly handling this short term debt. He also noted the increase of staffing for operations is not an increase in the budget, just the authorization to fill those positions. Commissioner Boatwright thanked Ms. Morris for her presentation.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

On behalf of the Director, Llans Taylor, Transportation Planning Director, reviewed with the Commission how the Statewide Improvement Program (STIP) is developed. The 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 the citizens of Missouri. The STIP describes how the taxpayers' transportation dollars are being invested.

Mr. Taylor explained the Transportation Planning Division's STIP development role is to connect data with stakeholder input and needs to deliver transportation improvements. The division's focus is on the data, policy, and providing guidance and support to the districts. The districts are the implementation arm of this effort. They work directly with the local leaders and citizens to get their perspective on needs and challenges. Through the district's effort they are building the relationships on trust and cooperation so when it is time to have the difficult conversation about having too few resources and too many needs, they can work together and move forward with a plan.

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. MoDOT works with planning partners, transportation stakeholders, and customers to identify road and bridge improvement projects for inclusion in the STIP. Once developed, the draft STIP is brought to the Commission at the May Commission meeting. The draft STIP is then 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. 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.

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. MoDOT's Long Range Transportation Plan was developed through robust, statewide outreach, engaging transportation stakeholders to establish goals and a 25-Year vision of transportation in Missouri. It identifies five goals for transportation improvements in Missouri:

- 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

The High Priority Unfunded Needs List is generated based on the recognition that there is an annual shortfall of \$1.1 billion a year. Working with planning partners, \$5.4 billion of regional needs are identified and prioritized on the unfunded needs list. Statewide and major bridge needs add \$5.1 billion to the unfunded needs list. This combines to \$10.5 billion of identified high priority unfunded needs for the next ten years. These needs are grouped and listed in Tiers 1, 2, or 3; or Multimodal, Major Bridge, or Statewide.

The financial forecast allows the department to estimate the funds that will be available for programming projects. Once the department knows the funds available from the financial forecast, it can distribute the funds through the commission approved STIP funding allocation. The funding distribution is based on system size (includes number of miles of roadway, and square foot of bridge deck, etc.), system usage (includes vehicle miles traveled), fatalities and serious injuries (includes accident history), population, and employment. The estimated amounts for the Fiscal Year 2025 Funding Distribution includes \$58 million for safety, \$706 million for asset management, and \$1 billion for system improvements, totaling \$1.764 billion for construction program funds. This amount does not include the additional state funding that is available for the Improve I-70 program, Forward 44 program, and legislative designated projects.

Mr. Taylor explained the department is focused on maintaining the roads and bridges in a condition that is as good as can be sustained. This is where the challenging work takes place in the districts to address asset management before using funds for system improvements. Mr. Taylor then described MoDOT's planning partners which include Regional Planning Commissions (RPCs), MPOs, and Transportation Management Areas (TMAs). In 1965, the Missouri Legislature enacted the State and Regional Planning and Community Development Act, which created RPCs. An RPC is a consortium of local governments, many of which use Transportation Advisory Committees to establish regional consensus on transportation issues and prioritize transportation needs within their regions. These organizations work directly with MoDOT to establish their district wide priorities for transportation project prioritization. MPOs are established for urbanized areas with a population over 50,000. An MPO acts as a council of governments that facilitates collaboration by stakeholders. The MPO establishes a metropolitan transportation plan/transportation improvement plan specific to their region and works directly with MoDOT to establish their region's transportation projects. The MPO uses committees and boards, working with stakeholders, to formally take action and commit to projects. TMAs are established for urbanized areas with a population over 200,000. TMAs are essentially MPOs with additional planning and programming requirements. There are three TMAs in Missouri: East West Gateway Council of Governments in St. Louis, Mid-America Regional Council in Kansas City, and the Ozarks Transportation Organization in Springfield.

Transportation planning in Missouri is a pipeline that carries stakeholder input directly to the decision-making process and maintains their voice in transportation solutions. Once programmed, what once were needs are now committed projects that will address transportation in each region and help provide a world-class transportation system that is safe, innovative, reliable, and dedicated to a prosperous Missouri. The next steps in the STIP development process include having the Transportation Planning staff statewide engage with partners to create the new STIP. The goal is to have a draft prepared in May for presentation and consideration by the Commission.

Commissioner Hegeman thanked Mr. Taylor for his presentation and noted the current planning model is appreciated by partners and gives the local communities a voice in transportation.

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MODOT IMPROVE I-70 PROGRAM REPORT

On behalf of the Director, Eric Kopinski, Improve I-70 Program Project Director, provided to the Commission an update regarding the Improve I-70 Program. 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. Missouri has 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. Construction of the Missouri portion of I-70 was completed in 1965 making it the oldest interstate in U.S. history.

The safety and economic prosperity of Missourians depends, in part, on an I-70 that grows along with the state and nation. MoDOT has been formally studying the I-70 corridor for over 25 years as there have been many concepts and ideas; it came down to funding. With the passage of the State Fiscal Year 2024 budget on June 30, 2023, the Missouri General Assembly allocated \$2.8 billion in state funding from the General Revenue Fund for the Improve I-70 Program. The funding is to be utilized to add a third lane and rebuild/repair the existing lanes to both eastbound and westbound I-70 from Blue Springs to Wentzville for a total project length of nearly 200 miles. Mr. Kopinski noted that of the \$2.8 billion in funding, \$1.4 billion is General Revenue funds with transfer authority to the State Road Fund (SRF) to directly pay for project costs and the remaining \$1.4 billion is for debt service payments from bonds issued by the Missouri Highways and Transportation Commission (MHTC) for the Improve I-70 Program.

Mr. Kopinski reported MoDOT is using internal staff to deliver as much of the Improve I-70 Program as possible. In total, 23 full-time staff are being utilized for the program. The program is being implemented with a centralized approach and a Program Director who is overseeing the entire Improve I-70 Program. By doing this it will help ensure consistency across the nearly 200 miles. To help deliver the various segments of the program within the internal team an east, central, and west team were developed. These dedicated employees work tirelessly to keep the project moving forward and in collaboration with Federal Highway Administration as I-70 is a federal interstate and a Department of Defense route.

The Improve I-70 Program includes eight total project segments across the state. The nearly 200 miles will be broken into various contracts that will be awarded as either design-bid-build or design-build. Total completion of the corridor is anticipated by the end of 2030. In June 2024, a groundbreaking ceremony was held in Columbia to celebrate the culmination of the procurement effort and began work on I-70 in late summer. In the fall, paving began on the third lane of a seven mile stretch from Kingdom City to Columbia. The next paving operation will be the seven mile stretch from Columbia to Kingdom City.

In November 2024, the team brought the Warrenton to Wentzville stretch of the program to the Commission for award. Mr. Kopinski noted this section of improvements includes projects previously programmed in the Statewide Transportation Improvement Program (STIP), which are now being combined into one large project and will address widening, realignment, an interchange, and a bridge replacement. Due to the age of the infrastructure, the project will be brand new full depth pavement for all three lanes. The team has begun public meetings on this stretch of roadway, with a groundbreaking ceremony and construction tentatively beginning in early spring.

Mr. Kopinski highlighted the upcoming projects of the Improve I-70 Program. The 20 miles of I-70 from Blue Springs to Odessa had five industry teams shortlisted for this project. The tentative project

award date is May 7, 2025. The 14 miles of I-70 from Rocheport to Columbia will begin the procurement process in June 2025. The tentative project award date is November 5, 2025.

As with every project MoDOT programs, getting public input is critical to success from the early design stage to the final ribbon cutting. In August 2023, MoDOT completed seven statewide initial public meetings in cities along the I-70 corridor with over 1,000 in person attendees. The purpose of these meetings was to inform residents and stakeholders that the funding was in place and construction would soon be underway. MoDOT also sought input from the public for the projects. From August 2023 to November 2024, MoDOT completed seven industry meetings around the state with over 750 in person attendees. Over 3,000 individuals have signed up for the Improve I-70 Program emails.

Mr. Kopinski concluded with information on the Improve I-70 work zone safety. He noted while most of the traveling is respectful, paying attention, not speeding or impaired, there are drivers speeding through these work zones or driving inattentively. The team is going to re-engage law enforcement partners to step up enforcement efforts in work zones.

Commissioner Erdman thanked Mr. Kopinski for his presentation and appreciated the outreach with the local communities and engaging with them to hear their desires and concerns. The Commission commended Mr. Kopinski and the entire Improve I-70 team for this historic project of monumental size and funding.

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MOTOR CARRIER SERVICES UPDATE

On behalf of the Director, Aaron Hubbard, Motor Carrier Services Director, provided to the Commission an overview of the responsibilities and accomplishments of the Motor Carrier Services (MCS) Division. Prior to 2002, the Motor Carrier Services division's single function was the issuance of oversized and overweight permits by Executive Order 02-03. The functions of several agencies were consolidated into a centralized one stop shop to increase access and efficiency of service and serve as a

single point of contact for the transportation industry. Now there are two sides of the division: one is the Communication Compliance Center where they take care of registrations, collect fuel taxes, and issue permits, and the other is the Safety and Compliance section that ensures safe operations around the state.

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

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

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

The Compliance Communications Center team processed over 125,000 registrations and fuel tax transactions, issued 160,000 oversize/overweight permits, and registered over 65,000 commercial vehicles. The Safety and Compliance employees encourage compliance with state statutes and federal regulations. This section also conducts new entrant safety audits and guide and educate carriers from the beginning of their brand-new business. The Safety and Compliance section conducted over 1,000 federal safety audits, completed over 1,100 vehicle inspections, and performed 264 full-on carrier investigations.

Mr. Hubbard reported that while staff strive for peak production, that output must always be balanced with measurable quality of service. Every month 1,200 carriers who recently conducted business with the Motor Carrier Services division is invited to describe their experience and provide suggestions for improvements and process changes. Obtaining this customer feedback is valuable as the division strives to adapt to an ever changing industry. For the first three quarters in calendar year 2024, 94.8 percent of respondents reported a positive interaction with the division. The customer satisfaction was 92.3 percent

for calendar year 2023, 87.3 percent for calendar year 2022, 96.2 percent for calendar year 2021, and 96.2 percent for calendar year 2020. Mr. Hubbard noted that while the primary objective is to educate, assist, and advocate for motor carriers, staff are still responsible for enforcing regulations, assessing penalties, and when warranted, placing non-compliant carriers out of service. Given this variance of interaction, feedback consistently acknowledges their appreciation of staff efforts.

An integral component of high customer service rating is the effective management of the phone queue. In 2023, staff handled over 120,000 inbound phone calls with an average hold time of 2:09 minutes. Through November of calendar year 2024, the average wait time has decreased to 1:01 minutes. This performance is exceptional and has become the hallmark by which Motor Carrier Services distinguishes itself from all other call centers, public and private. Mr. Hubbard noted the 2022 data that reflects lower levels of customer satisfaction and higher average hold times. That year marked the most challenging for MCS operation post pandemic. Staffing shortages and historically high turnover in conjunction with the implementation of a new electronic business system for external users and the seismic market growth of carriers entering the industry stretched the division's limited resources. Overall performance certainly suffered at many levels but the resiliency of the MCS team shined through. Mr. Hubbard commented that while statistically the data may suggest this year to be the worst for customer service, it may have been the first especially considering the magnitude of all of the hardships presented.

MoDOT is an active member in both the International Fuel Tax Agreement (IFTA) and International Registration Plan (IRP). This allows MoDOT to collect user taxes and fees and transmit collections to other jurisdictions through a Clearinghouse. MoDOT Motor Carrier Services collects user taxes and fees and deposits approximately \$117 million dollars into the State Road Fund each year. Mr. Hubbard noted the past growth in the trucking industry led to increased deposits of 15 percent. While this historic performance is exciting, he noted that they are currently experiencing the plateau of that explosive growth.

Aside from the user fees collected, Motor Carrier Services also plays a crucial role in the preservation of the department's federal funding. Every year the division submits a state enforcement plan to the Federal Highway Administration (FHWA) that details the resources and activities committed to safeguarding the state's infrastructure. Failure to execute this plan and certify performance can result in a penalty withholding of 10 percent of Missouri's federal funding. Much of the success behind executing this plan centers on the performance of the department's safety partners, Mr. Hubbard noted while law enforcement partners are great in emergency management, they are also crucial to preserving the state's infrastructure. Through a memorandum of understanding, the Missouri State Highway Patrol operates the commission owned weigh stations and provide the necessary enforcement presence. It is a relationship that predates the department's obligation to certify a state enforcement plan with the oldest agreement on file from 1978. The Highway Patrol weighed over 500,000 commercial vehicles, performed over 44,000 vehicle inspections, and detected nearly 3,000 oversized/overweight vehicle violations, which is complimentary to the electronic pre-clearance service that provide mainline weigh in motion screening for another 12 million trucks traversing the state.

Mr. Hubbard highlighted the department's partnership with the Missouri State Highway Patrol. He noted the division works with several other partners including the Missouri Trucking Association, Missouri Dump Trucking Association, Federal Motor Carrier Safety Administration, as well as MoDOT Districts and Division.

Commissioner Slay thanked Mr. Hubbard for his presentation and commended Mr. Hubbard and his team for serving the public and making sure everyone gets the proper attention.

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EXCESS PROPERTY OVERVIEW

On behalf of the Director, Brenda Harris, Assistant to the State Design Engineer-Right of Way, updated the Commission on the department's excess property management. Director Hassinger began the

presentation by noting that one of the services the department provides is to manage the access to the highway system. The department receives about 1,400 requests every year for access, from building a driveway to building an interchange. Of those 1,400 requests, about 260 requests are for commercial access. Typically, those requests are also in conjunction with the request to purchase any excess right of way as part of the development. The department's role is to make sure that the access is consistent and safe. Director Hassinger noted that others involved in this process from the private and public sector were invited, including the Department of Economic Development.

Ms. Harris reported Realty Asset Management also known as the excess property disposal process, involves the management of Commission-owned lands and leaseholds. The goal of Realty Asset Management is to retain no more excess property than is needed for future expansion and relinquish property no longer needed for the operation of the state highway system. The parameters of this pursuit covered within state and federal laws include Section 227.290 RSMo, Title 23 Part 710 of the Code of Federal Regulations, the Missouri Constitution, Commission Policy, and MoDOT policy and procedures.

While state statute purports to grant responsibility to the Missouri Highways and Transportation Commission (MHTC) for the management and operation of MoDOT's excess property disposal, the statute also provides the option and discretion to convey at no cost to any other federal, state, or local governmental entity, any land for their public roadway or operation system. The Commission purchased these properties with road funds, and as such, are constitutionally prohibited from being diverted from the stated purpose. The statute also includes reference that excess lands will not be conveyed for less than fair market value to any governmental/local agencies for the purpose of capital gain or development opportunities that fall outside the classification of a "public roadway system".

Federal Highway Administration (FHWA) agrees that MoDOT cannot "give away" excess property due to language within the Code of Federal Regulations, which establishes parameters for conveyances, relinquishments, and leaseholds, stating "Current fair market value must be charged for the

use or disposal of all real property interest if those real property interests were obtained with Title 23 funding. Exceptions to this requirement must be submitted to FHWA in writing for consideration and approval.”

The Realty Asset Disposal process involves MoDOT’s District Right of Way (ROW) staff who are designated to manage the realty side of the department with assistance and guidance from Central Office Right of Way. The decision to sell realty owned by the Commission lies solely within the discretion of the Commission and department. As outlined within state statute, if realty is no longer needed for the operation of the highway system it can be sold or exchanged for approximate fair market value with those proceeds returning to the State Road Fund.

The creation of excess property can be a result of a project or redesign of an existing route. MoDOT has two criteria of excess property – stand alone or assemblage properties. If a property can stand alone, it can be marketed for sale to the general public. In the event a property is only available for assemblage, MoDOT can offer to sell it to the adjoining landowner.

On an annual statewide average, the districts receive approximately 300 customer requests to sell Commission owned properties. The district makes a determination on whether the requested property is considered excessive to the needs of the highway system. The majority of the requests give the customer the opportunity to provide the fair market value appraisal, Professional Land Survey, or both, in an effort to speed up the conveyance process. MoDOT does not have the available staff to prepare the appraisal and survey needed for the conveyance process as resources are stretched and in short supply.

Ms. Harris reported that Section 236.51 of the Engineering Policy Guide (EPG) guides MoDOT staff through the disposal process including procedures for the valuation methodology, legal opinion for ownership, survey requirements, sales agreement, environmental review, access management, utility impacts, and closing of sale. All associated information is retained for record retention and potential audit purposes.

Ms. Harris stated there are several types of excess property classifications involving different processes and procedures defined under the state and federal laws and provided examples of different conveyance types. She provided an example of a Change in Route and assembled excess property involving the old Route 136 in Atchison County. The new Route 136 was constructed to the south leaving the old roadway. This property could not stand alone and is only available to the adjoining landowner, who requested to purchase. The adjoining landowner added a portion of his own property and sold the tract to Dollar General for development. In the second example, an excess property that became available after a request to chip away from a wider than needed section of right of way. The requestor assembled it to their existing tract for added parking. The third example is a former MoDOT facility no longer needed for the operation and is considered a stand-alone parcel that was marketed and sold on the open market and awarded to the highest bidder. Prior to the sale, a plan for new access management was disclosed during advertisement. The purchaser agreed resulting in a couple of well managed access points. The final example provided involved a large project that fixed sloping, added outer roads, and intersection improvements, leaving a stand-alone property that was marketed and sold to the highest bidder. Ms. Harris noted that access was managed ahead of time, preventing any further access issues after a development begins.

Ms. Harris stated valuing excess property or determining fair market value is outlined and established in state statute and the Code of State Regulations. Approximate fair market value includes the price under two options: 1) excess parcels that are non-stand-alone, used for assemblage to an adjoining property, will be valued using across the fence calculations/taking on the value of the adjoining property; and 2) for stand-alone excess parcels, they will be marketed and sold through an open public sale process advertised for the appraised value. MoDOT utilizes good faith awareness practices by using a public auction service or other competitive bid process while also advertising on several news platforms.

Valuing non-stand-alone excess property that will be assembled to an adjoining land must have consideration to the size, shape, location, utility, access, and in some cases the physical characteristics such as slope, grade, elevation, and drainage of the parcel as these characteristics relate to the contributory value to the assembled property. The excess property is considered to be combined with an adjacent property and takes on the highest and best use and its value. If the ultimate assemblage changes the use of the property, the valuation is reflected as such.

Stand-alone realty are parcels large enough to have physical characteristics that allow them to be freestanding and appraised individually to determine the highest and best use using sales data to establish the fair market value. Stand-alone realty is generally developed and has a higher probability of involving a traffic access plan prior to sale approval to mitigate traffic flow issues in the event a large development is constructed. Ms. Harris noted that historically the department receives above fair market value for stand-alone parcels.

In conclusion, Ms. Harris stated that the department recognizes their role in actively managing the Commission owned property and ensures the citizens of Missouri are getting the best return for their tax dollars. The disposal of excess property is strictly governed by federal and state law. Operating outside of the requirements could jeopardize the department's ability to utilize federal dollars on MoDOT's projects and operations. Over the last decade, staff has conveyed 1,008 excess properties which resulted in \$43.4 million dollars returning to the State Road Fund. The sale of these properties has assisted local government by returning taxable land to the tax rolls and in some instances boasting economic development to the area.

Commissioner Smith thanked Ms. Harris for her presentation, education on the topic, and protection of taxpayer's dollars on such investments. Commissioner Erdman noted this topic does not get a lot of attention, but it is vitally important to the state, highway system, and economic development.

ADMINISTRATIVE RULES/POLICIES

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 establish the annual set-aside funding as \$9 million, so the funds are not reduced starting in fiscal year 2028.

On behalf of the Director, Todd Grosvenor, Financial Services 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.

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.**

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

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

On behalf of the Director, Brenda Harris, Assistant to State Design Engineer-Right of Way, presented to the Commission the final order of rulemaking for the Uniform Relocation Assistance Program administrative rule, Title 7, Code of State Regulations (CSR), 10-4.020, that will be accomplished via a permanent, amended rule. Changes to the rule are being made to align with the new June 3, 2024, federal regulations in Title 49, Code of Federal Regulations, Part 24, that implemented increased relocation assistance payments to the interested parties affected by this rule, specifically persons (i.e., landowners, tenants, etc.) that are displaced from their residence, business, or farm due to the Commission’s acquisition of real property with federal-aid highway funds to construct, reconstruct, rehabilitate, and maintain the state highway system as authorized by article IV, sections 29-34, Missouri Constitution. The new June 3,

2024, federal regulations implement Congress' 2012 enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21) that amended the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Under Section 536.175 RSMo, the Commission is required to review each of its rules in the *Code of State Regulations*, and as a result of this review, these rule changes were proposed for consideration.

At the October 2, 2024 Commission meeting, the Commission authorized the filing and publication of the proposed amended rule. Following Commission approval, staff filed this rule, along with the proposed emergency amendment, with the Joint Committee on Administrative Rules (JCAR) and the Office of the Secretary of State (SOS), who published the proposed permanent, amended rule in the *Missouri Register* for public comment. The public had from November 15, 2024, to December 15, 2024, to submit comments in support of or in opposition to the notice of amended rulemaking. No comments were received during the public comment period

After consideration, the Commission, via approval of the consent agenda, unanimously approved the final order of rulemaking for the permanent amended rulemaking, and authorized the Secretary to the Commission to file the final order of rulemaking with JCAR and SOS, and authorized the Director, 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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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Danica Stovall-Taylor, Assistant State Design Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month. She noted Call G02 has local funding, as noted in Table I below, and the department has not received all the necessary concurrences.

Ms. Stovall-Taylor recommended: (1) award of contracts to the lowest responsive bidders for bids received at the December 13, 2024, letting, as recommended, and noted in Table I below; (2) rejection of Call F05 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II below; and (3) rejection of Call F01 due to deficient bidding documents per Section 102.15(b) of the Missouri Standard Specifications for Highway Construction as noted in Table II below.

**Table I
Award of Contracts
December 13, 2024, Bid Opening**

| Call No. | Route | County | Job No. | Bid Amount | Non-Contractual Costs | Contractor | Description |
|-----------------|--------------|------------------------------------|----------------|-------------------|------------------------------|--|---------------------------------|
| A01 | I-29 | Andrew | J1I3262 | \$4,810,577.92 | \$0.00 | Emery Sapp & Sons, Inc. | 2 Bridge Rehabilitations |
| | | Atchison | J1I3280 | | | | |
| B01 | I-70 | Montgomery, Warren | J2I3309 | \$6,397,519.05 | \$0.00 | Emery Sapp & Sons, Inc. | Coldmill and Resurface |
| C01 | Y | Lafayette, Saline | J3S3162 | \$3,434,155.85 | \$0.00 | Radmacher Brothers Excavating Co., Inc. | Bridge Replacement |
| C02 | D | Cass | J4S3453 | \$821,458.82 | \$0.00 | Widel, Inc. | Bridge Replacement |
| D01 | I-44 | Laclede, Pulaski, Crawford, Phelps | JCD0104 | \$1,218,661.48 | \$0.00 | America's Parking Remarking, LLC | Pavement Marking |
| | I-70 | Cooper, Boone, Callaway | JCD0097 | | | | |
| D02 | 87 | Moniteau | JCD0113 | \$1,467,994.56 | \$27.68 | S & A Equipment & Builders, LLC | Roundabout |
| D03 | I-44 | Phelps | JCD0209 | \$397,397.00 | \$0.00 | The Truesdell Corporation of Wisconsin, Inc. dba Truesdell Corporation Midwest | High Friction Surface Treatment |
| D4A and D4B | 50 | Cole | J5P3523 | \$5,350,183.43 | \$0.00 | E & C Bridge, LLC | 3 Bridge Rehabilitations |
| | 54 | | J5P3525 | | | | 8 Bridge Rehabilitations |

| Call No. | Route | County | Job No. | Bid Amount | Non-Contractual Costs | Contractor | Description |
|----------|--|--|----------|-----------------|-----------------------|---------------------------------------|---|
| | 50 | | JCD0075 | | | | Bridge Removal |
| F02 | 100 | Franklin | JSL0035 | \$8,843,900.00 | \$0.00 | N.B. West Contracting Company | Coldmill, Resurface, Bridge Deck Replacement and Bridge Deck Rehabilitation |
| F03 | 231 | Jefferson | JSL0042 | \$1,083,916.57 | \$0.00 | Gershenson Construction Co., Inc. | Coldmill and Resurface |
| F04 | I-70 | St Charles, St Louis, St Louis City | JSL0127 | \$474,857.73 | \$0.00 | STF, LLC dba Traffic Control Company | Pavement Marking |
| G01 | 76 | Taney | JSR0053D | \$2,179,972.56 | \$0.00 | Louis-Company, LLC | Bridge Rehabilitation |
| | 160, I-49, 65, BU 65, Branson Landing Blvd | Dade, McDonald, Taney | JSR0053 | | | | 5 Bridge Rehabilitations |
| G02* | I-44 | Greene | J8I3044C | \$70,750,000.00 | \$0.00 | Capital Paving & Construction, LLC | Grading, Drainage, and Pavement |
| | | | J8I3225 | | | | Resurface |
| | | | JST0088B | | | | Pavement Improvements |
| | | | JSU0076 | | | | Grading, Drainage, Bridge, and Pavement |
| | | | JSU0114 | | | | Sound Abatement |
| G03 | 59, 90, O | McDonald, Newton | JSR0097 | \$1,238,938.99 | \$0.00 | Advanced Highway Sign and Supply, LLC | Sign Installation |
| | Various | Barry, Lawrence, Stone, Taney, Webster | JSR0099 | | | | |
| H01 | 72 | Iron, Madison | J9P3736 | \$5,580,000.00 | \$0.00 | Pace Construction Company, LLC | Resurface and Add Shoulders |
| H02 | 142 | Butler | J9S3673 | \$2,545,000.00 | \$0.00 | Pace Construction Company, LLC | Resurface and Bridge Rehabilitation |
| | 158 | | J9S3672 | | | | Resurface |
| H03 | BB | Scott | J9S3741 | \$3,300,000.00 | \$0.00 | | |

| Call No. | Route | County | Job No. | Bid Amount | Non-Contractual Costs | Contractor | Description |
|----------|---------|-------------------|---------------|-------------------------|-----------------------|--------------------------------|-----------------------------|
| | BU 60 | New Madrid, Scott | J9S3722 | | | Pace Construction Company, LLC | Resurface and Add Shoulders |
| | ZZ | Scott | J9S3743 | | | | |
| H04 | Various | Various | JSE0129 | \$1,726,602.00 | \$0.00 | James H. Drew Corporation | Sign Replacements |
| H09 | 60 | Wright | JSEM0070 | \$59,519.97 | \$0.00 | Emery Sapp & Sons, Inc. | Pavement Grooving |
| | | | TOTAL: | \$121,680,655.93 | \$27.68 | | |

* Call G02 – Funding by Green County – \$76,500.00 (JSU0076)

+ Call G02 – Contingent upon transfer of funds (JST0088B)

**Table II
Rejection of Bids
December 13, 2024, Bid Opening**

| Call No. | Route | County | Job No. | Description |
|----------|-------|----------------|---------|--|
| F01 | 67 | St. Louis | J6S3669 | 2 Bridge Deck Replacements and 1 Bridge Rehabilitation |
| F05 | I-70 | St. Louis City | JSL0075 | Microsurfacing |

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 December 13, 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 Call F05 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II above.
3. Rejected Call F01 due to deficient bidding documents per Section 102.15 (b) of the Missouri Standard Specifications for Highway Construction as noted in Table II above.

Commissioner Boatwright abstained from Call H03. Commissioner Erdman abstained from Calls C02 and D4A.

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FORWARD 44 PROJECT CONTRACT AUTHORIZATIONS

On behalf of the Director, Brenda Morris, Chief Financial Officer, explained Interstate 44 remains a vital east-west corridor that supports economic activity in Missouri and across the country. Approximately 35,500 vehicles travel on I-44 daily, 29 percent of which are commercial vehicles with some segments as high as 40 percent commercial vehicles. During the 2024 Missouri legislative session, the Missouri General Assembly, with Governor Parson’s support, addressed a top transportation need in the state, improving I-44. The General Assembly demonstrated their support for improving I-44 through passage of MoDOT’s fiscal year 2025 appropriations bills. These bills, approved by Governor Parson, provide General Revenue for the costs to plan, design, construct, reconstruct, rehabilitate, and repair specific portions of I-44 as noted in the appropriations.

One of the conditions for the transfer of General Revenue into the State Road Fund I-44 Improvement Fund for the Forward 44 program is evidence of an awarded contract by the Missouri Highways and Transportation Commission.

Ms. Morris presented the Forward 44 contracts listed below for the Commission’s consideration and award, contingent upon the transfer of funds from the Office of Administration I-44 Improvement Fund to the State Road Fund 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.

Ms. Morris also recommended the Commission authorize (1) the Director or Chief Financial Officer to request the transfer of funds from the Office of Administration I-44 Improvement Fund to the

State Road Fund I-44 Improvement Fund, and (2) the Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, and Chief Financial Officer 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.

Via approval of the consent agenda, the Commission took the following action.

1. Awarded the contracts listed above contingent upon the transfer of funds from the Office of Administration Improve I-44 Improvement Fund to the State Road Fund I-44 Improvement Fund.
2. Authorized the Director or Chief Financial Officer to request the transfer of funds from the Office of Administration Improve I-44 Fund to the State Road Fund I-44 Improvement Fund.
3. Authorized the Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, and Chief Financial Officer or their designee to execute the contracts and documents that are part of the Forward 44 Program, subject to approval as to form by the Chief Counsel's Office.

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IMPROVE I-70 PROJECT CONTRACT AUTHORIZATIONS

On behalf of the Director, Eric Kopinski, I-70 Program Coordinator, explained Interstate 70 remains a vital east-west corridor that supports economic activity in Missouri and across the country. Approximately 56,000 vehicles travel on I-70 daily, 25 percent of which are commercial vehicles. Improving I-70 fulfills a critical need for the state. Historic investment in I-70 began in 2023 with Governor Parson's call on the General Assembly to make a generational investment to widen and rebuild the I-70 corridor demonstrating his ongoing commitment to transportation. The General Assembly demonstrated their continued support for improving I-70 through passage of MoDOT's fiscal year 2025 appropriations bills. These bills, approved by Governor Parson, provide unprecedented levels of General Revenue for the costs to plan, design, construct, reconstruct, rehabilitate, and repair three lanes in each direction on approximately two hundred miles of I-70.

One of the conditions for the transfer of General Revenue into the State Road Fund I-70 Project Fund for the Improve I-70 program is evidence of an awarded contract by the Missouri Highways and Transportation Commission.

Mr. Kopinski presented the Improve I-70 contracts listed below for the Commission's consideration and award, contingent upon the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund 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.

Mr. Kopinski also recommended the Commission authorize (1) the Director and Chief Financial Officer to request the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund, and (2) the Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, or Chief Financial Officer or their designee to execute the contracts and documents that are part of the Improve I-70 Program, subject to approval as to form by the Chief Counsel's Office.

Via approval of the consent agenda, the Commission took the following action.

1. Awarded the contracts listed above contingent upon the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund.
2. Authorized the Director and Chief Financial Officer to request the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund.
3. Authorized the Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, or Chief Financial Officer or their designee to execute the contracts and documents that are part of the Improve I-70 Program, subject to approval as to form by the Chief Counsel's Office.

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2025-2029 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

Eric Schroeter, Deputy Director/Chief Engineer, requested approval to revise the 2025-2029 Statewide Transportation Improvement Program (STIP) that was approved in July 2024, for the implementation of eighteen new highway and bridge projects as noted in Table I below.

Table I
2025 – 2029 STIP
Highway and Bridge Construction Schedule
January 8, 2025, Amendment
Project Changes

| District County Job No. | Route | Description of Improvement/Location | Tentative Award State Fiscal Year | Change in Construction and Right of Way Funds (Dollars in Thousands) | Change in Engineering Funds (Dollars in Thousands) |
|--|--------------|--|--|---|---|
| NW Atchison JNW0148 | RT B | Pavement preservation treatment on various routes in Atchison, Holt, Nodaway, and Buchanan Counties. | 2025 CN | \$5,000 | \$400 |
| KC Clay JKU0454 | MO 92 | Repair slide 0.4 mile west of Old Quarry Road near Excelsior Springs. | 2025 CN | \$357 | \$96 |
| SL St. Charles J6P3649 | MO 370 | Pavement resurfacing from east of Elm Point Road to I-270 and on Rte. 94 from Rte. B to north of Little Hills Expressway. | 2025 CN | \$5,493 | \$558 |
| SL Various JSL0240 | Various | Repair signals, flashers, signage and lighting at various location in the St. Louis District. | 2025 CN | \$434 | \$60 |
| SW Greene JSU0327* | BU 65 | Payment to Springfield to add bicycle/pedestrian trail and upgrade pedestrian signal on Glenstone Avenue at Sunset Street. | 2025 CN | \$44 | \$1 |
| ST Chariton JST0131 | RT UU | Pavement resurfacing from Rte. 5 to Scribner Road. | 2025 CN | \$336 | \$25 |
| ST Franklin JST0134 | RT V | Pavement resurfacing from Rte. 47 to Rte. 100. | 2025 CN | \$1,000 | \$75 |
| ST Johnson JST0130 | RT YY | Pavement resurfacing from Rte. 13 to Rte. CC. | 2025 CN | \$812 | \$73 |

| District County Job No. | Route | Description of Improvement/Location | Tentative Award State Fiscal Year | Change in Construction and Right of Way Funds (Dollars in Thousands) | Change in Engineering Funds (Dollars in Thousands) |
|-------------------------------|-------|--|---|---|--|
| ST Mississippi JST0129 | RT O | Pavement resurfacing on Rtes. O, AA, OO and Rte. U from County Road 732 to end state maintenance in New Madrid County. | 2025 CN | \$1,247 | \$160 |
| ST Monroe JST0128 | RT Y | Pavement resurfacing from Rte. M to Rte. 22 in Audrain County. | 2025 CN | \$1,510 | \$105 |
| ST Polk JST0135 | RT FF | Pavement resurfacing from Rte. 32 to Rte. EE. | 2025 CN | \$565 | \$45 |
| ST Sullivan JST0132 | RT DD | Pavement resurfacing from Rte. 6 to Rte. MM. | 2025 CN | \$752 | \$55 |
| ST Worth JST0133 | RT AA | Pavement resurfacing from Rte. C to 178th Road. | 2025 CN | \$262 | \$19 |
| | | | TOTAL: | \$17,812 | \$1,672 |

**Contingent upon execution of an agreement*

Via approval of the consent agenda, the Commission unanimously approved the amendment to the 2025 – 2029 STIP as noted in the tabulation above. Commissioner Erdman abstained from voting on Job Number ST0128, Routes Y and N, in Audrain County. Commissioner Hegeman abstained from voting on Job Number NW0148, Routes D and N, in Andrew and Buchanan Counties.

REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN ON HIGHWAYS

**US Route 61, Lincoln County
Routes K and V to Creech Lane
Job No. JNE0004
Public Hearing Held October 29, 2024
Public Comments Received Until November 12, 2024**

This project includes corridor and intersection improvements. It proposes the elimination of two existing at grade median crossovers at Routes K and V 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.

On behalf of the Director, Paula Gough, Northeast 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.

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REPORTS

The Commission received the following written reports.

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. However, there was one item that department staff communicated with the executive team through an issue brief.

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MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2025

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

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CONSULTANT SERVICES CONTRACT REPORT

Danica Stovall-Taylor, Assistant State Design Engineer, submitted a written report of consultant contracts executed in the month of November 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 718 active contracts held by individual engineering consultant firms prior to December 1, 2024. Fourteen engineering consultant services contracts were executed in November 2024, for a total of \$4,200,336. There were no non-engineering consultant contracts executed in November 2024.

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

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The Mission of the Missouri Highways and Transportation Commission is to:

- Represent the citizens of Missouri pursuant to the Constitution by providing independent and nonpartisan governance of the Missouri Department of Transportation; and
- Establish policies, exercise oversight, and ensure accountability in developing and maintaining a world class transportation system in Missouri which fosters safety and economic development.

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**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN JEFFERSON CITY, MISSOURI,
WEDNESDAY, FEBRUARY 5, 2025**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, February 5, 2025, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson 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, Daniel J. Hegeman, and Ann Marie Baker.

The meeting was called pursuant to Section 226.120 of the Revised Statutes of Missouri, as amended. The Secretary verified that notice of the meeting was posted in keeping with Section 610.020 of the Revised Statutes of Missouri, as amended.

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Ed Hassinger, Director of the Missouri Department of Transportation; Terri Parker, Chief Counsel to the Commission; and Jennifer Jorgensen, Secretary to the Commission, were present on Wednesday, February 5, 2025.

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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

SELECTION OF SECRETARY TO THE COMMISSION

Chairman Boatwright announced that the Commission had unanimously selected Jennifer Jorgensen, Senior Executive Assistant, to assume the role of Secretary to the Commission. Ms. Pamela Harlan, the previous Secretary to the Commission, was recently promoted to the Governmental Relations Director.

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APPROVAL OF MINUTES

The Commission tabled for future consideration the approval of the minutes of the regular meeting held on January 8, 2025, and the special meetings held on January 7, 2025 and January 15, 2025.

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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 February 5, 2025, Consent Agenda

Consent agenda item Number 3, Consideration of Disposal of Excess Property, was pulled for later consideration. Upon motion by Commissioner Smith, seconded by Commissioner Erdman, 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 February 5, 2025, meeting.

Audit Committee – Commissioner Slay stated there was no report this month and the next Audit Committee meeting is scheduled for March 4, 2025.

Legislative Committee – Commissioner Erdman shared that the first regular session of the 103rd General Assembly is underway. Since the last report the leadership positions have been filled and committee assignments completed.

On January 28, the Governor presented his State of the State address. In his speech he focused on public safety, economic development, agriculture, and education. Included in his budget recommendations were \$60 million to keep commitments to improve rural roads. This will reappropriate the general revenue funding needed to complete the \$100 million of rural road projects from last year’s budget.

Committee hearings have just gotten underway and to date only a few transportation related proposals have been heard. The Senate Transportation, Infrastructure, and Public Safety committee has focused on public safety proposals that support the Governor’s priorities.

The members of the Commission, Director, and MoDOT staff have been busy at the Capitol making visits with legislators and building relationships with the members of the General Assembly. These relationships are critical to advancing good transportation policy for the state of Missouri.

As outlined in state statute, MoDOT Director Hassinger will have the opportunity to appear before the Joint Committee on Transportation Oversight to present the Annual Report to its members on February 13 at 8:00 a.m.

The newly formed MoDOT Director's Advisory Council will meet later today. This council consists of approximately 25 people representing five core partner areas including federal, state, and local elected officials and planning partners; the construction industry including contractors, engineering consultants and suppliers; workforce development including engineering and trades; state and local economic development and business leaders; and partners representing system users including all modes. This new advisory council will look for ways for MoDOT to achieve continuous improvement focused on the following areas:

1. Safety in all operations and project management;
2. Outreach to and coordination with state leadership and elected officials to make the STIP process as locally driven as possible with sensitivity to timely local needs as they arise;
3. Build even closer partnership with the department's critical private sector contractor community and regional planning partners;
4. Recruit and retain the essential and valued MoDOT workforce;
5. Increase focus on operational needs to keep MoDOT's system maintained, useable, clean and responsive to citizens reported upkeep; and
6. Innovative and use technology for the future to maximize efficiency and cost-effective delivery of programs and services.

Focusing on improvements in these areas and having accountability to the Commission and to the public for each of them is critical to the success of transportation in Missouri.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith reported the board met yesterday and approved two loans to the City of St. Charles for road and pedestrian improvements. One loan totaled \$2,304,000 on First Capitol Drive and the second loan totaled \$3,200,000 on North Second Street. The next MTFC meeting will be held in May.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Erdman stated there was no report this month and the next board meeting is scheduled for February 21, 2025.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported traffic fatalities in Missouri have decreased in 2024, for the second year in a row. As of Friday, January 31, preliminary data indicates 954 people were killed in Missouri traffic crashes in 2024. This is a 4 percent decrease from 2023 and 10 percent reduction from 2022.

The state experienced notable improvements in motorcyclist fatalities, which were down 22 percent. Unbelted fatalities were also down for the fourth year in a row, indicating more people in Missouri are buckling up. This is further supported by the annual seat belt survey in which a seat belt use of 88.3 percent was reported compared to 87 percent in 2023.

Unfortunately, pedestrian fatalities climbed significantly in 2024, with a record of 149 pedestrians being killed in Missouri traffic crashes. To help combat this, the Coalition has ramped up messaging and public awareness for pedestrian safety.

In addition, the department is currently conducting a Vulnerable Road User assessment to identify trends, high-risk locations, and strategies for improving the safety of pedestrians. The Commission looks forward to the results of the assessment and working with partners throughout the state to make a positive difference.

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DIRECTOR'S REPORT

During the February 5, 2025, Commission meeting, Director Ed Hassinger provided the following report:

State Employee of the Month – Director Hassinger stated Intermediate System Management Specialist Lillian Hinkson from the Highway Safety and Traffic Division was named the State of Missouri Team Member of the Month for the month of January. Ms. Hinkson was nominated by her coworker System Management Specialist Robyn Schroeder.

Ms. Hinkson was nominated for her work as MoDOT's child passenger and bicycle/pedestrian safety coordinator. Some of the programs she has developed include the new Heads Up! Missouri media campaign for pedestrian roadway safety. Another effort is the new Smart Town program, which involves teaching children how to safely navigate roadways via a pop-up "traffic garden" that simulates a small-town roadway. Ms. Hinkson's Smart Town program won a grant from the Governor's Highway Safety Association, which allows her to supply chalk, paint, bikes, scooters, helmets, and other materials needed to host these simulations across the state. Ms. Hinkson also leads the Occupant Protection subcommittee identifying counties that need intervention to help reduce fatal unbelted car crashes.

Ms. Schroeder said in the nomination "Lillian is a fantastic team member who has always gone above and beyond to create positive change for the safety of all Missourians. There is an incredible amount of dedication and passion for this field that can be seen in the impact that Lillian's work is making throughout Missouri." Director Hassinger thanked Ms. Schroeder for nominating her coworker and congratulated Ms. Hinkson on being named the January State Employee of the Month. He also thanked Ms. Hinkson for her hard work and dedication to educate Missourians about safety on roadways.

Director's Advisory Council – Director Hassinger reported the Director's Advisory Council will hold its first meeting today. A diverse group of leaders representing various modes of transportation, economic development, and educators of the future workforce have agreed to participate. Director Hassinger stated he looks forward to their contributions and insight to further the department's efforts to build partnerships to improve Missouri's transportation system.

I-70 Public Hearings – Director Hassinger reported the I-70 Design-Build contract for the Warrenton to Wentzville section is holding public hearings this week. The first meeting was held Monday night in Warrenton. The second meeting will be Thursday night in Wentzville. At these meetings, the contractor and its design team are sharing details on the design of the roadway and related interchange improvements as well as the general schedule for the construction work and traffic impacts. These are important conversations to share with the citizens and communities along the I-70 corridor. Construction is expected

to begin on this stretch sometime next month. More information on the Improve I-70 projects is online at modot.org/ImproveI70.

Planning Partners – Director Hassinger reported at the financial forecast was shared at last month’s meeting and the updating of the annual Statewide Transportation Improvement Program (STIP) has begun. The district offices have begun work with their regional planning partners. An important part of that work is the annual Planning Partners meeting. This year’s meeting will be February 27 in Jefferson City, and all planning partners are invited. This annual meeting provides the opportunity to bring partners together to share ideas and discuss important updates regarding the STIP development process. Most importantly, it is a great opportunity for building relationships in person. Missouri’s STIP development process is recognized as a national leader due in large part to the regional collaboration with these partners.

Kansas City District Engineer – Director Hassinger recognized Kansas City District Engineer Chris Redline, who announced his retirement at the end of this month. Director Hassinger noted this was Mr. Redline’s last commission meeting. Mr. Redline has been with MoDOT for 33 years. He was the Northwest District Engineer from March 2018 to May 2021 and the Kansas City District Engineer ever since. He has been a champion for employee safety and has encouraged his teams to develop innovative ways to do that including the JAWS device on the front of Motorist Assist vehicles to remove roadway debris, the automated flagger TMA, and the automated pothole patcher. In recent years, Mr. Redline has been focused on efforts to reduce litter and assist with the unhoused issues in Kansas City. Director Hassinger noted his appreciation for Mr. Redline’s passion and years of service to the state and noted he will be missed.

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PUBLIC COMMENTS

CONCERNS BUCKLIN JUNCTION

Reverend Richard Casady, concerned citizen, stated he had previously presented to the Commission at the September 5, 2024 commission meeting about this grassroots effort. He reported he followed the proper steps and spoke with the Transportation Advisory Committee at the Green Hills Regional Planning Commission (RPC). The RPC reported that the Bucklin junction at US 36 project had been moved from a Tier Two unfunded project to a Tier One funded project, which Reverend Casady was excited about. He stated the concern is when drivers try to merge on the east bound lane of US 36 from Bucklin. Drivers have little time to decide whether to pull out due to the heavy commercial motor vehicle trucks on US 36. He is worried about crashes at this location, and the safety of students on school buses that go through this intersection.

He stated that buses changed their routes, which added about three miles to their route, which increases costs for the school district. He also contacted the Missouri State Highway Patrol (MSHP) to monitor and patrol the junction, which they did for a certain amount of time. He wants to bring awareness to this intersection again.

Commissioner Hegeman noted that flashing lights were installed at the junction to raise awareness along with additional signage to slow down traffic. He noted the Commission is listening, and those are the immediate actions that could be taken until a project could be included in the Statewide Transportation Improvement Program (STIP). It was noted that a j-turn project is included in the draft STIP for fiscal year 2028. The draft STIP will be presented in May, with the final being accepted in July.

Commissioner Boatwright thanked Mr. Casady for sharing his concern and let him know the Commission has heard his concern and will stay on top of the matter.

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CONCERNS ABOUT COMMISSION TRANSPARENCY

Arnie Dienoff stated the party is over at the federal government, and there will be no more COVID funding, but the best thing from that money was the I-70 project worth billions of dollars. He also noted his verbal request made to the Commission at their January 8, 2025 meeting for meeting material had not been fulfilled. He is unhappy with the Commission and the department because meeting materials are not posted online. He noted his disagreement with the department's response to his sunshine requests. He also requested the meeting minutes for the January 7, 2025 and January 15, 2025 special meetings. He also requested the meeting material for the February 5, 2025 commission meeting. He said the Commission should be transparent, accountable, and responsible to taxpayers. He stated he was pleased with the department's deployment of road crews in anticipation of the ice storm. He expressed frustration with the bottleneck before the Missouri River Bridge into Jefferson City, lack of response regarding calls made to the department's customer service center and training of those staff, that repairs and maintenance are not

a top priority, deficient road conditions which should be better due to the new fuel tax funding, and meeting material not being available online.

Commissioner Boatwright thanked Mr. Dienoff for his attention to government functions statewide. He also noted Mr. Dienoff's comments the previous day about the last ice storm, and Commissioner Boatwright stated that the department learned a few things from the last storm. Commissioner Hegeman reported that the Commission is working towards some of the things Mr. Dienoff has requested and are looking to be more transparent.

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MODOT PRESENTATIONS

ENTERPRISE RISK MANAGEMENT (ERM)

On behalf of the Director, Kelly Niekamp, Audit Manager, presented the annual Enterprise Risk Management (ERM) report. Ms. Niekamp explained ERM is an organization strategy for identifying, assessing, and managing overall risk to an organization. ERM provides a broad framework for managing risks, identifying an organization's most significant risks, and managing those risks within an acceptable level to ensure the organization's objectives are met. For ERM to be successful, an organization needs to know their risks and develop a clear strategy and define goals.

MoDOT began to conduct the ERM process in 2011 as a good governance activity. This process has helped the department strategically review the risks that could impact its ability to deliver the department's mission and assess strategies to mitigate those risks. ERM involves the Commission, department leadership, and employees in assessing the risks. Commission policy requires the department have an ERM process and provide an annual report to the Commission regarding that process. The initial ERM assessment took place in 2012; this is the thirteenth time the department has been through the process. Ms. Niekamp provided the Commission with a detailed report and reviewed in her presentation with the Commission what changed since the last ERM review.

There are ten risk areas that have been identified: financial, fraud and theft, information technology, legal and regulatory changes, transportation system failures, natural disasters, political risk, public opinion/support, safety and security, and workforce. Each risk category was considered equally and separately from other risks and not ranked in order. Each risk category was scored from one to five in preparedness, likelihood, and impact.

The information was then placed on a heat map. The heat map identifies areas that may require additional monitoring or controls for improvement by evaluating risks in terms of risk exposure, which considers impact and likelihood compared to preparedness. The heat map visually displays where Senior Management Team (SMT) members assess organizational risks.

The heat map shows that workforce is the risk category that SMT members assessed with the highest risk exposure along with the risk of being the least prepared to handle. MoDOT continues to have high turnover, 14.24 percent for fiscal year 2024. There is a cost associated with this turnover and for calendar year 2024 it is estimated to be over \$47.13 million. MoDOT continues to present pay strategies to address market concerns, improve retention and recruitment, and improve employee engagement.

Ms. Niekamp concluded her presentation and noted the existence of an enterprise risk management process within an organization is recognized as an example of good governance and is important to strategic management of organizational risk. This process continues each year as SMT and employees identify, assess, and monitor organizational risks. Commissioner Erdman noted this is a very thorough and important exercise. He inquired about the Political risk category. Ms. Niekamp noted that the political risk category includes risks such as Congressional inaction, inability to pass needed legislation due to polarization of viewpoints, loss of the Commission form of government, loss of political support, and lack of a compelling vision for transportation. Commissioner Baker noted that while ERM may not be as exciting as awarding bids, anything with ten major categories is worthy of time and effort. The avoidance of excitement is the objective, it is the goal; there can be excitement, but at the same time if there is a plan,

if there is preparedness and awareness, it can mitigate the risks. Commissioner Baker thanked Ms. Niekamp for her report and presentation.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Danica Stovall-Taylor, Assistant State Design Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month. She noted Call A02, G03, and H01 have local funding, as noted in Table I below, and the department has received all the necessary concurrences.

Ms. Stovall-Taylor recommended: (1) award of contracts to the lowest responsive bidders for bids received at the January 17, 2025, letting, as recommended, and noted in Table I below.

**Table I
Award of Contracts
January 17, 2025, Bid Opening**

| Call No. | Route | County | Job No. | Bid Amount | Non-Contractual Costs | Contractor | Description |
|-----------------|--------------|----------------------------|----------------|-------------------|------------------------------|--------------------------------|------------------------|
| A01 | D | Caldwell | J1S3414 | \$1,987,079.79 | \$0.00 | Cale Seymour Construction, LLC | Bridge Replacement |
| A02* | 116 | Buchanan, Clinton | JNW0035 | \$7,910,272.59 | \$0.00 | Herzog Contracting Corp. | Resurface |
| | 6 | Daviess, Dekalb | JNW0038 | | | | Coldmill and Resurface |
| A03 | 36 | Caldwell, Linn, Livingston | JNW0146 | \$2,278,423.99 | \$0.00 | Realm Construction Inc. | Pavement Repair |
| B01 | E | Adair | JNE0141 | \$2,713,883.44 | \$0.00 | Bleigh Construction Company | Bridge Replacement |
| | V | | JNE0049 | | | | |
| B02 | J | Shelby | JNE0050 | \$860,516.99 | \$0.00 | Bleigh Construction Company | Bridge Replacement |
| B03 | RA | Montgomery | JNE0123 | \$291,672.26 | \$0.00 | Concrete Strategies, LLC | Bridge Rehabilitation |

| Call No. | Route | County | Job No. | Bid Amount | Non-Contractual Costs | Contractor | Description |
|-----------------|--------------|---|----------------|-------------------|------------------------------|---|---|
| C01 | 9 | Clay | J4S3496 | \$6,970,038.23 | \$0.00 | Clarkson Construction Company | 2 Bridge Deck Replacement |
| | | Platte | J4S3497 | | | | 2 Bridge Deck Replacement |
| | | Platte | J4S3498 | | | | 2 Bridge Deck Replacement |
| C02 | 150 | Jackson | JKU0043 | \$3,628,292.61 | \$0.00 | Ideker, Inc. | Coldmill and Resurface |
| D01 | I-44 | Phelps | J5I3561 | \$847,000.00 | \$0.00 | N.B. West Contracting Company | Bridge Rehabilitation |
| D02 | 54 | Cole | J5P3560 | \$2,849,278.23 | \$0.00 | Don Schnieders Excavating Company, Inc. | Bridge Replacement |
| | | | JCD0157 | | | | Bridge Deck Replacement |
| D03 | KK, F, EE | Crawford, Phelps | JST0127 | \$2,226,000.00 | \$0.00 | Pace Construction Company, LLC | Resurface |
| F02 | Z | St Charles | JSL0012 | \$1,794,000.00 | \$0.00 | N.B. West Contracting Company | Resurface and ADA Improvements |
| F03 | 141 | St Louis | JSL0078 | \$4,314,702.92 | \$0.00 | Gershenson Construction Co., Inc. | Coldmill and Resurface |
| | | | JSL0121 | | | | Interchange Improvement |
| F05 | I-44, 364 | Franklin, St Charles, St Louis, St Louis City | JSL0173 | \$861,764.30 | \$0.00 | America's Parking Remarketing, LLC | Pavement Marking |
| F06 | Various | Franklin, St Charles, St Louis, St Louis City | JSL0210 | \$654,210.50 | \$0.00 | Parking Lot Maintenance, LLC | Fixed Price Variable Scope for Crackfill |
| F07 | I-170 | St Louis | J6I3624B | \$2,882,042.10 | \$0.00 | Millstone Weber, LLC | Bridge Replacement |
| F08 | I-270 | St Louis | JSLM0045 | \$432,128.50 | \$0.00 | K.J.U., Inc. DBA K.J. Unnerstall Construction Co. | Drainage Improvements and Culvert Cleanouts |
| F1A and F1B | KK | Franklin | J6S3619 | \$3,092,000.00 | \$0.00 | N.B. West Contracting Company | Resurface and Pavement Repair |
| | | | J6S3619B | | | | |

| Call No. | Route | County | Job No. | Bid Amount | Non-Contractual Costs | Contractor | Description |
|-----------------|--------------|----------------------------------|----------------|-------------------|------------------------------|--|---|
| F4A and F4B | Various | Franklin, Jefferson | JSL0145 | \$1,064,000.00 | \$0.00 | Blevins Asphalt Construction Company, Inc. | Fixed Price Variable Scope for Seal Coat |
| | | Franklin, Jefferson, St Francois | JSLM0053 | | | | |
| G01 | 7 | Benton | JSR0062 | \$572,894.49 | \$0.00 | Emery Sapp & Sons, Inc. | Bridge Rehabilitation |
| G03** | 60 | Webster | J7P3425C | \$39,875,000.00 | \$1,162.28 | Capital Paving & Construction, LLC | Interchange |
| G04 | 13, 39 | Barry, Stone | J7P3457 | \$247,219.50 | \$0.00 | AAD Contracting, Inc. | 2 Bridge Washings |
| H01*** | 74 | Cape Girardeau | J9P3308 | \$16,454,287.85 | \$0.00 | Concrete Strategies, LLC | Bridge Rehabilitation |
| H02 | 17 | Texas | J9P3690 | \$1,847,000.00 | \$0.00 | West Plains Bridge & Grading, LLC | Bridge Deck Replacement |
| H03 | 72 | Bollinger | J9P3842 | \$2,720,535.77 | \$0.00 | Fronabarger Concreters, Inc. | Roundabout |
| H04 | N | Bollinger, Cape Girardeau | J9S3716 | \$3,147,555.64 | \$0.00 | Apex Paving Co. | Scrub Seal and Shoulder Improvements |
| H05 | M | Scott | J9S3813 | \$1,809,930.96 | \$0.00 | Apex Paving Co. | Coldmill, Resurface and Bridge Rehabilitation |
| H06 | 137 | Texas | JSE0027 | \$3,964,000.00 | \$0.00 | West Plains Bridge & Grading, LLC | Bridge Replacement |
| | | | JSE0029 | | | | |
| | | | JSE0028 | | | | |
| H9A and H9B | E | Scott | JSE0082 | \$2,426,126.38 | \$0.00 | Apex Paving Co. | Scrub Seal |
| | H | Scott | JSE0081 | | | | |
| | D | Dunklin, New Madrid | JSE0079 | | | | |
| | N | Dunklin | JSE0054 | | | | |
| | U | New Madrid | JSE0080 | | | | |
| | WW | Dunklin | JSE0053 | | | | |
| | Y | Scott, Stoddard | JSE0052 | | | | |
| F | Dunklin | JSE0055 | | | | | |

| Call No. | Route | County | Job No. | Bid Amount | Non-Contractual Costs | Contractor | Description |
|-----------------|--------------|---------------|----------------|-------------------------|------------------------------|---|-----------------------|
| H10 | 60 | Wright | JSEM0069 | \$187,148.08 | \$0.00 | Courtney Construction, LLC DBA Courtney Excavating & Construction | Drainage Improvements |
| TOTAL: | | | | \$120,909,005.12 | \$1,162.28 | | |

- * Call A02 – Funding from City of Maysville – \$75,491.75 (JNW0038)
- ** Call G03 – Funding by Burlington North Santa Fe Railway – \$1,500,000.00, Webster County - \$1,137,830.80, and Federal Railroad Administration Consolidated Rail Infrastructure and Safety Improvement grant \$10,357,239.20 (J7P3425C)
- *** Call H01 – Funding by Illinois Department of Transportation – \$8,227,143.93 (J9P3308)

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 January 17, 2025, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown in the above tabulation.

Commissioner Boatwright abstained from Calls H04, H05, and H9A. Commissioner Erdman abstained from Call A03. Commissioner Hegeman abstained from Calls C02 and A02. Commissioner Slay abstained from Call F05.

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2025-2029 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

Eric Schroeter, Deputy Director/Chief Engineer, requested approval to revise the 2025-2029 Statewide Transportation Improvement Program (STIP) that was approved in July 2024, for the implementation of one new highway and bridge projects as noted in Table I below.

**Table I
2025 – 2029 STIP
Highway and Bridge Construction Schedule
February 5, 2025, Amendment
Project Changes**

| District County Job No. | Route | Description of Improvement/Location | Tentative Award State Fiscal Year | Change in Construction and Right of Way Funds <i>(Dollars in Thousands)</i> | Change in Engineering Funds <i>(Dollars in Thousands)</i> |
|--|--------------|--|--|--|--|
| ST Cooper JST0017C | RT B | Construct roundabout at Americana in Boonville. \$1,177,836 Cost Share and \$1,181,437, Boonville funds. | 2026 CN 2025 RW | \$2,214 | \$234 |
| | | | TOTAL: | \$2,214 | \$ 234 |

Via approval of the consent agenda, the Commission unanimously approved the amendment to the 2025 – 2029 STIP as noted in the tabulation above.

* * * * *

REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN ON HIGHWAYS

**Route 66 (7th Street), Jasper County
Pavement, Operational, and ADA Improvements
from Route P (Schifferdecker Avenue) to Loop 49 (Range Line Road) in Joplin
Job No. J7S2185B, J7S2185C, J7S2185D, J7S2185E, J7S2185F, J7S2185G
Public Hearing Held November 7, 2024
Online Hearing Held Thursday, October 31, 2024 to Thursday, November 14, 2024**

These projects provide for pavement, operational, and ADA improvement on Route 66 in Joplin, Missouri. These six (6) projects will be awarded in combination. The proposed pavement improvements involve rebuilding the existing concrete pavement and improving the stormwater handling capacity along the corridor. Operational improvements include replacing several traffic signals, updating the remaining signals with modern equipment, interconnecting the traffic signals for improved traffic flow, and improving the turning radii at several intersections. The ADA Transition Plan improvements will involve constructing sidewalks, curb ramps, paved approaches,

and pedestrian signals that are compliant with the Americans with Disabilities Act. The project will have normal access right of way. The project length is 3.920 miles.

On behalf of the Director, Stacy Reese, Southwest 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 DISPOSAL OF EXCESS PROPERTY, ROUTE 50 IN JACKSON COUNTY, EXCESS PARCEL NUMBERS KC-274331, KC-274333, AND KC-274334

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, Chris Redline, Kansas City District Engineer, recommended conveyance of 5.05 acres of land located at the southwest side of Route 50 and Route 291 interchange in the City of Lee's Summit to Oldham Investors, LLC for a consideration of \$579,100.00.

This item was pulled from the consent agenda for additional discussion and consideration. Director Hassinger noted this item is non-controversial and routine, but wanted to highlight how the department handles excess right of way, like Ms. Brenda Harris presented at the January commission meeting. Director Hassinger stated this property conveyance is a good and complicated example of the department working with a developer to make sure it is safe and meets the standards, is conveyed at fair market value, and will be a benefit to the region. Following discussion, and upon motion by Commissioner Smith,

seconded by Commissioner Erdman, the Commission unanimously approved the property conveyance described above.

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REPORTS

The Commission received the following written reports.

AUDITS AND INVESTIGATIONS ANNUAL REPORT

Misty Volkart, Audits and Investigations Director, provided to the Commission the Audits and Investigations Annual Report for calendar year 2024.

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FINANCIAL ACCOUNTABILITY REPORT – QUARTERLY REPORT

Todd Grosvenor, Financial Services Director, provided the Commission the written Quarterly Financial Accountability Report for the period ending December 31, 2024.

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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.

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MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2025

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

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CONSULTANT SERVICES CONTRACT REPORT

Danica Stovall-Taylor, Assistant State Design Engineer, submitted a written report of consultant contracts executed in the month of December 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 744 active contracts held by individual engineering consultant firms prior to January 1, 2025. Eleven engineering consultant services contracts were executed in December 2024, for a total of \$8,014,437. There were no non-engineering consultant contracts executed in December 2024.

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

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**MISSOURI HIGHWAYS AND TRANSPORTATION
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**MINUTES OF THE SPECIAL HIGHWAYS AND TRANSPORTATION
COMMISSION MEETING HELD IN JEFFERSON CITY, MISSOURI,
TUESDAY, JANUARY 7, 2025**

A special meeting of the Missouri Highways and Transportation Commission was held on Tuesday, January 7, 2025, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri. W. Dustin Boatwright, P.E., Chairman, called the meeting to order at 12:30 p.m. The following Commissioners were present: Warren K. Erdman, Francis G. Slay, and Daniel J. Hegeman. Gregg C. Smith and Ann Marie Baker were 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; Melinda Grace-Beasley, Assistant Chief Counsel-Human Resources; and Pamela J. Harlan, Secretary to the Commission, were present on Tuesday, January 7, 2025.

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

-- CLOSED MEETING --

VOTE TO CLOSE MEETING

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

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

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

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

The Commission met in closed session on Tuesday, January 7, 2025, at 2:30 p.m. and adjourned at 5:05 p.m.

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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

COMMISSION WORKSHOP – FINANCIAL FORECAST UPDATE

The Commission held a workshop to learn more about how the department determines the amount of funds available to use in the development of the Statewide Transportation Improvement Program (STIP). Brenda Morris, Chief Financial Officer, reviewed the financial forecast and explained that it is the foundation that is used to develop the department’s budget that includes targets for the 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. The current financial forecast is an estimate that covers fiscal years 2026 through 2030. Ms. Morris reminded everyone the forecast is for road and bridge expenditures and does not include multimodal estimates.

Ms. Morris noted this forecast has some unique items; the base forecast are items that are normal and then there are several significant one-time sources of funding that have been provided to the department for very specific purposes for revenues. Examples of one-time sources of funding include Governor’s Transportation Cost Share Program, Focus on Bridges Program, Improve I-70 Program, Forward 44 Program, and funding for other General Assembly Designated and Funded projects.

She also reported on Senate Bill 262, which was passed by the General Assembly in Fiscal Year 2021 and signed into law by the Governor in July 2021, and increases the motor fuel tax by 12.5 cents over five years, 2.5 cents per year. The last increase will occur July 1, 2025. The overall impact comparing last year’s forecast to this year’s forecast is \$8.8 million more for Senate Bill 262 Motor Fuel taxes.

Funding from this increase has allowed the department to ensure federal funds are being matched and provided the department more resources to address operational needs.

Ms. Morris stated the financial forecast does have several planned debt issuances. Keep in mind, that each issuance will be considered individually and will only be done if the situation warrants it. However, not issuing bonds would mean fewer resources available for projects. Bond issuances have been included for Amendment 3, Improve I-70, and Forward 44. Staff will work with the department's financial advisors to figure out the best timing. The current plan is conducting two separate issuances in 2026: one in the fall and one in the spring. The reason for two issuances is to get good prices and if the department floods the market that could be problematic. The Commission and staff further discussed bond issuances, schedules, and accelerated amortization.

Ms. Morris and Todd Grosvenor, Financial Services Director, reviewed the revenue and disbursement assumptions. Mr. Grosvenor noted the base forecast includes all revenues and disbursement except the Improve I-70, Forward 44 and the General Assembly Designated and Funded Projects. He noted disbursements include the items approved by the Commission as part of the Fiscal Year 2026 budget submission and highlighted a few items including:

- \$13.6 million to continue implementing the market plan and provide tenure and performance pay increases (Personal Services (PS) and Fringe Benefits (FB));
- \$30.7 million to hire an additional 309 employees including 253 positions in Safety and Operations (PS and FB);
- \$22.6 million for various roadside contracts;
- \$17.0 million for maintenance supplies, roadway improvements and non-fleet equipment; and
- \$15.0 million for facility improvements related to mechanical systems (Construction and Materials Lab and the Southwest District Office).

Overall, disbursements decreased \$57.8 million in this forecast compared to last year's forecast. The main reason for the decrease is personal services and the related fringe benefits have not increased as quickly as was predicted in the previous forecast.

Mr. Grosvenor presented information related to inflation; contractor payments; debt service payments; the operating budget, which includes all the State Road Fund personal service, fringe benefits and expense and equipment; and revenues that go to other state agencies.

The Commission thanked Ms. Morris and Mr. Grosvenor for their presentation.

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

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**MISSOURI HIGHWAYS AND TRANSPORTATION
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January 15, 2025

VOTE TO CLOSE MEETING 4

**MINUTES OF THE SPECIAL HIGHWAYS AND TRANSPORTATION
COMMISSION MEETING HELD IN JEFFERSON CITY, MISSOURI,
WEDNESDAY, JANUARY 15, 2025**

A special meeting of the Missouri Highways and Transportation Commission was held on Wednesday, January 15, 2025, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri. W. Dustin Boatwright, P.E., Chairman, called the meeting to order at 10:30 a.m. The following Commissioners were present: Warren K. Erdman, Gregg C. Smith, Francis G. Slay, and Daniel J. Hegeman. Ann Marie Baker were 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.

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Pamela J. Harlan, Secretary to the Commission, was present on Wednesday, January 15, 2025.

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

-- CLOSED MEETING --

VOTE TO CLOSE MEETING

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

1. Section 610.021(3), (13) – Personnel administration regarding particular employees.

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

The Commission met in closed session on Wednesday, January 15, 2025, at 10:30 a.m. and adjourned at 4:00 p.m.

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

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February 4, 2025

VOTE TO CLOSE MEETING 4

**MINUTES OF THE SPECIAL HIGHWAYS AND TRANSPORTATION
COMMISSION MEETING HELD IN JEFFERSON CITY, MISSOURI,
TUESDAY, FEBRUARY 4, 2025**

A special meeting of the Missouri Highways and Transportation Commission was held on Tuesday, February 4, 2025, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri. W. Dustin Boatwright, P.E., Chairman, called the meeting to order at 3:30 p.m. The following Commissioners were present: Gregg C. Smith, Warren K. Erdman, Francis G. Slay, Daniel J. Hegeman, and Ann Marie Baker.

The meeting was called pursuant to Section 226.120 of the Revised Statutes of Missouri, as amended. The Secretary verified that notice of the meeting was posted in keeping with Section 610.020 of the Revised Statutes of Missouri, as amended.

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Ed Hassinger, Director of the Missouri Department of Transportation; Terri Parker, Chief Counsel; and Jennifer Jorgensen, Secretary to the Commission, were present on Tuesday, February 4, 2025.

* * * * *

*“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 Erdman, Aye
Commissioner Smith, Aye
Commissioner Hegeman, Aye
Commissioner Slay, Aye
Commissioner Baker, Aye

The Commission met in closed session on Tuesday, February 4, 2025, at 3:30 p.m. and adjourned at 5:25 p.m.

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

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The Mission of the Missouri Highways and Transportation Commission is to:

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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 February 14, 2025, 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
February 21, 2025

| CALL NO. | COUNTY | RTE. | JOB NO. | ADT | DESCRIPTION | BID | LENGTH | FED FUND | PROGRAM AMOUNT | NO. OF BIDS | DBE % | |
|----------|--|---|-----------------|--------------------|----------------|--|--|----------------|-----------------|-----------------|-------|---|
| NW | A01 | WORTH | 46, W | JNW0020 | 249 - 1,101 | 2 BRIDGE REPLACEMENTS | | 0.339 | 80% | | | |
| | LOW | EMERY SAPP & SONS, INC. | | | | | \$4,309,993.80 | | | \$3,681,000.00 | 1 | 3 |
| NE | B01 | MACON | J | J2S2160 | 128 | BRIDGE REPLACEMENT | | 0.107 | 80% | | | |
| | LOW | GENE HAILE EXCAVATING, INC. BLEIGH CONSTRUCTION COMPANY EMERY SAPP & SONS, INC. | | | | | \$1,825,000.00 \$1,983,052.30 \$2,224,855.60 | | | \$1,927,000.00 | 3 | 3 |
| | B02 | MONTGOMERY WARREN | E A | J2S3439 J2S3438 | 4,465 2,989 | BRIDGE REPLACEMENT BRIDGE REPLACEMENT | | 0.262 0.576 | 80% 80% | | | |
| LOW | EMERY SAPP & SONS, INC. MILLSTONE WEBER, LLC KOZENY-WAGNER, INC. LUNDA CONSTRUCTION COMPANY | | | | | \$13,760,877.66 \$14,049,484.49 \$14,462,000.00 \$15,212,060.33 | | | \$16,494,000.00 | 4 | 9 | |
| NE | B03 | MONTGOMERY MONTGOMERY | K K | JNE0053 JNE0154 | 465 465 | BRIDGE REPLACEMENT BRIDGE REPLACEMENT | | 0.191 0.182 | 80% 80% | | | |
| | LOW | GENE HAILE EXCAVATING, INC. DON SCHNIEDERS EXCAVATING COMPANY, INC. S & A EQUIPMENT & BUILDERS, LLC ROBERTSON CONTRACTORS, INC. EMERY SAPP & SONS, INC. BLEIGH CONSTRUCTION COMPANY E & C BRIDGE, LLC KOZENY-WAGNER, INC. MERA EXCAVATING, LLC MAGRUDER CONSTRUCTION CO., INC. | | | | | \$3,932,448.55 \$4,398,810.14 \$4,409,169.43 \$4,482,406.65 \$4,550,503.23 \$4,598,308.65 \$4,728,691.55 \$4,836,647.10 \$5,228,354.33 \$5,690,217.85 | | | \$5,530,000.00 | 10 | 4 |
| | B04 | PIKE, RALLS | D, D | JNE0181 | 219 - 2,286 | 2 BRIDGE PAINTINGS | | 0.130 | 80% | | | |
| | LOW | OMEGA COATINGS & CONSTRUCTION, LLC SOUTHERN COATINGS OF TARPON SPRINGS, LLC EURO PAINT, LLC LEGEND PAINTING, INC. | | | | | \$370,424.00 \$482,618.80 \$642,410.80 \$688,770.30 | | | \$660,000.00 | 4 | 0 |
| | B05 | CLARK, KNOX | 136, 11, P, 156 | JNE0182 | 88 - 2,434 | 4 BRIDGE PAINTINGS | | 0.110 | 80% | | | |
| | LOW | OMEGA COATINGS & CONSTRUCTION, LLC SOUTHERN COATINGS OF TARPON SPRINGS, LLC EURO PAINT, LLC LEGEND PAINTING, INC. | | | | | \$514,431.09 \$671,526.75 \$1,076,761.00 \$1,269,407.50 | | | \$577,000.00 | 4 | 0 |
| | B06 | MARION, SHELBY | 36 | JNE0210 | 5,570 - 6,718 | RESURFACE | | 32.151 | 80% | | | |
| | LOW | MAGRUDER PAVING, LLC EMERY SAPP & SONS, INC. | | | | | \$11,282,681.45 \$12,991,603.11 | | | \$14,400,000.00 | 2 | 0 |

SUMMARY OF BID OPENING
February 21, 2025

| CALL NO. | COUNTY | RTE. | JOB NO. | ADT | DESCRIPTION | BID | LENGTH | FED FUND | PROGRAM AMOUNT | NO. OF BIDS | DBE % |
|-----------|--|-----------|----------|--------|--|--|--|-------------|----------------------------------|----------------|-------|
| NE B07 | WARREN | 47 | JNEM0062 | 9,970 | RELOCATE SIGNAL CABINET | | 0.038 | STATE | | | |
| | LOW MEYER ELECTRIC COMPANY, INC. GERSTNER ELECTRIC, INC. | | | | | \$42,125.00 \$54,658.00 | | | \$70,000.00 | 2 | n/a |
| KC C01 | RAY | T | J3S3178 | 416 | BRIDGE REPLACEMENT | | 0.070 | 80% | | | |
| | LOW REALM CONSTRUCTION INC. LOUIS-COMPANY, LLC | | | | | \$700,698.49 \$789,000.00 | | | \$917,000.00 | 2 | 7 |
| KC C02 | JOHNSON | 50 | JKR0136 | 17,300 | INTERSECTION IMPROVEMENT | | 3.450 | 90% | | | |
| | JOHNSON | 50 | JKR0137 | 17,300 | INTERSECTION IMPROVEMENT | | 0.852 | 90% | | | |
| | LOW CLARKSON CONSTRUCTION COMPANY | | | | | pc,pc,pc,pc | Base Bid | LCCA Factor | Basis of Award | | |
| | RADMACHER BROTHERS EXCAVATING CO., INC. AMINO BROTHERS CO. INC. | | | | | pc,pc,pc,pc pc,pc,pc,pc | \$9,062,329.70 \$9,632,962.33 | | \$9,062,329.70 \$9,632,962.33 | \$9,716,000.00 | 3 |
| KC C03 | PLATTE | 273 | JKU0009 | 6,045 | INTERSECTION TURN LANES | | 0.305 | 90% | | | |
| | LOW LEAVENWORTH EXCAVATING & EQUIPMENT COMPANY, INC. J. M. FAHEY CONSTRUCTION CO. | | | | | \$1,197,788.51 \$1,499,658.95 | | | \$904,000.00 | 2 | 7 |
| CD D01 | WASHINGTON | C | J5S3506 | 628 | BRIDGE REPLACEMENT | | 0.192 | 80% | | | |
| | LOW ROBERTSON CONTRACTORS, INC. UDT, LLC PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC | | | | | \$2,088,206.38 \$2,241,054.37 \$2,272,537.75 | | | \$2,259,000.00 | 3 | 4 |
| CD D02 | CRAWFORD | OR-44 | J5S3533 | 989 | BRIDGE DECK REPLACEMENT | | 0.054 | 80% | | | |
| | LOW E & C BRIDGE, LLC KOZENY-WAGNER, INC. CONCRETE STRATEGIES, LLC WIDEL, INC. PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC | | | | | \$579,282.50 \$739,000.00 \$883,775.00 \$958,090.20 \$1,129,358.50 | | | \$600,000.00 | 5 | 4 |
| CD D03 | CRAWFORD | BEAMER LN | J5S3545 | 144 | BRIDGE REHABILITATION | | 0.039 | 90% | | | |
| | CRAWFORD | C | J5S3550 | 2,641 | BRIDGE REHABILITATION | | 0.046 | 90% | | | |
| | CRAWFORD | FF | J5S3579 | 1,273 | BRIDGE REHABILITATION | | 0.046 | 90% | | | |
| | LOW KOZENY-WAGNER, INC. CONCRETE STRATEGIES, LLC LOUIS-COMPANY, LLC | | | | | B A A | \$1,396,000.00 \$1,403,601.17 \$1,885,051.69 | | \$1,335,000.00 | 3 | 5 |
| | | | | | Alternate A = Hydro-demolition using special repair zones Alternate B = Hydro-demolition in strips along the length of the deck | | | | | | |
| CD D04 | COOPER | 41 | JCD0062 | 1,458 | BRIDGE REHABILITATION | | 0.185 | 80% | | | |
| | LOW LOUIS-COMPANY, LLC | | | | | \$120,760.00 | | | \$230,000.00 | 1 | 0 |

SUMMARY OF BID OPENING

February 21, 2025

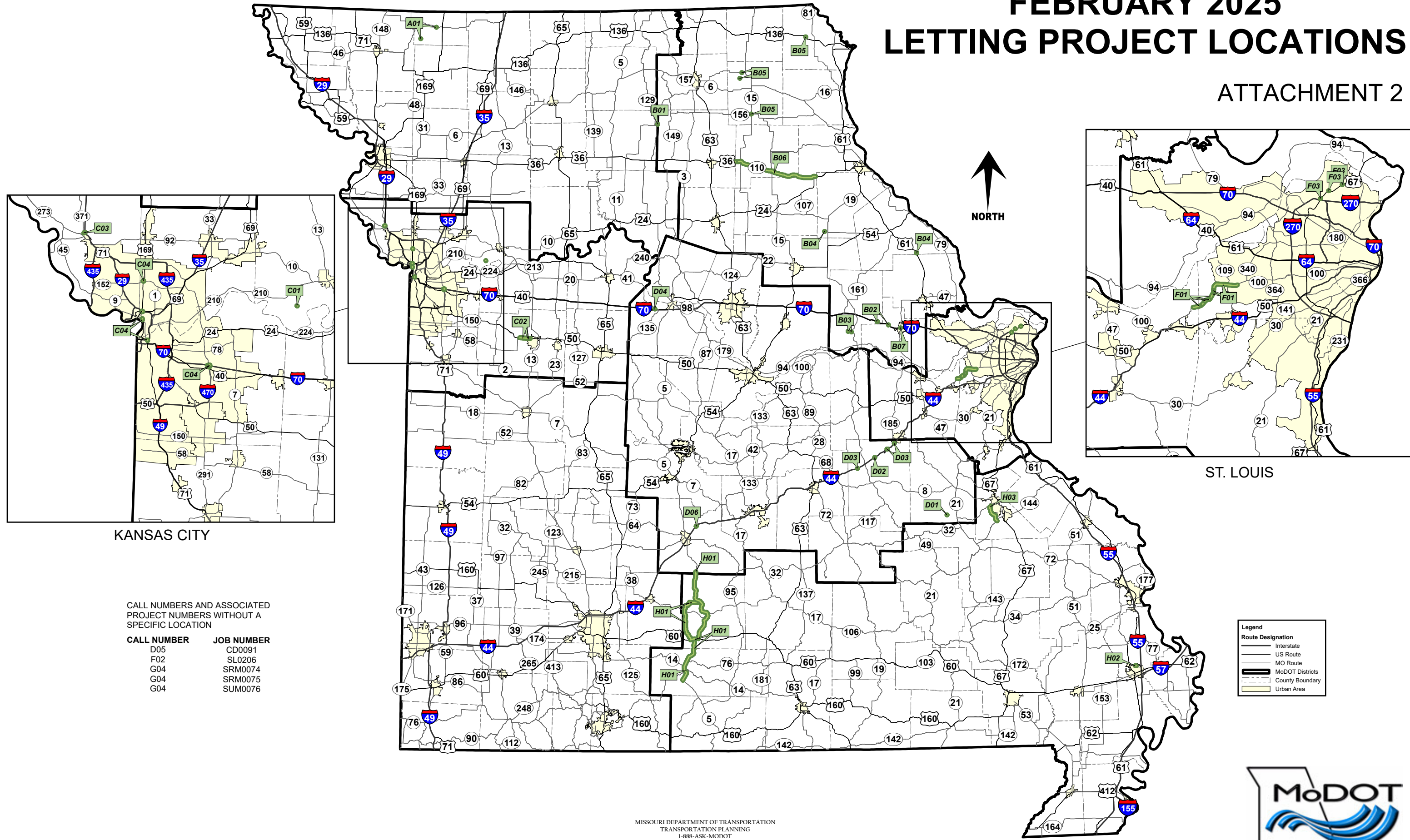
| CALL NO. | COUNTY | RTE. | JOB NO. | ADT | DESCRIPTION | BID | LENGTH | FED FUND | PROGRAM AMOUNT | NO. OF BIDS | DBE % |
|--|--|------|---------|-------------|--|---|--------|---------------|-------------------------|-------------|-------|
| H01 | DOUGLAS, WRIGHT | 5 | J9P3605 | 1681 - 3036 | RESURFACE | | 17.798 | 80% | | | |
| | LACLEDE, WRIGHT | 5 | J9P3697 | 5413 - 7018 | RESURFACE | | 30.869 | 80% | | | |
| | WRIGHT | F | J9S3695 | 336 | RESURFACE AND 3 BRIDGE REHABILITATIONS | | 23.261 | 80% | | | |
| LOW | APAC-CENTRAL, INC. PACE CONSTRUCTION COMPANY, LLC CAPITAL PAVING & CONSTRUCTION, LLC | | | | | \$13,367,024.32 \$13,765,000.00 \$16,155,000.00 | | | \$15,846,000.00 | 3 | 5 |
| H02 | SCOTT | HH | J9S3744 | 5,499 | INTERSECTION TURN LANES | | 0.363 | 80% | | | |
| LOW | J M SCHEIDLE, LLC FRONABARGER CONCRETERS, INC. RL PERSONS CONSTRUCTION, INC. | | | | | \$736,955.80 \$885,515.48 \$1,118,999.00 | | | \$598,000.00 | 3 | 5 |
| H03 | ST. FRANCOIS | B | JSE0152 | 1,083 | SCRUB SEAL AND SHOULDER | | 7.197 | 80% | | | |
| LOW | PACE CONSTRUCTION COMPANY, LLC H.R. QUADRI CONTRACTORS, LLC | | | | | \$2,135,000.00 \$2,244,101.73 | | | \$1,680,000.00 | 2 | 6 |
| LOW BID TOTAL | | | | | | \$92,009,416.04 | | | \$105,982,000.00 | 74 | |
| NOTE: AWARD AMOUNT FOR FIXED SCOPE VARIABLE CONTRACTS (PROGRAM CAP) | | | | | | \$1,874,000.00 | | | | | |
| NOTE: TOTAL AWARD AMOUNT CHANGED TO REFLECT PROGRAM CAP ON FIXED SCOPE VARIABLE CONTRACTS | | | | | | \$91,696,286.49 | | | | | |
| | | | | | | % DIFFERENCE PRGRM VS BID | | -13.5% | | | |

SUMMARY OF BID OPENING
February 21, 2025

| CALL NO. | COUNTY | RTE. | JOB NO. | ADT | DESCRIPTION | BID | LENGTH | FED FUND | PROGRAM AMOUNT | NO. OF BIDS | DBE % |
|----------|--------|------|---------|-------|---|------------------|--------|----------|----------------|-------------|-------|
| D01 | HOWARD | 5 | J5P3498 | 1,324 | BRIDGE REPLACEMENT AND ADA IMPROVEMENTS | | 0.233 | 80% | | | |
| CD | LOW | | | | | \$2,922,915.92 * | | | \$2,834,000.00 | 2 | 6 |
| | | | | | | \$3,041,051.68 | | | | | |
| | | | | | | DECLINE | | | | | |
| | | | | | | NON-RESPONSIVE | | | | | |

FEBRUARY 2025 LETTING PROJECT LOCATIONS

ATTACHMENT 2



CALL NUMBERS AND ASSOCIATED PROJECT NUMBERS WITHOUT A SPECIFIC LOCATION

| CALL NUMBER | JOB NUMBER |
|-------------|------------|
| D05 | CD0091 |
| F02 | SL0206 |
| G04 | SRM0074 |
| G04 | SRM0075 |
| G04 | SUM0076 |

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.

| January 17, 2025 Letting (February 5, 2025 Awards, SFY 2025) | | | | |
|---|----------------------|--|---------------------------------|--------------|
| | Number of Projects | Program Construction Estimate with Contingencies | Award Amount with Contingencies | % Difference |
| TOTAL ALL PROJECTS | 47 | \$115,243,680 | \$123,487,111 | 7.2 |
| STIP PROJECTS | 44 | \$114,240,000 | \$122,474,988 | 7 |
| FUNDING BY OTHERS | 3 | \$2,698,170 | | |
| | Number of Projects | Program Construction Estimate | Award Amount | % Difference |
| DESIGN BUILD PROJECTS | 0 | | | |
| PROJECTS LET BY OTHERS | 0 | | | |
| PROJECTS LET BY DISTRICT | 0 | | | |
| Awards Year-to-Date for SFY 2025 | | | | |
| | Number of Projects | Program Construction Estimate with Contingencies | Award Amount with Contingencies | % Difference |
| TOTAL ALL PROJECTS | 287 | \$1,820,125,923 | \$1,756,056,286 | -3.5 |
| STIP PROJECTS | 279 | \$1,805,879,583 | \$1,745,362,666 | -3.4 |
| FUNDING BY OTHERS | 16 | \$15,398,156 | | |
| Includes Design Build Projects | | | | |
| Completed Projects Year-to-Date for SFY 2025 | | | | |
| | Program Constr. Est. | Final Project Cost | Difference | % Difference |
| STIP PROJECTS | \$498,552,000 | \$545,673,000 | \$47,121,000 | 9.5 |

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

SCENIC BYWAYS, U.S. BICYCLE ROUTE SYSTEM, OUTDOOR ADVERTISING, AND JUNKYARDS OVERVIEW

-- Presented by Brenda Harris, Assistant to State Design Engineer- Right of Way, 573-751-7458, Gidget Koestner, Policy and Innovations Engineer, 573-751-6905, Jennifer Hall, Outdoor Advertising Manager, 417-895-1333.

ISSUE: This presentation will provide an overview of MoDOT's Scenic Byway Program, U.S. Bicycle Route System, Outdoor Advertising, and Junkyard Program.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- A key benefit of the Scenic Byway Program is to preserve the intrinsic qualities and unite communities and organizations to support Missouri Byways. The Scenic Byway designation will ensure the continued preservation of the historic and scenic qualities while highlighting the beautiful territory in the heart of our nation.
- Scenic byway designations limit the outdoor advertising industry from being granted new billboard location permits within unzoned regulated routes. Routes zoned industrial or commercial are not included in the scenic byway designation and could qualify for signage.
- The U.S. Bicycle Route System (USBRS) is a growing national network of bicycle routes planned to provide connectivity in urban and rural communities. Adventure Cycling has been working with American Association of State Highway and Transportation Officials (AASHTO) to expand this system utilizing public input to establish U.S. Bicycle Routes on preferred routes in local areas, statewide, and across the nation. Local bicycle and pedestrian groups, namely Missouri Bicycle and Pedestrian Federation, has worked diligently to identify routes and get public support to present to MoDOT to expand the USBR system in the state of Missouri.
- The Outdoor Advertising section is responsible for the regulation and control of outdoor advertising and junkyards under the Highway Beautification Act of 1965.

OTHER VIEWS:

- Scenic America, Missouri Tourism, National Scenic Byway Foundation, and Missouri Scenic Byways Association are supportive of this program.

MHTC POLICY:

- Highways – Right of Way – Highway Beautification – Scenic Byways, Junkyards, and Outdoor Advertising-Billboards.
- Highways – Right of Way – Highway Systems – Classifications – Scenic Byways.

OTHER PERTINENT INFORMATION:

- Chapter 226.797-226.801 of the Missouri Statutes provides the Commission with authority to create a state system of scenic byways.

- Per 7 CSR 10-12, the Commission may designate a road or highway under its jurisdiction as a scenic byway.
- There is currently no funding for the Scenic Byway Program at the state level. Funding is provided by special grants, when available, and does not take away from highway and bridge construction funds.
- Chapter 226.500-226.600 of the Missouri Statutes and 7 CSR 10-6 provides the Commission authority to regulate and control outdoor advertising.
- Chapter 26.650 to 226.720 of the Missouri Statutes and 7 CSR 10-5 provides the Commission authority to regulate and control junkyards.

SOURCE OF FUNDING: Not applicable.



SCENIC BYWAYS
U.S. BICYCLE ROUTE SYSTEM
OUTDOOR ADVERTISING
JUNKYARDS

BRENDA HARRIS, GIDGET KOESTNER, JENNIFER HALL
MoDOT Design Division

SCENIC BYWAY PROGRAM CREATION

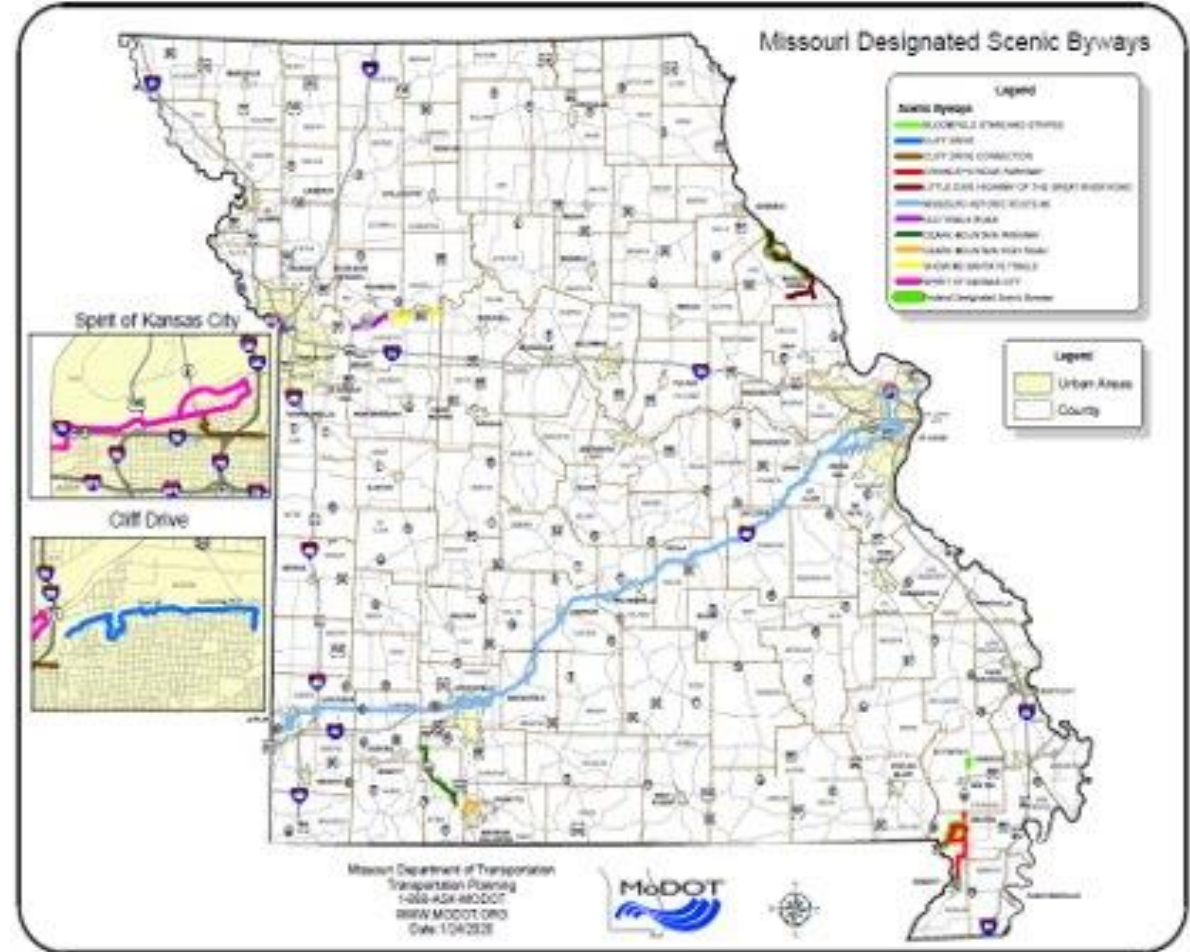


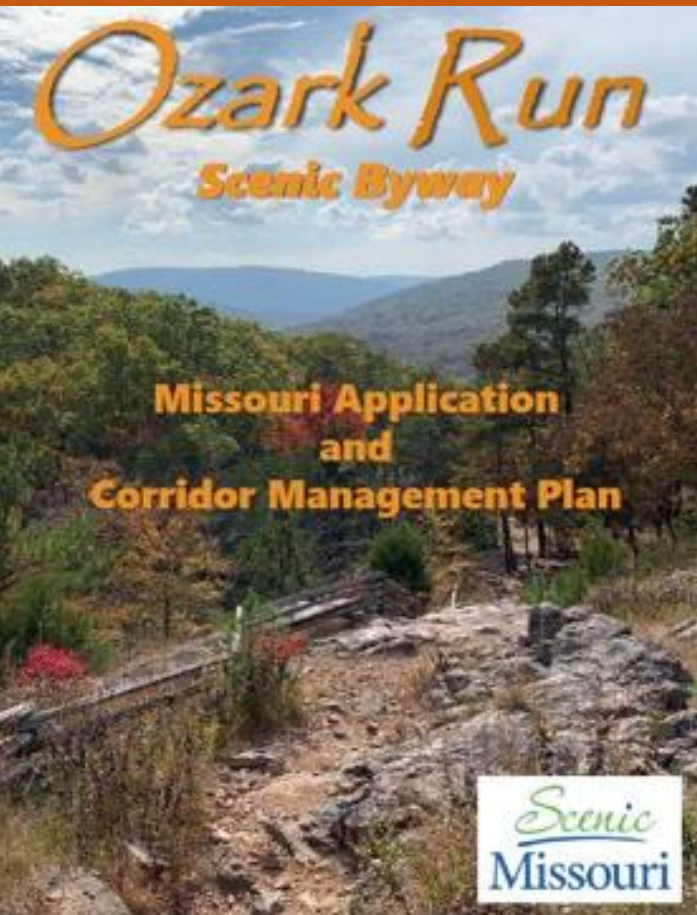
- Highway Beautification Act 1965
 - ISTEA of 1991
 - TEA-21 of 1998
 - SAFETEA-LU of 2005
- MO State Law 226.797; 7 CSR 10-12
 - Scenic Byway Advisory Counsel (SBAC)
 - Local Authority
 - MHTC Approval of Designation



MISSOURI BYWAYS

- Historic Route 66
- Little Dixie Highway – Great River Road
- Old Trails Road
- Cliff Drive- Downtown KC
- Ozark Mountain Parkway
- Bloomfield Stars and Stripes
- Crowley's Ridge Parkway
- Show-Me-Santa Fe Trail
- Spirit of Kansas City Regional
- Ozark Mountain Highroad
- Ozark Run Scenic Byway



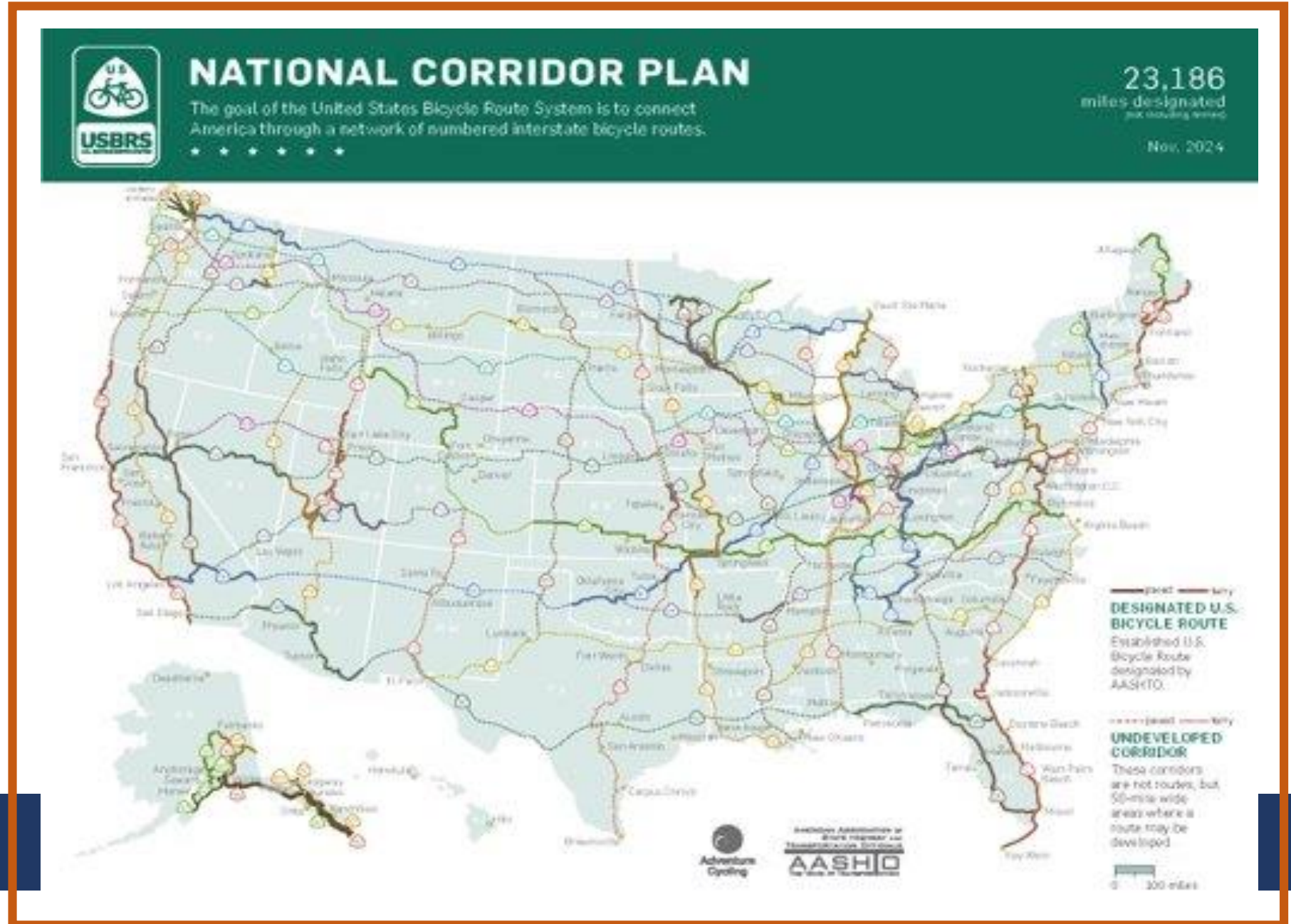


BYWAY PROCESS

- Origination of application
- Review by MoDOT
- Review by SBAC
- Notice of intent
- Public meetings & local vote
- Final SBAC meeting
- Submittal to MHTC for consideration
- Designate the byway
- Signage and maps

U.S. BICYCLE ROUTE SYSTEM

50,000 miles
of connected
bicycle
routes



AASHTO & ADVENTURE CYCLING

Special Committee on U.S. Route Numbering

Special Committee on U.S. Road numbering and marking systems facilitates travel on the main interstate lines, over the shortest routes and the best roads.

AASHTO Liaison

Kimberly Floyd
Program Specialist for Engineering
kfloyd@aaashq.org

Let's talk | +



AASHTO
Special
Committee on
U.S. Route
Numbering



U.S. Bicycle Route System

Connecting America by Bicycle. **DONATE**

Ride With Confidence With Adventure Cycling Maps. **GET YOUR MAP/CATALOG**

U.S. Bicycle Route System: **HOW A U.S. BI-CYCLE ROUTE Works for Cyclists**, Download USBRS Maps, **IMPLEMENT A U.S. BI-CYCLE ROUTE** (National Charter Plan, Planning, Designation, Implementation Resources, Best Practices Guide), **FRONTLINE U.S. BI-CYCLE ROUTE** (Signage, Promotion Resources), **SUPPORT THE USBRS** (Submit for a USBRS award)

Over 18,000 miles are currently established in 34 states and Washington DC - and more routes are being...

- Explore all U.S. Bicycle Routes and Download free digital maps
- Learn how routes are developed and officially designated

Since 2003, Adventure Cycling has been proud to shepherd the growth of the USBRS. We provide free technical assistance, coordination, and resources to state stakeholder groups in their designation efforts.

Together, we're building the largest public bike route network in the world.

Adventure Cycling Association inspires, empowers and connects people to travel by bicycle.

Connect with us: [Social media icons]

Chaired by Arkansas DOT Deputy Director

MOU February 2021

USBR IN MISSOURI PRIOR TO 2024

USBR 76

- Spring 2013
- ~348 miles
- Part of the TransAmerica Bike Route

USBR 66

- Spring 2018
- ~343 miles
- Follows Historic 66



Official State Map insert, 2021

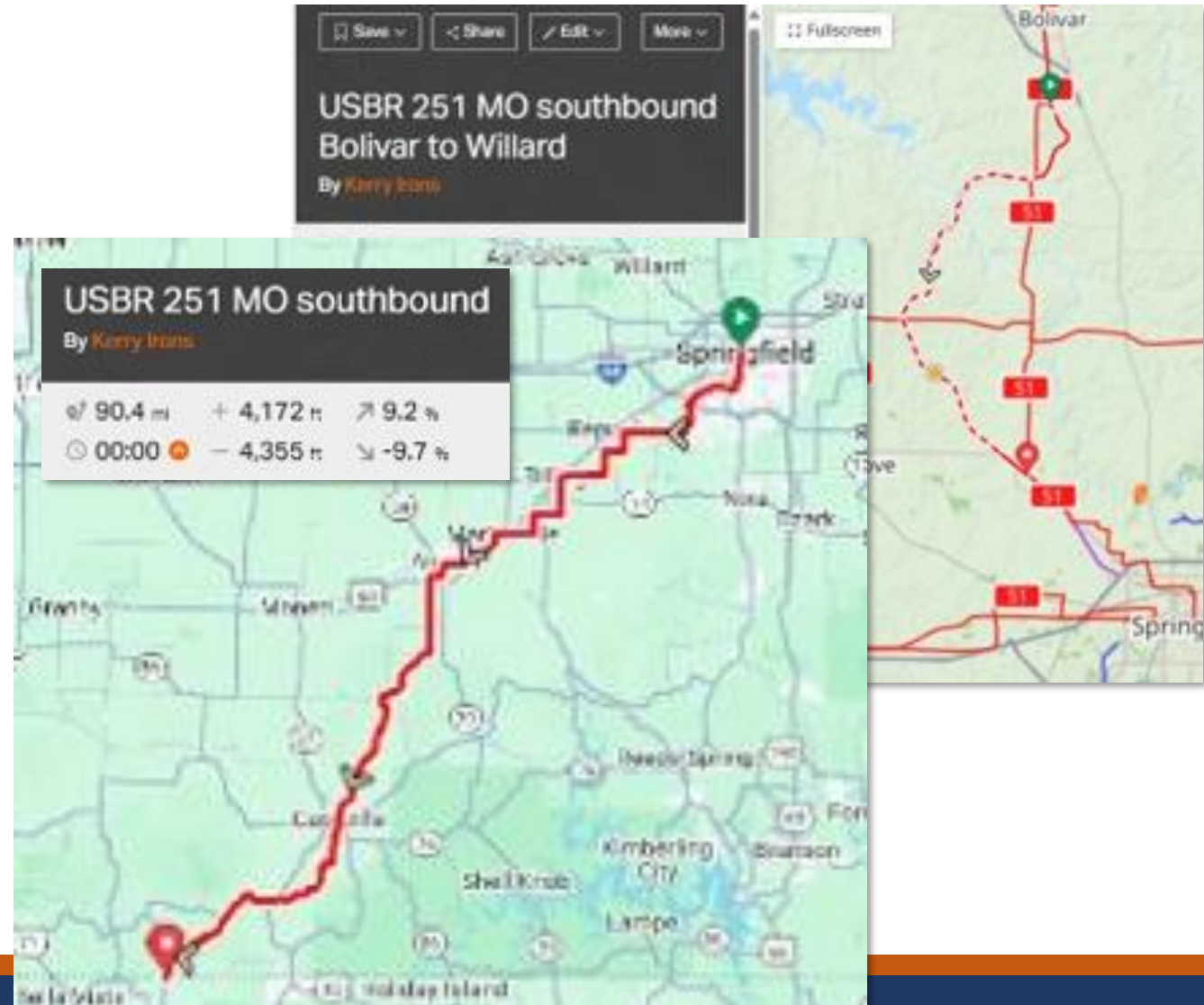
USBR 51 ADDED NOV. 2024



- Fall 2024
- ~554 miles
- Incorporates portions of:
 - Katy Trail
 - Watkins Woolen Mill State Park
 - Corps of Engineers at Truman Lake, Swinging Bridge Trail
 - Frisco Highline Trail

PROPOSED USBR 251 APPLICATION

- ~90 miles with a 25-mile segment Bolivar to Willard
- Joins segment Arkansas will submit application for in April 2025.
- MoDOT to provide a letter of support



OUTDOOR ADVERTISING AND JUNKYARD CONTROL



- Highway Beautification Act 1965
- Outdoor Advertising
 - Sections 226.500 to 226.600, RSMo
 - 7 CSR 10-6
- Junkyards
 - Sections 226.650 to 226.720, RSMo
 - 7 CSR 10-5

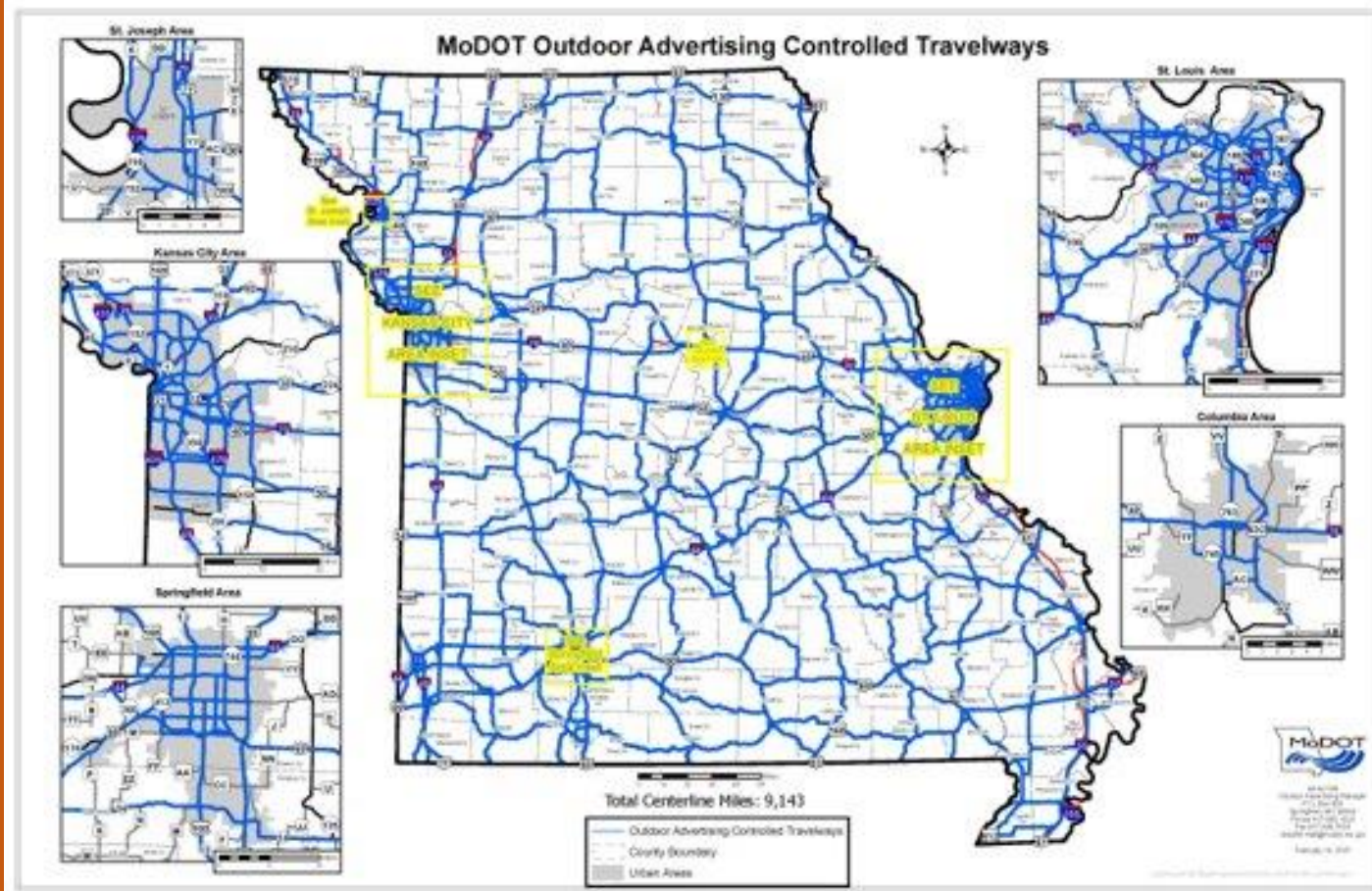
OUTDOOR ADVERTISING

An outdoor sign, display, device, figure, painting, drawing, message, plaque, poster, billboard, or other thing designed, intended or used to advertise or inform, any part of the advertising or information contents of which is visible from any point of the traveled ways of the interstate or primary systems.

-Section 226.510 (3), RSMo



OUTDOOR ADVERTISING REGULATED ROUTES



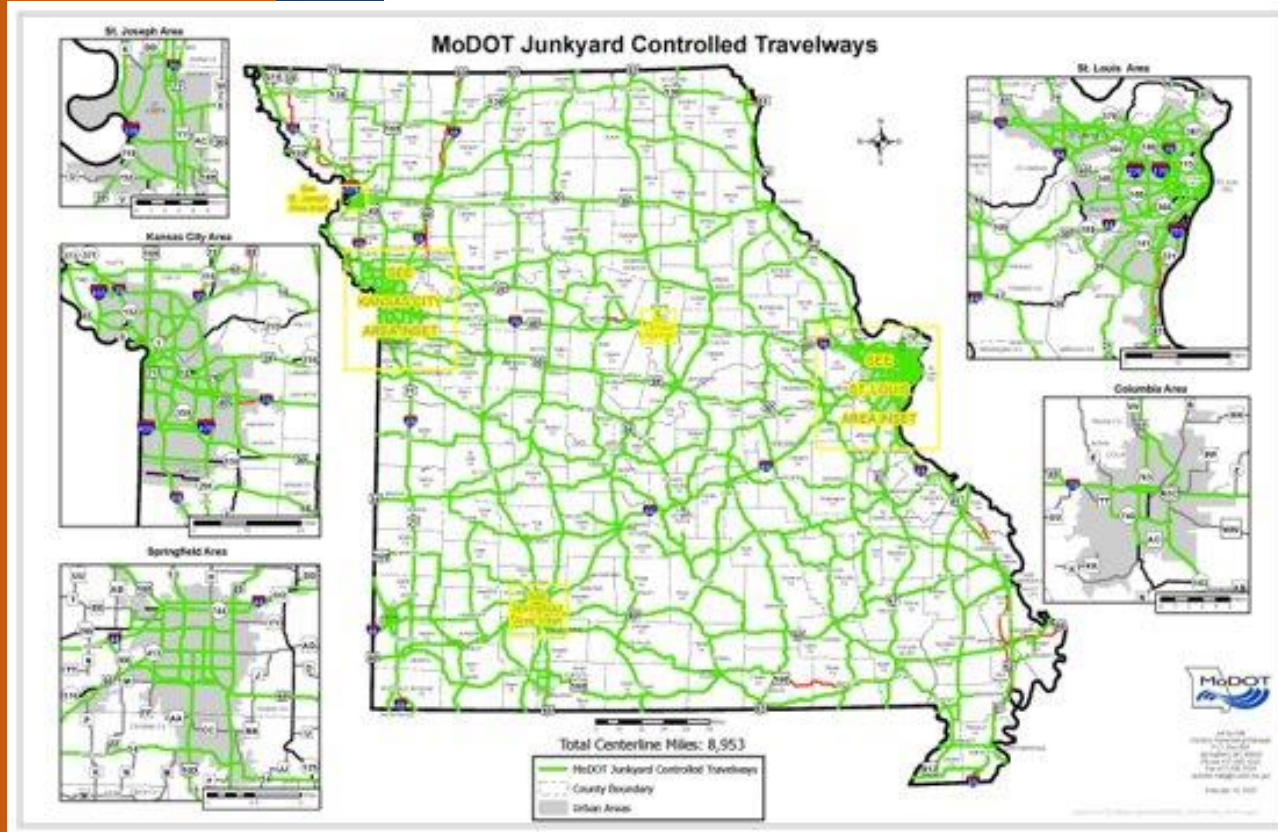
- National Highway System
- Interstate System
- Federal-Aid Primary Routes as of June 1, 1991

JUNKYARD

- **Junk:** old or scrap copper, brass, rope, rags, batteries, paper, trash, rubber debris, waste, or junked, dismantled, or wrecked automobiles, or parts thereof, iron, steel, and other old or scrap ferrous or nonferrous material.
- **Junkyard:** establishment, area, or place of business maintained, operated, or used for the storing, keeping, buying, or selling of junk or for the operation of an automobile graveyard, garbage dump or sanitary fill.



JUNKYARD REGULATED ROUTES



- National Highway System
- Interstate System
- State Primary System

EFFECTIVE CONTROL

- Failure to provide effective control could cause the State of Missouri to lose a percentage of its annual share of FHWA construction money
 - Outdoor Advertising- 10%
 - Junkyard- 7%





3

SPEED LIMIT GUIDELINES AND CONSIDERATIONS

-- Presented by Jon Nelson, State Highway Safety and Traffic Engineer, 573-751-5417 and Ray Shank, Traffic Liaison Engineer, 573-751-0982.

ISSUE: MoDOT's mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri. Speed limits play an important role in facilitating traffic flow that is both safe and efficient. This presentation will provide an overview on the impacts of speed limits as well as provide insights into the processes and guidelines MoDOT uses when determining appropriate speed limits on Missouri roadways.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- Missouri state statute provides the MHTC with authority to establish speed limits on Missouri's state roadways.
- Speed has a direct impact on the safety of the motoring public, both in terms of crash frequency and crash severity.
- MoDOT uses a defined, albeit flexible, process for evaluating, establishing, and adjusting speed limits.
- Every roadway is unique, and a variety of factors should be considered when evaluating, establishing, and adjusting speed limits.
- Cities and counties can establish speed limits on state roads within their jurisdiction if approved by MoDOT.

OTHER VIEWS:

- On local roads, cities and counties may set speed limits under their jurisdiction.
- Citizens expect MoDOT to establish speed limits that are both reasonable and safe.

MHTC POLICY:

- Highways – Traffic Controls – Speed Limits.

OTHER PERTINENT INFORMATION:

- None.

SOURCE OF FUNDING: Not applicable.



SPEED LIMITS

Jon Nelson - *State Highway Safety and Traffic Engineer*

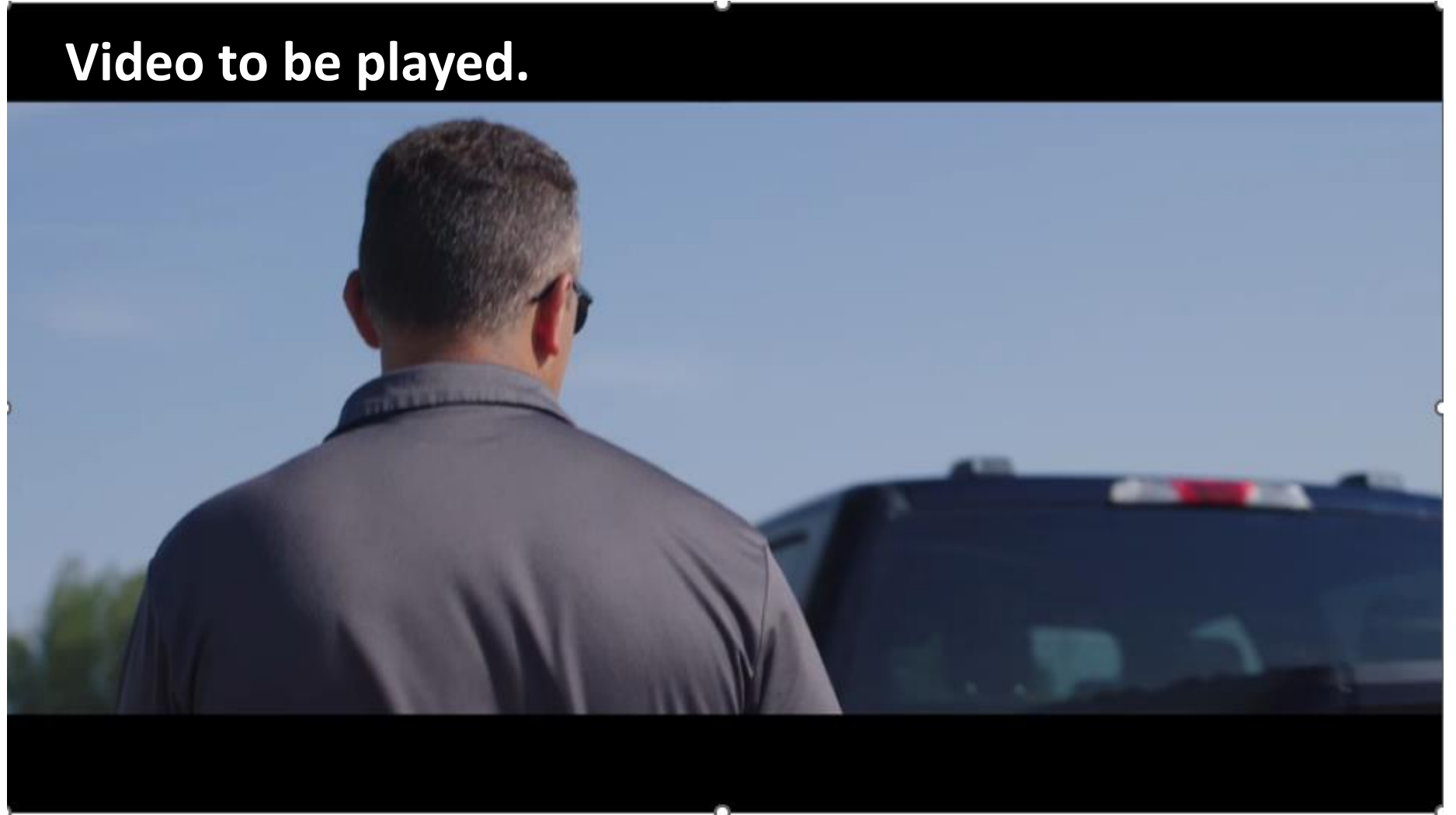
Ray Shank - *Traffic Liaison Engineer*

WHY LIMIT SPEED?



WHY LIMIT SPEED?

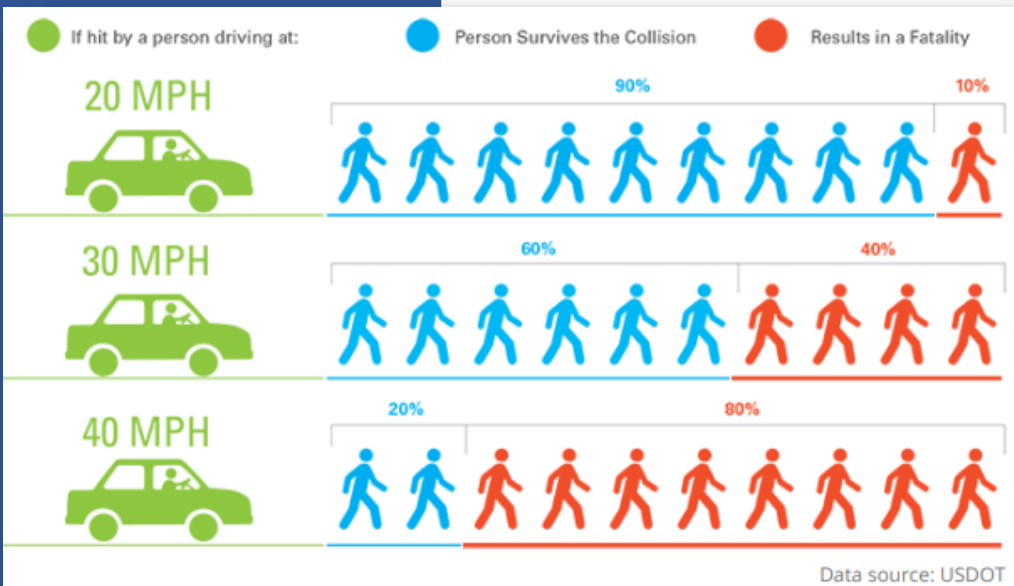
Video to be played.



SPEED AND SAFETY



- Speed is the top contributing factor in Missouri's fatal crashes.
- Higher speeds impact both crash *frequency* and crash *severity*.
- Certain road users, like pedestrians, are especially vulnerable.



IMPACT OF HIGHER SPEED LIMITS

- 1995 – The national 55 mph max speed limit was lifted.
- Insurance Institute for Highway Safety study:
 - A 5 mph increase = 8.5% higher fatality rate.
 - Nearly 1,500 more fatalities a year nationwide.

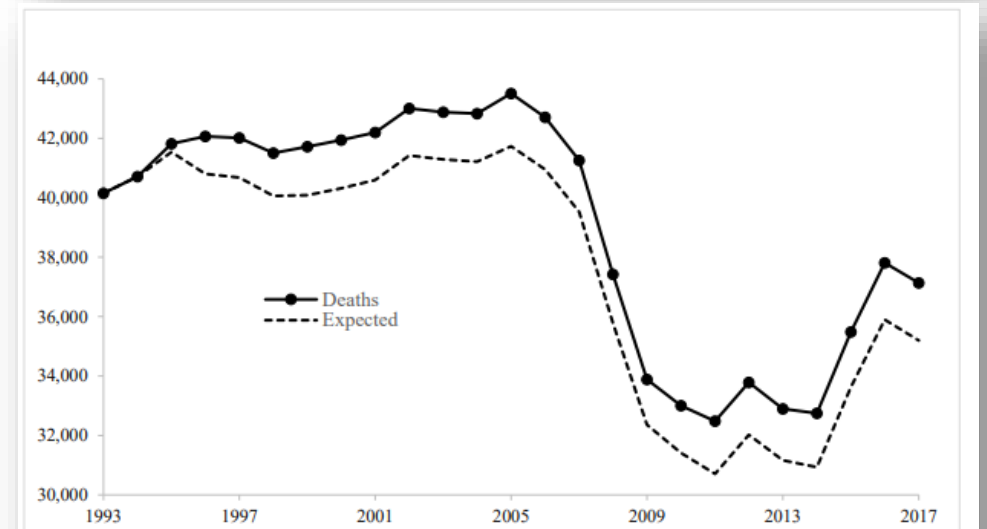
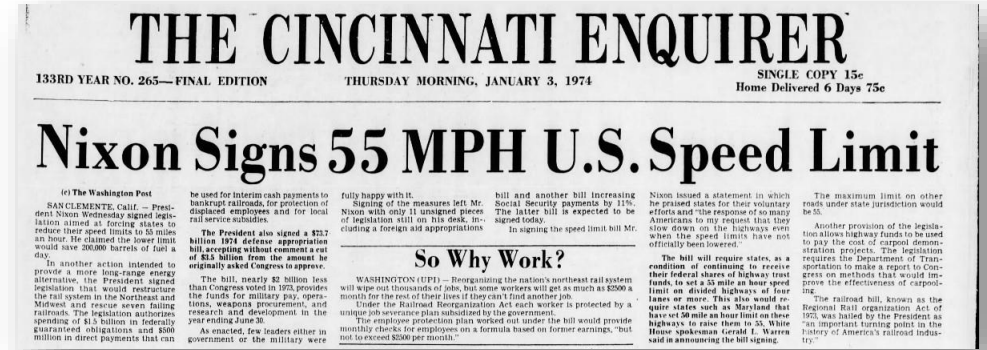


Figure 1. Traffic fatalities in the U.S., 1993–2017, and expected deaths if maximum speed limits had not increased.

WHO SETS SPEED LIMITS?

Missouri Revised Statutes – Section 304.010

- Establishes maximum speed limits.
- The Missouri Highways and Transportation Commission may set higher or lower speed limits if recommended by MoDOT.
- Max speed limit of 70 mph.

| Rural Areas | |
|-----------------|--------------------------------------|
| 70 mph | Interstate and Freeways |
| 65 mph | Expressways |
| 55 mph | State Lettered Routes ¹ |
| 60 mph | All other roadways, not urbanized |
| Urbanized Areas | |
| 60 mph | Interstate, Freeways and Expressways |
| 55 mph | State Lettered Routes ¹ |

¹ May be up to 60 mph based on engineering judgement

SPEED LIMIT INQUIRY

- May come from internal or external source.
- MoDOT evaluating a speed limit after completing certain roadway improvements.
- Requests from cities or counties.

SPEED STUDIES

- Determine Prevailing Speed.
 - 85th percentile – the speed at which 85% of vehicles are traveling at or below.
- Potential Reductions
 - Crash History
 - Pedestrian Use
 - On-Street Parking
 - Adjacent Development (Driveway Density)
 - Physical Roadway Conditions

OTHER CONSIDERATIONS

- Local Support
- Roadway Environment
- Roadway Changes
- Enforcement



LOCAL ORDINANCES ON STATE ROADS

- Cities and counties may regulate speed within their limits by ordinance with approval of the MHTC.
- Commission may void if the ordinance is:
 - Not primarily designed to expedite traffic flow.
 - Primarily designed to produce revenue for the city.

SPEED LIMITS AREN'T THE ONLY FACTOR

- Driver Safety (Roadway Environment)
- Driver Circumstances (running late, saving time)
- Driver Risk (Will I get a ticket?)

PARTNERSHIPS

- Education
- Enforcement
- Engineering

save
MO
lives



SUMMARY

- Speed has a direct impact on safety.
- Speed Limits can influence this impact.
- MoDOT has an established a standardized process for evaluating speed limits.
- Context matters.



4

CONSIDERATION OF PROPOSALS FOR THE KAYSINGER BASIN BRIDGE BUNDLE DESIGN-BUILD PROJECT

-- Presented by Eric Schroeter, Deputy Director/Chief Engineer, 573-526-2903, and Shannon Kellner, Project Director, 417-880-8046.

ISSUE: Approval of the award of best value selection of the Kaysinger Basin Bridge Bundle Design-Build Project in Bates, Benton, Cedar, Henry, Hickory, St. Clair, and Vernon Counties, in the Southwest District, and which will replace or long-term rehabilitate poor condition bridges.

RECOMMEND that the Commission:

- Accept the orally presented staff recommendation for award or rejection of the best value proposal for the Kaysinger Basin Bridge Bundle Design-Build Project;
- Authorize the Director, Chief Engineer, Chief Financial Officer, or their designee to negotiate and execute a contract with the best value proposer subject to approval as to form by the Chief Counsel's Office; and
- Authorize payment of the agreed stipend to the two unsuccessful proposing teams.

DEPARTMENT VIEW:

- Bridges in the counties of Bates, Benton, Cedar, Henry, Hickory, St. Clair, and Vernon Counties in the Southwest District are in poor condition and need rehabilitated or replaced.
- Design-Build will enable these bridges to be designed and built as quickly and efficiently as possible, realizing the maximum schedule, safety, and scope benefits for the limited budget.
- On February 14, 2024, the Missouri Highways and Transportation Commission approved the use of Design-Build for the Kaysinger Basin Bridge Bundle Design-Build Project in Bates, Benton, Cedar, Henry, Hickory, St. Clair, and Vernon Counties.
 - **Procurement Process** – Three teams were prequalified on September 27, 2024 to compete for the contract. The Request for Proposals was issued on November 15, 2024. The MoDOT Design-Build team held five confidential technical discussions with each team over a period of ten weeks to discuss their proposal ideas. Final proposals were due on February 7, 2025.
 - **Property Acquisition** – Right of Way may be required for this project. All costs associated with any new Right of Way or easements will be at the Commission's or the Contractor's expense.
 - **Disadvantaged Business Enterprise Goal (DBE) and Workforce Utilization** – MoDOT's Business Development and Compliance Office established a 10 percent DBE goal for Construction Activities and a 12 percent DBE goal for Professional Services. The contractor is required to meet federal workforce goals per trade of 5.6 percent minority and 6.9 percent women.
 - **Project Goals** – MoDOT has established the following goals for the Project which were used in evaluating and determining the Best Value Proposal:
 1. Safely deliver the project within the programmed budget of \$38 million.
 2. Maximize the number of locations to be addressed while providing quality, low maintenance structures, and roadway approaches.

3. Minimize impacts to the public through diligent construction efforts, flexibility in scheduling, and proactive communication.
4. Deliver the project utilizing a diverse workforce.
5. Complete the project on or before November 15, 2027.

OTHER VIEWS:

- No formal opposition to the Project has been voiced. Positive feedback was received in support of this project during the in-person public meeting on October 3, 2024. Positive comments were also received online from the virtual component of the public meeting.
-

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.
- 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:

- Routes may be closed for a period of time to allow for the construction of the new bridges in the same location.
- Routes in this project provide access to Truman Lake, Stockton Lake, and Pomme de Terre Lake, which are all managed by USACE and are popular recreational areas.

SOURCE OF FUNDING: Total funding for the Project (J7P3485) is \$38 million. The Design-Build contract has a not-to-exceed project cost of \$28.175 million. This project received approval for an additional 5 percent federal share for project level innovation. The remaining funds outside of the Design-Build contract will be used for Right-of-Way, Construction Engineering, Preliminary Engineering, and Stipends.



Kaysinger Basin

BRIDGE BUNDLE

Missouri Highways and Transportation
Commission Meeting

March 5, 2025

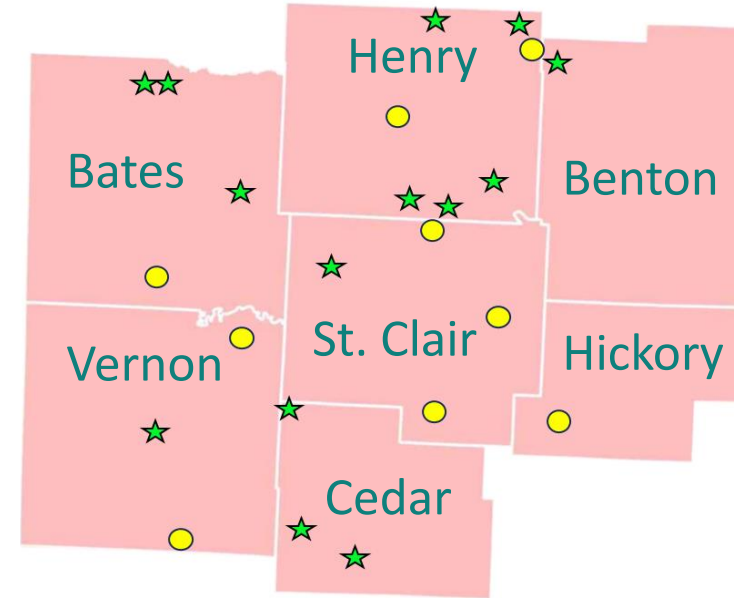
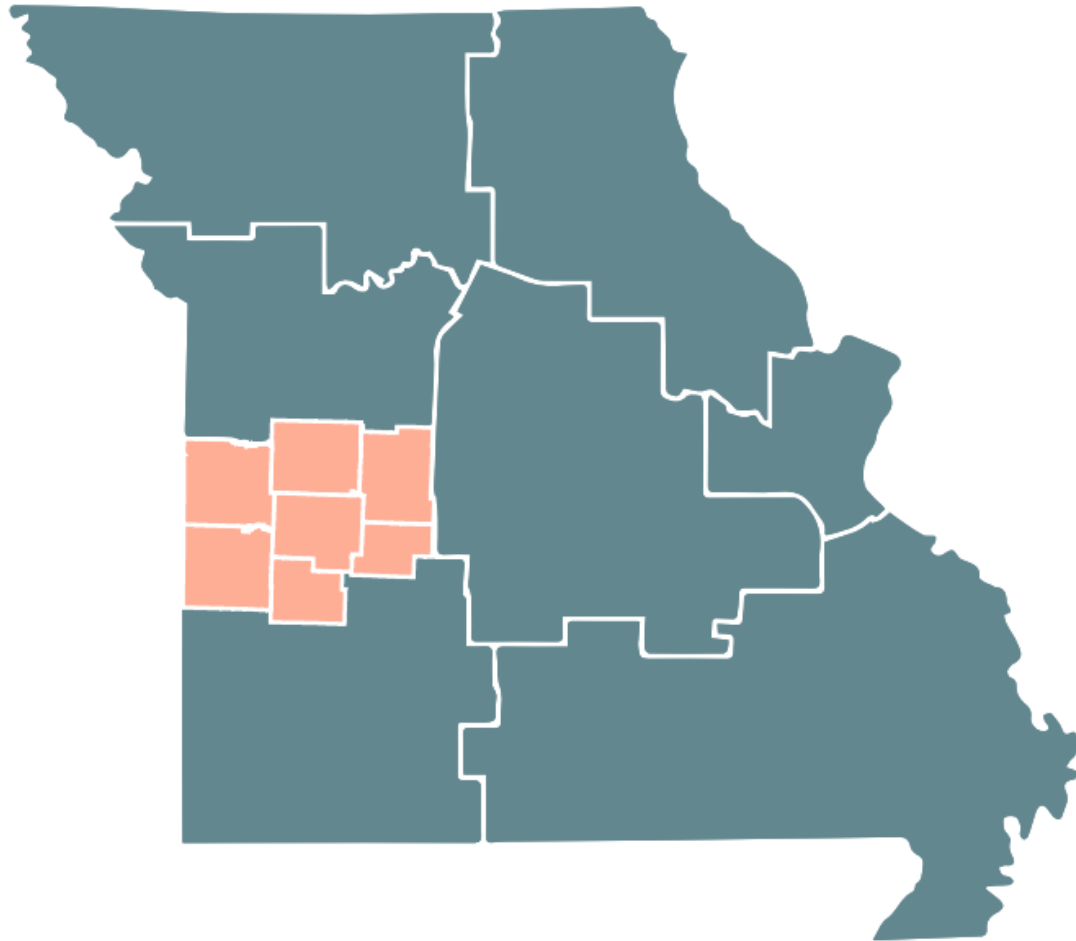
Project Overview

Replace or rehabilitate poor condition rated bridges within the Kaysinger Basin Regional Planning Commission area.

The Kaysinger Basin RPC area includes the counties of Bates, Benton, Cedar, Henry, Hickory, St. Clair, and Vernon.

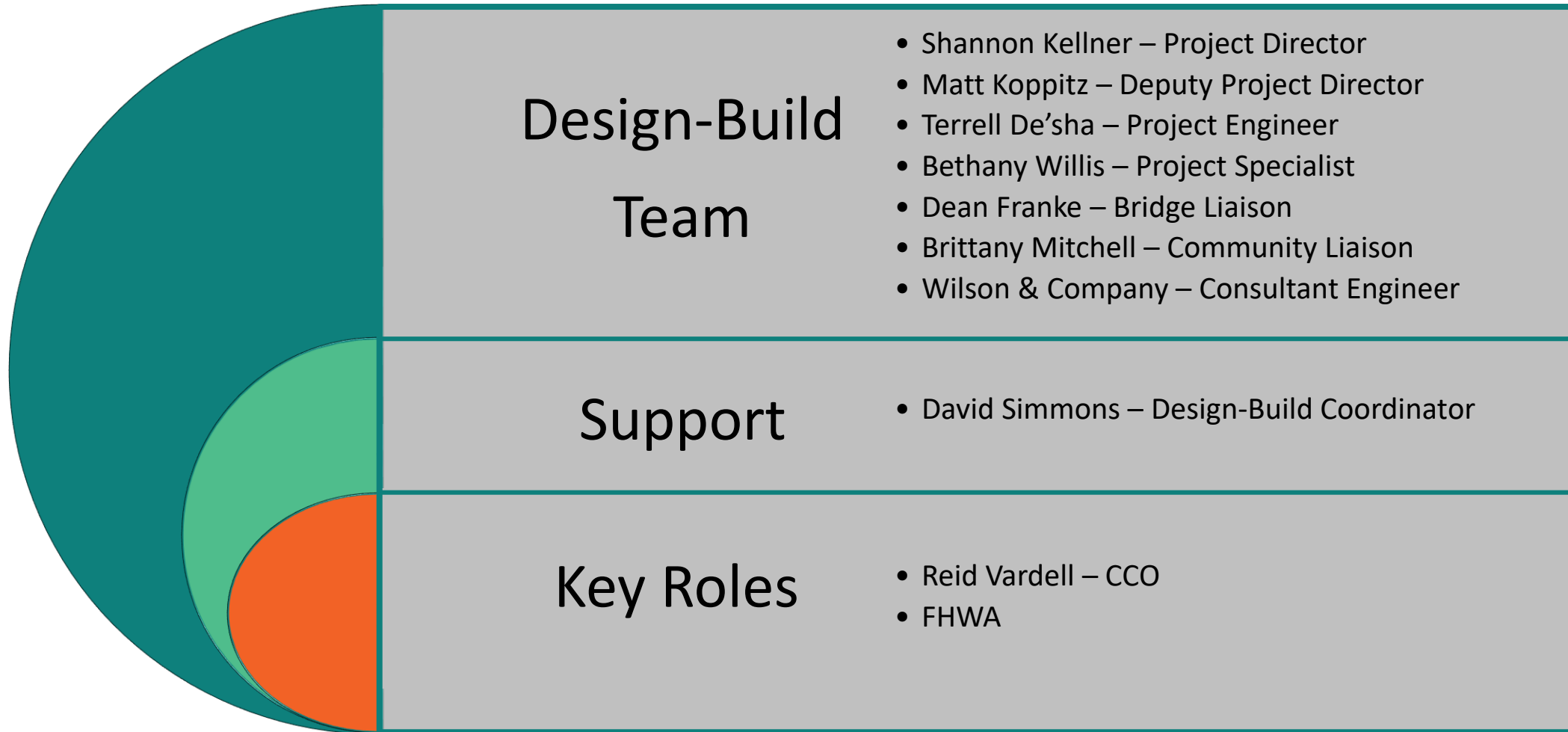
- Bundle contains up to 23 Bridges
 - 14 Primary Bridges
 - 11 Required Replacements
 - 3 with Redeck as the Minimum Treatment
 - 9 Alternate Bridges
 - 4 Required Replacements
 - 5 with Redeck as the Minimum Treatment

Project Location



- ★ Primary Bridges
- Alternate Bridges

Project Team



Project Goals



1. Safely deliver the project within the programmed budget of \$38 million.
2. Maximize the number of locations to be addressed while providing quality, low maintenance structures and roadway approaches.
3. Minimize impacts to the public through diligent construction efforts, flexibility in scheduling, and proactive communication.
4. Deliver the project utilizing a diverse workforce.
5. Complete the project on or before November 15, 2027.



Project Budget

- Total Program Budget - \$37.9 million
 - Preliminary Engineering
 - Construction Engineering
 - Right of Way Acquisition
 - Utilities & Contingencies
 - Stipends
 - Design-Build Contract - \$28.2 million (fixed price/best value)
 - Design
 - Construction

DBE and Workforce Goals

- DBE Goals
 - 10% Construction Activities
 - 12% Professional Services
- Workforce Goals
 - 5.6% minorities per trade
 - 6.9% females per trade
 - 2 Construction On-the-Job Training Slots (1,000 hours per trainee)

Procurement Schedule



| Activity | Proposed Date |
|--|------------------------------|
| Project Advertisement | July 1, 2024 |
| Industry Meeting/RFQ Release | August 1, 2024 |
| SOQs Due | September 23, 2024 |
| Short-List Teams Announced | September 27, 2024 |
| Issue Request for Proposals | November 15, 2024 |
| One-on-One Technical Meetings | November 2024 – January 2025 |
| Final Proposals Due | February 7, 2025 |
| Consideration of Award at MHTC Meeting | March 5, 2025 |



Evaluation Procedure

Technical Reviews

| Category | Available Points |
|------------------------------|------------------|
| Bridge Definition | 65 |
| Bridge Quality and Longevity | 20 |
| Maintenance of Traffic | 15 |
| Total | 100 |

- 18 Structures
 - 1 Re-deck
 - 3 Superstructure Replacements
 - 12 Full Replacements
 - 2 Bridge Eliminations
- All bridges have full-depth cast in place decks
- Reduction in the number of intermediate bents at 7 locations
- Concrete or steel girders – Weathering or Galvanized
- 90,780 SQ FT of existing bridge deck replaced
- 7 Bridges with lane closure durations under 100 days



In association with

Bartlett & West



- 20 Structures
 - 4 Re-decks
 - 2 Superstructure Replacements
 - 12 Full Replacements
 - 2 Bridge Eliminations
- All bridges have full-depth cast in place decks
- Reduction in the number of intermediate bents at 9 locations
- Concrete or steel girders – Weathering or paint coatings
- 103,018 SQ FT of existing bridge deck replaced
- 12 Bridges with lane closure durations under 100 days



Award Recommendation



The KB3 team recommends awarding the apparent best value proposal to:

Emery Sapp & Sons Team



In association with

Bartlett & West



Proposal Summary



In association with

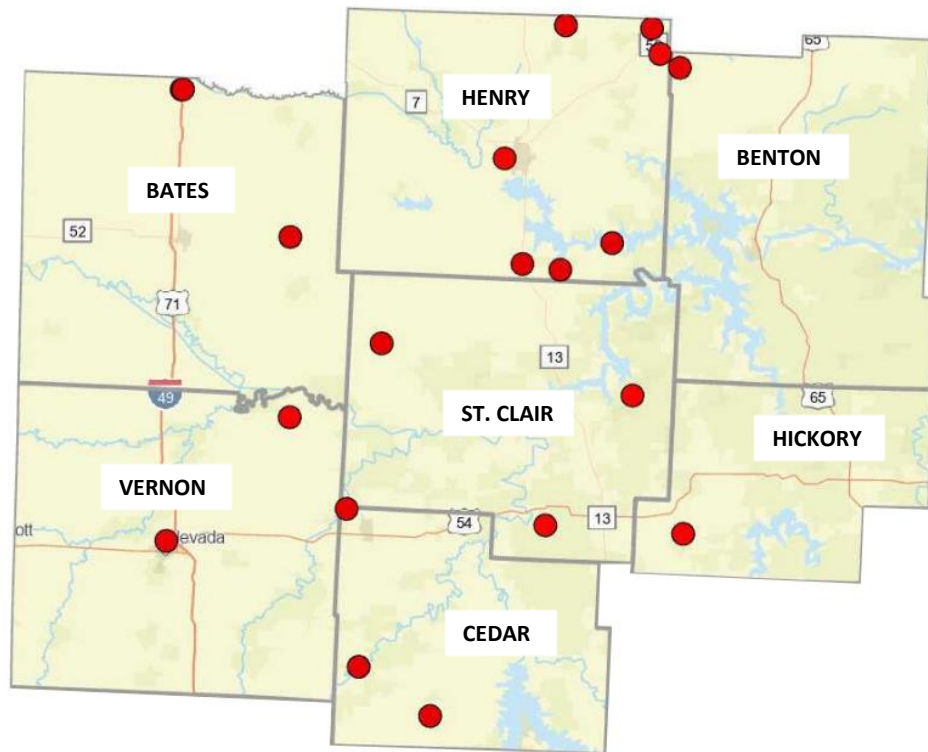
Bartlett & West

The Emery Sapp and Sons Team proposal includes:

- 20 locations
 - 2 locations removed from the NBI as box culverts
 - 11 Low maintenance concrete structures, 4 of which are single span
 - 3 Low maintenance steel structures
 - 4 Re-decks extending the life of the existing structure by 50 years
- Total of 103,018 SQFT of existing bridge deck replaced



Bridges Delivered



20 Locations

- 20 Poor Condition Bridges
- 4 One-Lane Bridges
- 2 Fracture Critical Truss Bridges
- 9 Load Posted Bridges
- 2 Bridge Eliminations



In association with

Bartlett & West



Design-Build Value

The following are benefits the Design-Build process brings to the SW:

- 20 bridges replaced or long-term rehabilitated
 - Added value of approximately \$4.5M
- Fourth district administered design-build project continues to provide knowledge and experience for future design-build projects.
- Efficiency of MoDOT resources
- The use of the innovative bridge design methods allows for more economical and practical designs
- Streamlined procurement and delivery allows for 20 poor condition bridges to be replaced or rehabilitated in less than three years



We request that the Commission:

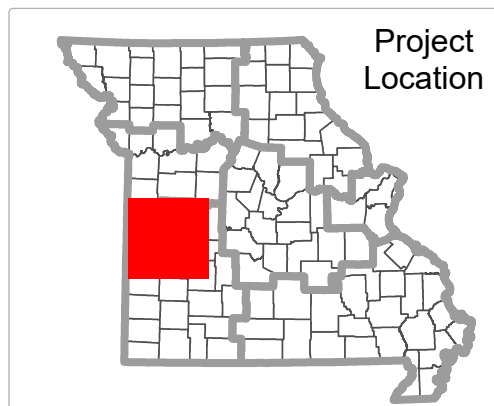
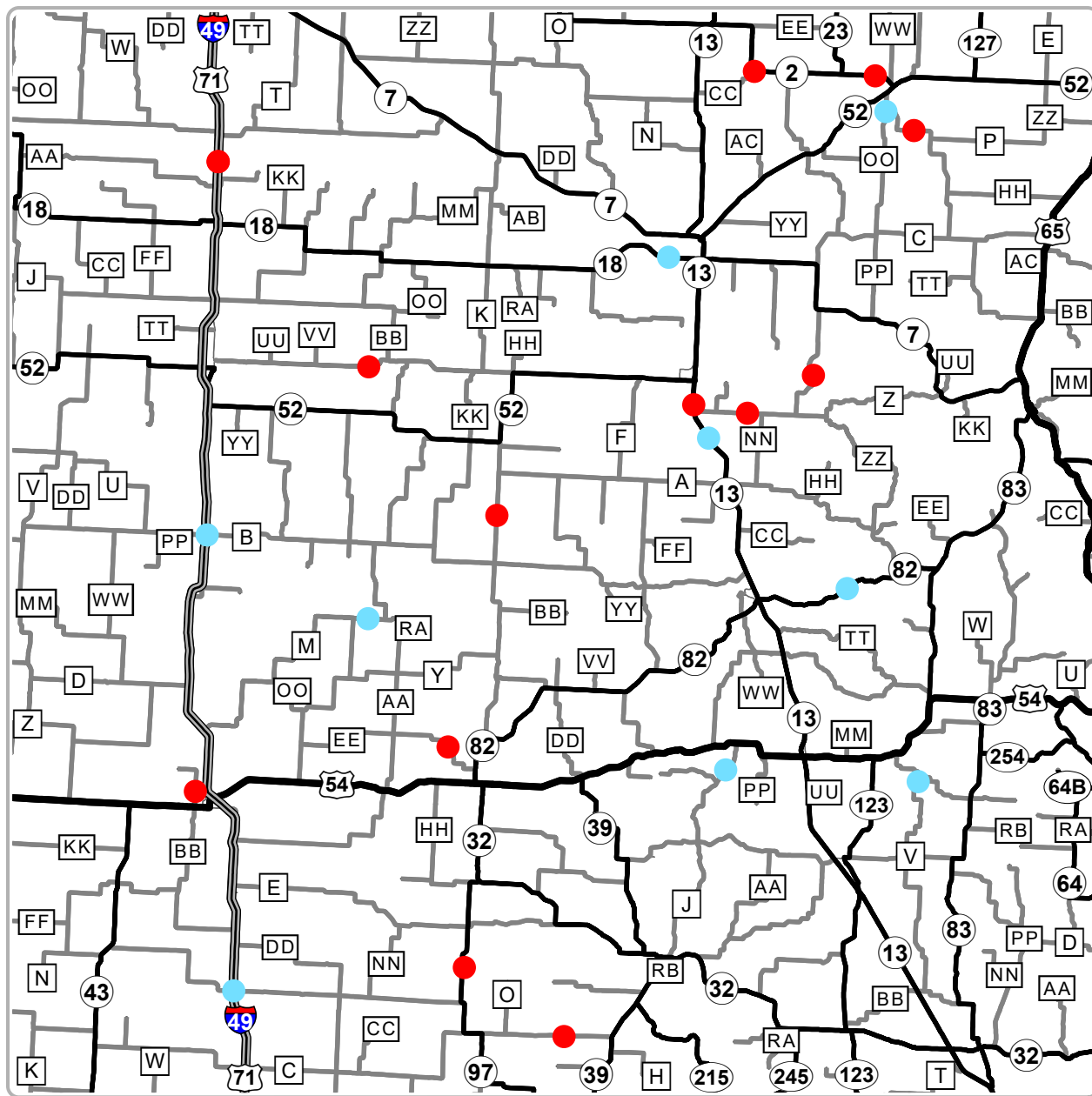
Approve our recommendation of the Emery Sapp & Sons Team as the Best Value Proposer, and authorize the Director, Chief Engineer, Chief Financial Officer, or their designee to negotiate and execute a contract with the Emery Sapp & Sons Team and approve the payment of a \$160,000 stipend to the unsuccessful proposing team.



Thank
you!



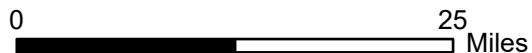
Team Members: Shannon Kellner, Matt Koppitz, Terrell De'Sha, Bethany Willis, Dean Franke, Brittany Mitchell



Project Locations

- Primary Bridges
- Alternate Bridges

**BRIDGE LOCATIONS
VARIOUS ROUTES
VARIOUS COUNTIES
JOB NO. J7P3485**





1

REPORT AND RECOMMENDATION REGARDING FINAL ORDER OF RULEMAKING – BREATH ALCOHOL IGNITION INTERLOCK DEVICE CERTIFICATION AND OPERATIONAL REQUIREMENTS

-- Presented by Rebecca Allmeroth, Chief Safety and Operations Officer, 573-522-5301.

ISSUE:

- Title 7 Code of State Regulations (CSR) 60-2 implements the Commission’s Breath Alcohol Ignition Interlock Device Certification and Operational Requirements (BAIID) program required under Sections 302.440 through 302.462, RSMo.
- Proposed amended rulemaking for 7 CSR 60-2.010 and 7 CSR 60-2.030 is required to address the following issue: Amend the definition of a temporary lockout in 7 CSR 60-2.010 to reduce the number of failed breath sample attempts that result in a temporary lockout of a motor vehicle by an ignition interlock device from three (3) failed attempts to two (2) failed attempts within a ten (10) minute period, which would make the definition consistent with the temporary lockout language in 7 CSR 60-2.030. Also, 7 CSR 60-2.030 would be amended to clarify the ignition interlock manufacturer requirement to report as a violation when two (2) temporary lockout occurrences happen within a thirty (30) day period.
- On December 4, 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 amendments in the *Missouri Register* for public comment. No comments were received during the thirty (30) day comment period.

RECOMMEND that the Commission:

- Approve the final orders of rulemaking to complete the rulemaking process.
- Authorize the Secretary to the Commission to file the final orders of rulemaking (**Attachments 1 and 2**) with JCAR and SOS for publication in the *Missouri Register*.
- Authorize the Director, Deputy Director/Chief Engineer, Chief Financial Officer, Chief Administrative Officer, or Chief Safety and Operations Officer to execute the documents necessary to complete the rulemaking process.

DEPARTMENT VIEW:

- Department staff believes the Commission’s BAIID program rules 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.
- **Stakeholder Comment Period:** Prior to filing the amended, permanent rules in December 2024, Highway Safety and Traffic (HS) Division shared draft copies of the rules with the following external stakeholders, who have reviewed and approved the rules:

- Intoxalock & Alcohol Detection Systems (ADS) – Gretchen Vahle, Senior Director Regulatory Relations;
- Smart Start – Toby Taylor, Chief Compliance Officer;
- RoadGuard – Brian Jeeninga, President;
- LifeSafer – Ken Denton, Chief Legislative and Regulatory Officer;
- Low Cost Interlock – Dana Sprenger, Vice President; and
- Missouri Department of Revenue - Becky Foster, Ignition Interlock Device Coordinator, and Melissa Schieferdecker, Administrative Manager.
- **Governor Approval:** On February 21, 2025, MoDOT staff sent a copy of these final orders of rulemaking to the Governor’s Office for its review and approval. MoDOT staff anticipates Governor’s Office approval of the final orders prior to the March 5, 2025 meeting.
- **Public Comment Period:** There were no comments received regarding the permanent rulemaking during the *Missouri Register* public comment period from January 15, 2025 to February 14, 2025.

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 (30) days after publication.
 - Once a rule becomes effective, it has the force and effect of law.

SOURCE OF FUNDING: No additional MoDOT funds will be required.

Title 7—MISSOURI DEPARTMENT OF TRANSPORTATION
Division 60—Highway Safety and Traffic Division
Chapter 2—Breath Alcohol Ignition Interlock Device Certification and Operational
Requirements

ORDER OF RULEMAKING

By the authority vested in the Missouri Highways and Transportation Commission under sections 226.130, 302.304, 302.309, 302.440-302.462, 302.525, and 577.041, RSMo, the commission amends a rule as follows:

7 CSR 60-2.010 Definitions is amended.

A notice of proposed rulemaking containing the text of the proposed amendment was published in the *Missouri Register* on January 15, 2025 (50 MoReg 80-81). 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.

Title 7—MISSOURI DEPARTMENT OF TRANSPORTATION
Division 60—Highway Safety and Traffic Division
Chapter 2—Breath Alcohol Ignition Interlock Device Certification and Operational Requirements

ORDER OF RULEMAKING

By the authority vested in the Missouri Highways and Transportation Commission under sections 226.130, 302.060, 302.304, 302.309, 302.440-302.462, 302.525, 577.041, 577.600, 577.605, and 577.612, RSMo, the commission amends a rule as follows:

7 CSR 60-2.030 Standards and Specifications is amended.

A notice of proposed rulemaking containing the text of the proposed amendment was published in the *Missouri Register* on January 15, 2025 (50 MoReg 81-82). 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.



2

RECOMMENDATION FOR BANKING SERVICES PROVIDER

-- Presented by Brenda Morris, Chief Financial Officer, 573-522-5688.

ISSUE: Pursuant to state statutes, the Missouri Highways and Transportation Commission may hold and maintain checking and investment accounts outside the State Treasury for the Local Fund Account, the Medical and Life Insurance Plan, and the Self Insurance Plan. The Missouri Transportation Finance Corporation (Corporation) is also authorized to deposit and hold the Corporation's funds outside the State Treasury. The Commission's current banking services agreement (covering commercial banking, investment management, and security safekeeping services) for these funds and accounts expires on March 31, 2025. The Department completed the Request for Proposal (RFP) process to solicit financial institutions interested in providing these banking services to the Commission and the Corporation.

RECOMMEND that the Commission:

- Approve Central Trust Bank as the service provider for banking services for the checking and investment accounts maintained for the Local Fund Account, the Medical and Life Insurance Plan, the Self Insurance Plan, and the Corporation.
- Authorize the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to exercise a three-year (with two one-year extensions) Commercial Banking, Investment Management, and Security Safekeeping Services Agreement with Central Trust Bank, with approval as to form by the Chief Counsel's Office.
- Authorize the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to independently exercise, without Commission approval, the two one-year extension options through March 31, 2030, with approval as to form by the Chief Counsel's Office.

DEPARTMENT VIEW:

- The evaluation team determined Central Trust Bank's proposal met the requirements set forth in the RFP and is the current banking services provider. Central Trust Bank's proposal increases the fees over the current contract. The earnings rate on cash held in the accounts are expected to decrease compared to the current contract.

OTHER VIEWS:

- The State Treasurer's Office has reviewed the new pricing structure and agrees it is reasonable.

MHTC POLICY:

- Financial – Transfer of Funds and Reimbursements – Financial Transactions.
- Execution of Documents.
- Equipment and Procurement – Procurement of Professional Services (Other than STIP Related).

OTHER PERTINENT INFORMATION:

- The RFP was posted in MissouriBuys, powered by MOVERS.

- The Department received one responsive proposal from the RFP issued on December 5, 2024. The 2019 RFP for banking services also generated one proposal.
- Fees for all banking services under the proposed contract will be calculated at 12 basis points on the average market value of the investment portfolio for each account, which is higher than the current contract's fee rate of 9.5 basis points.
- In fiscal year 2024, fees charged for these bank accounts were \$148,051, with the average total funds held in the accounts being approximately \$257 million.

SOURCE OF FUNDING: Central Trust Bank will deduct its fees each month from the earnings on each bank account.



3

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 eleven Highway and Bridge projects and six Recreational Trails projects.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- Highway and Bridge Projects:
 - MoDOT requests approval for eleven projects (Attachment 1).
 - Six existing projects are being modified for budget, description, funding source, scope, length, and delay.
 - Five new projects are being added to improve intelligent transportation system, bridge, pedestrian facilities, and clearing wildlife barrier.

OTHER VIEWS:

- Section 6 Special Programs Projects:
 - MoDOT requests approval for six Department of Natural Resources projects (Attachment 2).
 - Six Recreational Trails projects are being added.

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 February 26, 2025 to March 4, 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
March 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 | Buchanan | IS 29 | NW0152 | 2025 CN | Upgrade dynamic message sign 0.7 mile south of Rte. O on northbound lanes. \$150,000 Highway Safety and Traffic Division Operation funds. Reason: To add project for ITS improvements. Funding Source: Highway Safety and Traffic Division Operating Budget. | \$150 | \$16 |
| KC | Jackson | MO 78 | KU0042 | 2026 CN | Pavement resurfacing from I-435 to Rte. 291. Reason: To modify existing project budget and length. Funding Source: Available STIP funds. | \$5,003 | \$277 |
| CD | Maries | CST BALL PARK RD | CD0262 | 2025 CN | Bridge replacement over Fly Creek. Design, right of way and inspection by Maries County. \$700,000 Bridge Replacement and Rehabilitation and Bridge Formula Program, \$100,000 Maries County funds. Project involves bridge 0290040. Reason: To add project to improve bridge. Funding Source: Maries County and Bridge Replacement and Rehabilitation and Bridge Formula Program funds. | \$800 | \$2 |

**2025 - 2029 STIP
Highway and Bridge Construction Schedule
March 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 |
|----------|-------------|---------|---------|--|--|---|-----------------------------|
| SL | St. Charles | OR 64 | SL0112 | 2025 CN | Bridge replacement and add pedestrian facilities over Dardenne Creek. Project involves bridge A1458. \$771,266 O'Fallon and \$657,798 Transportation Alternatives funds. Reason: To modify existing project budget, funding source, description and scope. Funding Source: O'Fallon and Transportation Alternatives funds. | \$1,253 | \$109 |
| SL | St. Charles | US 67 S | SL0246 | 2026 CN | Clearing and wildlife barrier from Riverlands Way to the Missouri River. Reason: To add project to prepare corridor. Funding Source: Available STIP funds. | \$439 | \$33 |
| SL | St. Charles | Various | 6P3459 | 2025 CN | Job Order Contracting for guardrail repair at various locations in St. Charles County. Reason: To modify existing project budget. Funding Source: Available STIP funds. | \$1,000 | \$179 |

**2025 - 2029 STIP
Highway and Bridge Construction Schedule
March 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 |
|----------|-----------|---------|---------|--|---|---|-----------------------------|
| SL | St. Louis | RT D | 6S3215B | 2026 CN 2025 RW | Pavement resurfacing, reduce lanes and upgrade pedestrian facilities to comply with the ADA Transition Plan from west of Pennsylvania Avenue to west of Skinker Parkway and bridge rehabilitation over Metrolink. Project involves bridge A5328. Reason: To modify existing project budget, description and scope. Funding Source: NA | -\$3,533 | -\$239 |
| SL | Various | Various | 6P3462 | 2025 CN | Job Order Contracting for guardrail repair at various locations in Franklin and Jefferson Counties. Reason: To modify existing project budget. Funding Source: Available STIP funds. | \$1,000 | \$179 |
| SW | Cedar | MO 39 | 7P3485B | 2027 CN | Bridge replacement over Cedar Creek. Project involves bridge X0190. Reason: To divide project from 7P3485 and delay to SFY 2027. (February Administrative Modification) Funding Source: Available STIP funds. | \$2,140 | \$798 |

**2025 - 2029 STIP
Highway and Bridge Construction Schedule
March 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 | Henry | MO 18 | SR0338 | 2026 CN 2025 RW | Upgrade pedestrian facilities to comply with the ADA Transition Plan in Clinton, Windsor and Montrose. Reason: To add project to improve pedestrian facilities. Funding Source: Available STIP funds. | \$695 | \$328 |
| SW | Jasper | RT P | SR0337 | 2026 CN 2025 RW | Upgrade pedestrian facilities to comply with the ADA Transition Plan in Joplin, Carl Junction, Jasper, Sarcoxie, Diamond and Mount Vernon. Reason: To add project to improve pedestrian facilities. Funding Source: Available STIP funds. | \$814 | \$387 |
| Total: | | | | | | \$9,761 | \$2,069 |

Section 6 – Special Programs
March Amendment
Recreational Trails Program - FY2024 Grant Recipients

| Grant # | Project Sponsor and Scope of Work | Grant Award | Project Cost |
|----------------|---|--------------------|---------------------|
| 2024-02 | <p>Finger Lakes State Park Equipment Purchase - Non-Motorized Trail</p> <p>Purchasing motorized trail and trailhead maintenance equipment for the off road vehicle (ORV) trail system. Equipment includes a skid loader, hydra bucket, and a 5-in-1 attachment.</p> <p><i>MSP- Finger Lakes</i></p> | \$79,200 | \$19,800 |
| 2024-03 | <p>VTRA Equipment Storage, Event Sign-Up Container, Herbicides, & Trail Maintenance Equipment Upgrades - Motorized Trail</p> <p>Purchase of herbicides, 40 feet shipping container for storage, 20 feet shipping container for event sign-up registration, 66 inch root grapple bucket attachment, and mini track skid steer.</p> <p><i>Midwest Trail Riders Association</i></p> | \$54,014 | \$13,503 |
| 2024-04 | <p>Flower City Park Multi-Use Trail Phase I - Non-Motorized Trail</p> <p>Construction of 2,800 linear feet, 9 feet wide, ADA concrete trail. The trail will connect to the existing parking lot at the southwest corner. Installation of 3 culverts and planting of 40 trees along the trail.</p> <p><i>City of Palmyra</i></p> | \$250,000 | \$151,360 |

Section 6 – Special Programs
March Amendment
Recreational Trails Program - FY2024 Grant Recipients

| Grant # | Project Sponsor and Scope of Work | Grant Award | Project Cost |
|----------------|---|--------------------|---------------------|
| 2024-05 | <p>City of Perryville Viola Blechle Park Paved Trail – Non-Motorized Trail</p> <p>Construction of 0.33 mile, 10 feet wide, concrete trail. The trail will connect to a soccer complex with other trails. Installation of 2 benches along the trail.</p> <p><i>City of Perryville</i></p> | \$250,000 | \$149,900 |
| 2024-06 | <p>Owl Creek Park Project, Phase III – Non-Motorized Trail</p> <p>Construction of 4,100 linear feet, 10 feet wide, 6 inch ADA/ABA asphalt multi-use trail connector. Installation of amenities includes 9 benches, 9 trash cans, trail markers, and signage.</p> <p><i>St. Francois County</i></p> | \$250,000 | \$367,896 |
| 2024-08 | <p>City of Joplin Trail Amenities – Non-Motorized Trail</p> <p>Construction of 80, 4 x 6.5 concrete pads, with installation of 80, 6 feet ADA benches. Installation of other amenities include 48 bicycle racks, 8 bicycle repair stations, 21 trail signs.</p> <p><i>City of Joplin</i></p> | \$147,210 | \$98,140 |



4

APPROVAL OF PLANS FOR CONDEMNATION

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

ISSUE: Commission policy authorizes the Chief Engineer or his designee to approve and file plans as needed for the condemnation of right of way subject to approval by the Commission in order to expedite the delivery of projects. In addition, Commission approval of detailed project plans is required under Section 227.050, RSMo as a precedent to condemnation action to acquire right of way to construct needed improvements.

RECOMMEND that the Commission:

- Approve the noted detailed project plans approved by the Chief Engineer.

DEPARTMENT VIEW:

- The department continues to negotiate with property owners, however, approval of plans for condemnation is needed to maintain the project schedule.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Highways – Right of Way – Acquisition.

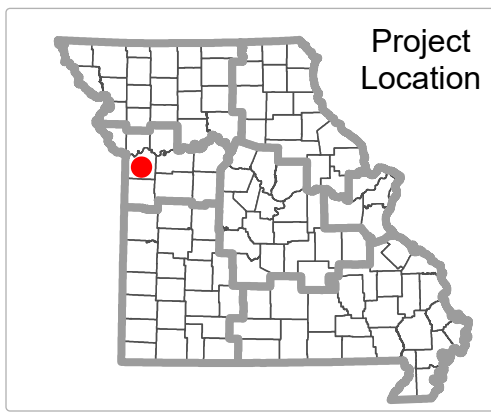
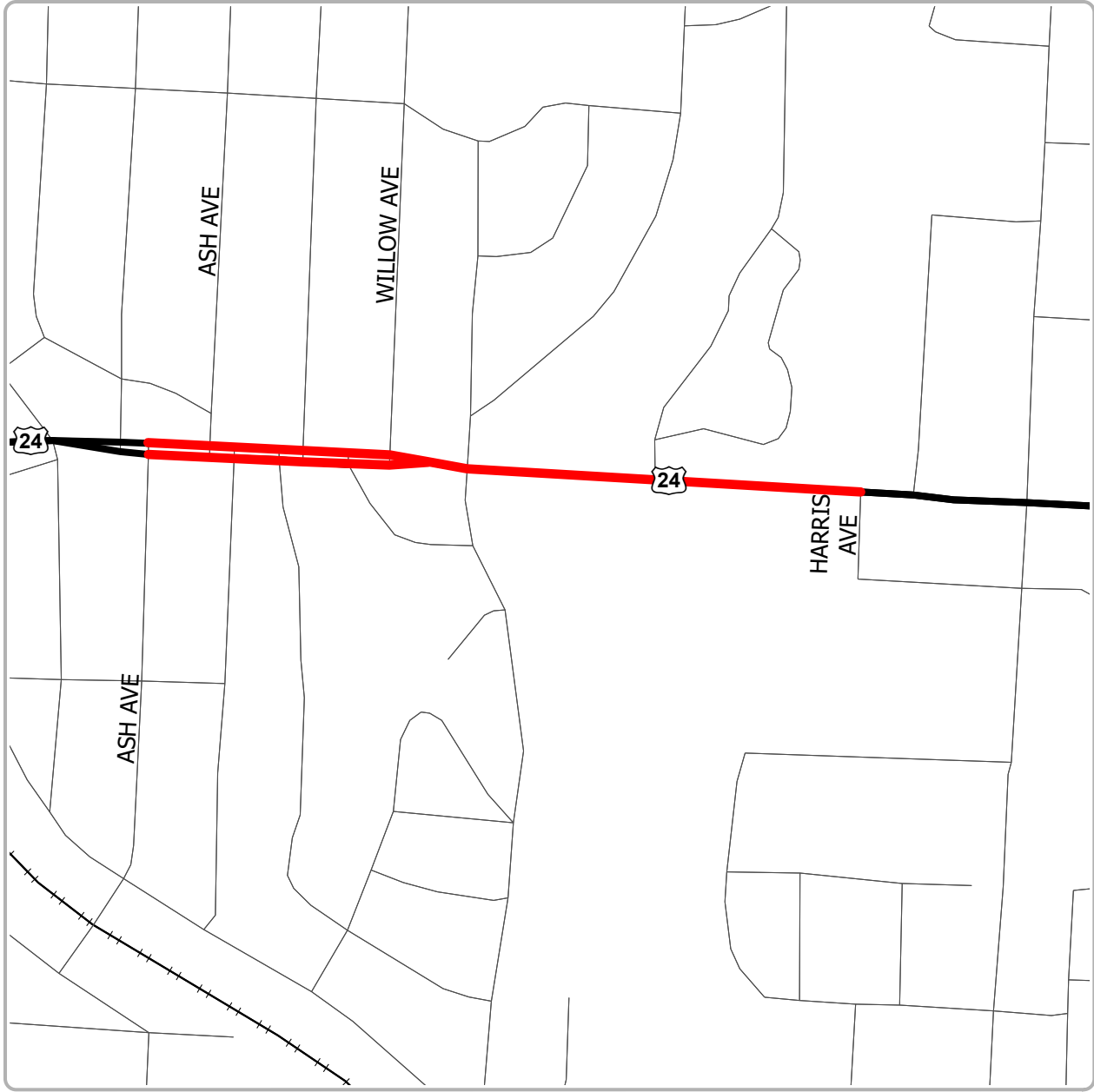
OTHER PERTINENT INFORMATION:

| <u>County</u> | <u>Route</u> | <u>Job Number</u> |
|---------------|--------------|-------------------|
| Jackson | 24 | JKU0226 |
| Jackson | 350 | JKU0404 |
| Lincoln | 47 | JNE0003 |

PROJECT DESCRIPTION:

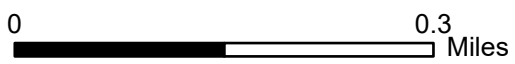
- Route 24, Jackson County – A highway improvement project including access management, grading, paving, sidewalk, and drainage, together with any incidental work on the above state road from Wilson Road to just west of Sterling Avenue.
- Route 350, Jackson County – A highway improvement project including grading, paving, turn lanes, bridge replacement and drainage, together with any incidental work on the above state road at the Route V (Noland Road) intersection.
- Route 47, Lincoln County – A highway improvement project including pavement safety and shoulder improvements, sidewalk, and drainage, together with any incidental work on the above state road from 0.3 mile west of Routes H and J in Troy to Routes A and D in Hawk Point.

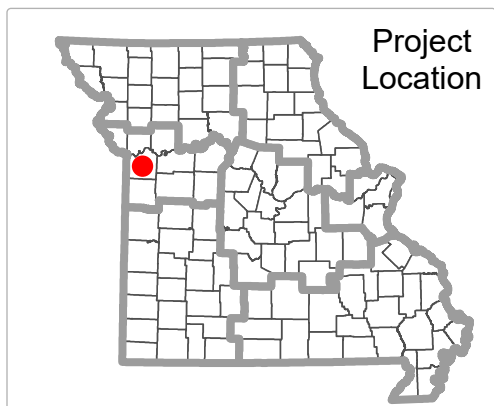
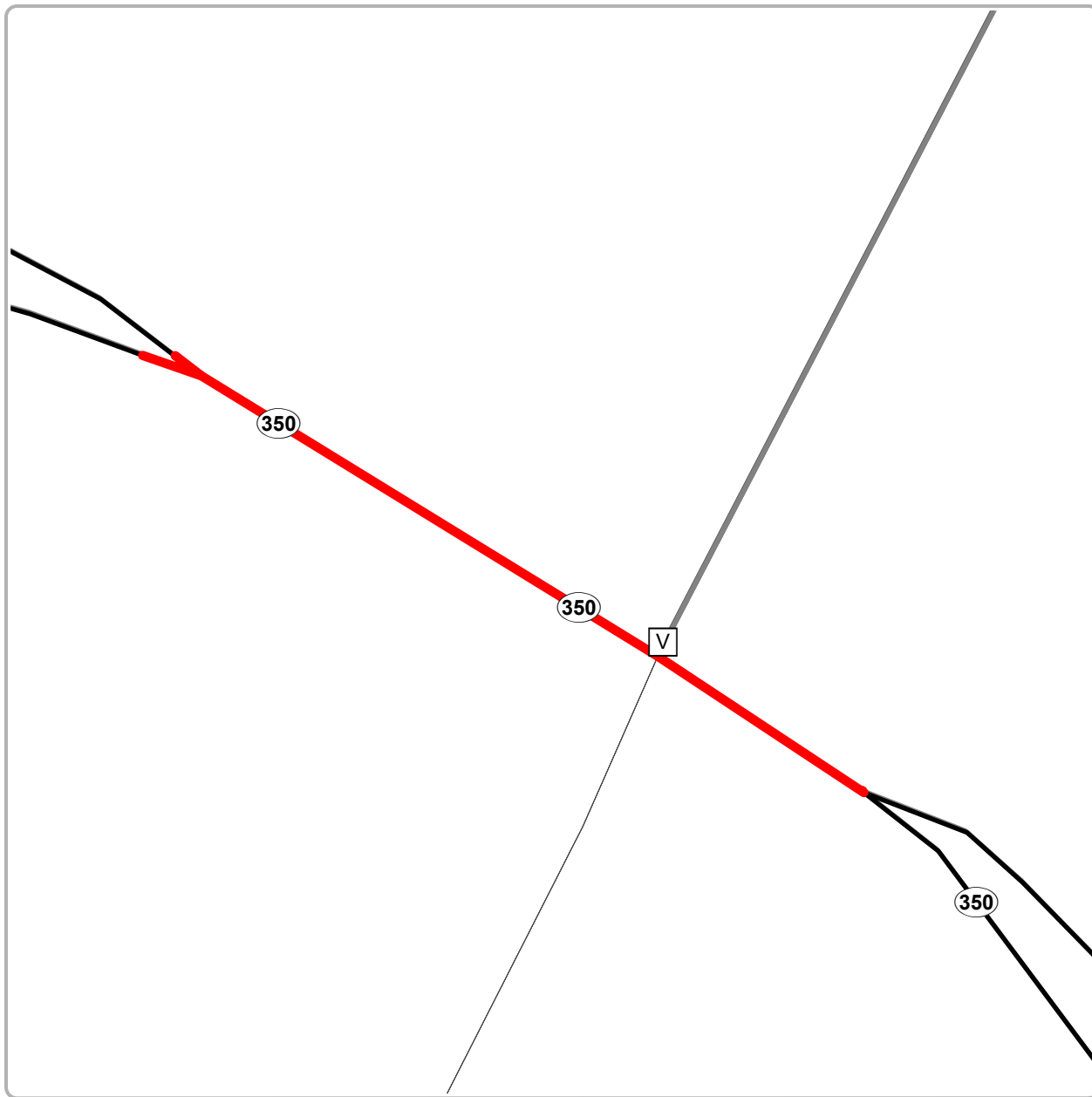
SOURCE OF FUNDING: Funding for these improvements has already been committed in the Commission approved FY2022-FY2026 Statewide Transportation Improvement Program.



 Project Location

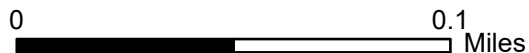
CERTIFICATION OF
RIGHT OF WAY PLANES
JKU0226
ROUTE 24
JACKSON COUNTY

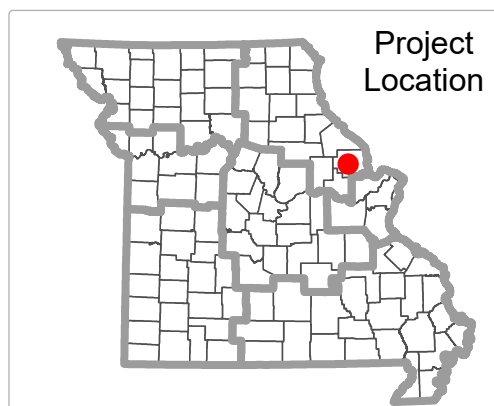
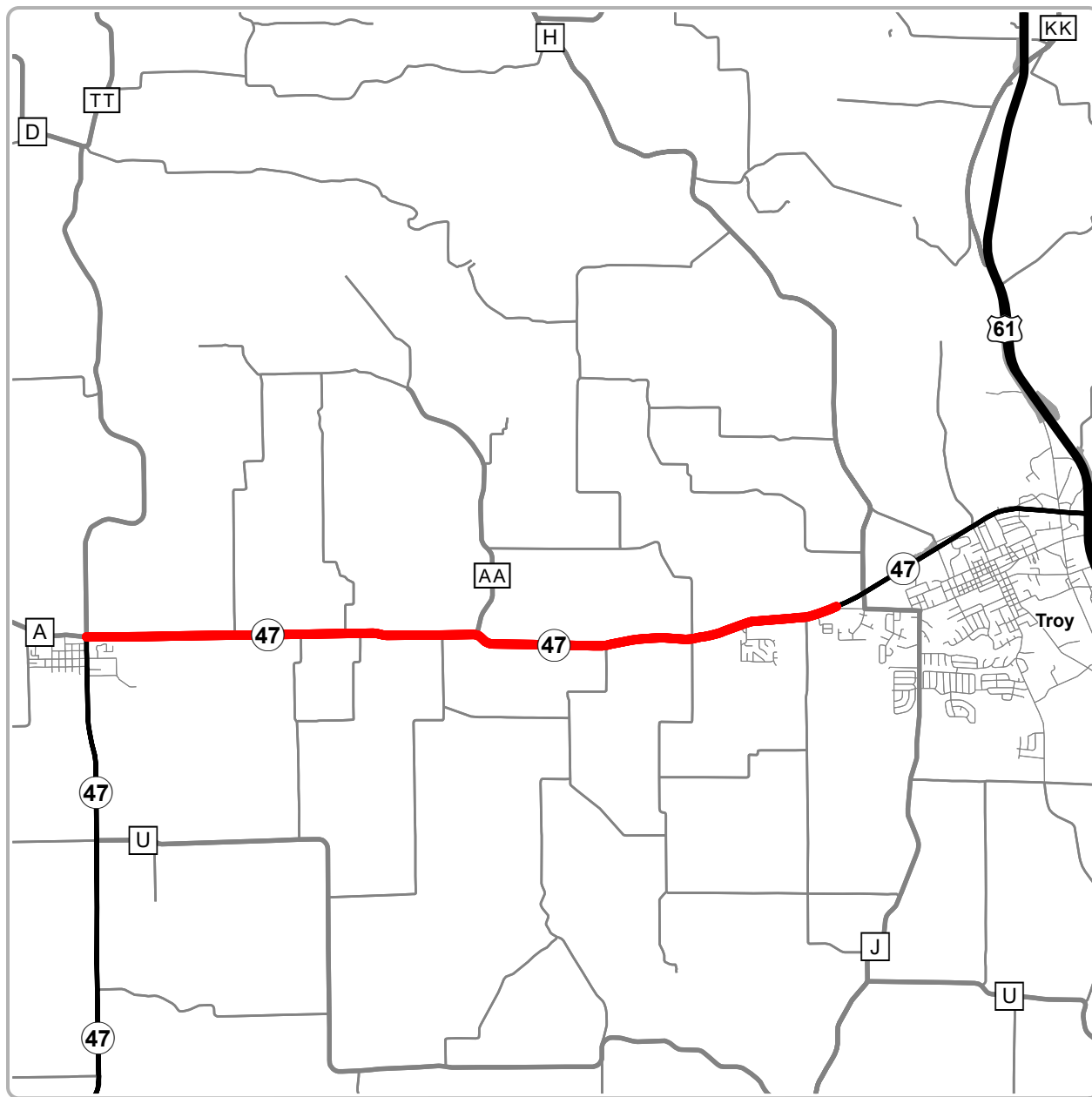




Project Location

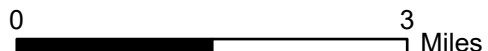
**CERTIFICATION OF
RIGHT OF WAY PLANES
JKU0404
ROUTE V (NOLAND ROAD)
JACKSON COUNTY**





 Project Location

CERTIFICATION OF
RIGHT OF WAY PLANS
NE0003
ROUTE 47
LINCOLN COUNTY





5

REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN OF HIGHWAYS

-- Presented by Mark Croarkin, Southeast District Engineer, 573-472-5341

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

Location – Route 95, Wright County
Business Route 60 (3rd Street) to Route N in Mountain Grove, MO

Project Description: This proposed improvement includes widening Route 95 to include a center left-turn lane from near the U.S. 60 Interchange to Business 60 and a 5-lane roadway from the Route 60 eastbound ramps to 17th Street in Mountain Grove, Missouri. The project also includes the construction of two roundabouts at the intersections of 3rd Street/Route 95 and at Route 95 and the eastbound on/off ramps. To improve safety, access points along the corridor will be removed. Sidewalks will be improved in compliance with the current standards of the Americans with Disabilities Act (ADA). Estimated cost for this improvement is \$11.9 million.

Project Length: 1.31 miles

Right of Way Type: Normal access right of way

Traffic: Construction will utilize periodic lane closures throughout the duration of the project. City streets will have short-term closures varying in duration, with some lasting several days and others just during contractor working hours. Adequate signing will be provided to control traffic flow in the area and will be augmented through message boards, public information and outreach efforts to advise motorists of this traffic situation.

Hearing Held: November 14, 2024
Senior Citizens Center, Mountain Grove, MO

Attendance: 65 people attended the public meeting.

Job No.: JSE0145

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- The subject project is consistent with the MoDOT strategic priority to improve safety and reduce congestion.
- The total accident rate along this section of Route 95 is higher than the statewide average for similar types of roadways.

MHTC POLICY:

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

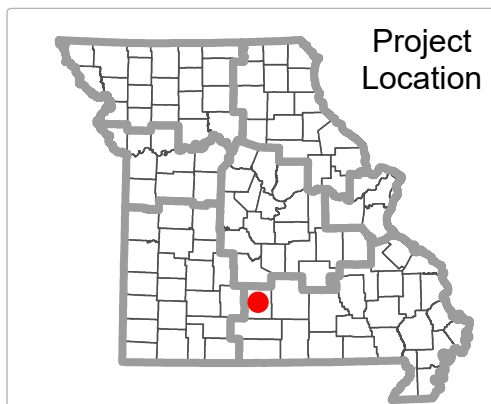
OTHER VIEWS:

- The majority of the written and verbal comments agreed this project needs to improve safety and reduce congestion.
- Approximate two-thirds of the comments expressed some level of concern of either roundabouts or access management proposals.
- About one-third of the comments were either in favor of the project as presented or expressed access concerns for their individual business ownership.
- City officials have provided a letter of support for the project.

OTHER PERTINENT INFORMATION:

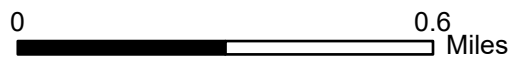
- The Revised Statutes of Missouri charge the Commission with the responsibility for approving roadway locations and/or designs; based on that approval, property needed for the improvement is acquired by negotiations and/or condemnation. Construction of this project is scheduled for FY2026 of the Statewide Transportation Improvement Program (STIP).

SOURCE OF FUNDING: Funds to accomplish this improvement have already been committed in the FY2025-2029 STIP. No additional funds need to be committed because of this particular action.



 **Project Location**

**LOCATION AND
DESIGN APPROVAL
JSE0145
ROUTE 95
WRIGHT COUNTY**





1

MoDOT BRIEFING REPORT

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

ISSUE: Governor Mike Kehoe 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.

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:

- Not applicable.

SOURCE OF FUNDING: Not applicable.



2

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 January 31, 2025, 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 \$108.4 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, and decreased spending in Expense and Equipment, Program Delivery Program, and Railroad Grade Crossing Safety Program.
 - Personal Services and Fringe Benefits disbursements are \$15.8 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 \$9.6 million less than the same period last fiscal year. The majority of the decrease is for Fleet, Facilities, and Information Systems and is due to the timing of facility projects and fleet deliveries.
 - The Program disbursements for Program Delivery decreased \$52.4 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 \$67.3 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 \$53.1 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 \$33.0 million compared to the same period last fiscal year. The increase is due to a land acquisition for the Jefferson County Port, the delivery of transit vehicles, and the timing of reimbursement requests for aviation, transit, and rail projects.
 - The General Assembly Designated and Funded Projects disbursements for Multimodal are \$1.3 million more than the same period last fiscal year because these are new projects.
 - Motor Carrier Refunds are \$3.0 million less than the same period last fiscal year. When motor carriers purchase fuel, the price they pay includes the applicable fuel taxes. Motor carriers are assessed fuel taxes based on the state they consume the

fuel. The motor carriers file a fuel tax return that shows the amount of fuel purchased and miles traveled within each jurisdiction. The tax is then refunded to the applicable jurisdiction. The decrease in refunds can be attributed to motor carriers consuming more fuel in Missouri rather than in other states.

- 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.
- Attachment 4 provides details for the funding of the Forward 44 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

Seven Months Ended January 31, 2025 and 2024

Cash Basis (Dollars in Thousands)

| | <u>Fiscal Year 2025 Budget</u> | <u>Amended Fiscal Year 2025 Budget</u> | <u>Fiscal Year 2025 Actual</u> | <u>Percentage of Budget-to- Date</u> | <u>Fiscal Year 2024 Actual</u> |
|---|--|--|--|--|--|
| Administration | | | | | |
| Personal Services | \$ 23,990 | \$ 23,990 | \$ 13,182 | 54.9 % | \$ 12,396 |
| Expense and Equipment | 6,647 | 6,647 | 2,080 | 31.3 | 1,897 |
| Total Administration | <u>30,637</u> | <u>30,637</u> | <u>15,262</u> | 49.8 | <u>14,293</u> |
| Safety and Operations | | | | | |
| Personal Services | 184,778 | 184,778 | 99,830 | 54.0 | 92,728 |
| Expense and Equipment | 288,811 | 288,811 | 139,053 | 48.1 | 139,585 |
| Program | 31,001 | 31,001 | 18,575 | 59.9 | 16,070 |
| Low Volume Roads | 100,000 | 100,000 | --- | --- | --- |
| Total Safety and Operations | <u>604,590</u> | <u>604,590</u> | <u>257,458</u> | 42.6 | <u>248,383</u> |
| Program Delivery | | | | | |
| Personal Services | 95,403 | 95,403 | 49,813 | 52.2 | 46,389 |
| Expense and Equipment | 41,117 | 41,117 | 11,805 | 28.7 | 13,490 |
| Program | 2,869,313 | 2,829,313 | 1,159,813 | 41.0 | 1,212,180 |
| Improve I-70 Program | 2,800,000 | 2,800,000 | 70,878 | 2.5 | 3,567 |
| Forward 44 Program | 727,500 | 577,500 | --- | --- | --- |
| Gen. Assembly Designated/Funded Projects | 375,883 | 362,650 | 62,305 | 17.2 | 9,245 |
| Total Program Delivery | <u>6,909,216</u> | <u>6,705,983</u> | <u>1,354,614</u> | 20.2 | <u>1,284,871</u> |
| Fleet, Facilities, and Information Systems | | | | | |
| Personal Services | 14,743 | 14,743 | 7,836 | 53.2 | 7,336 |
| Expense and Equipment | 108,457 | 108,457 | 40,011 | 36.9 | 47,565 |
| Total Fleet, Facilities, and Information | <u>123,200</u> | <u>123,200</u> | <u>47,847</u> | 38.8 | <u>54,901</u> |
| Multimodal | | | | | |
| Personal Services | 3,510 | 3,277 | 1,517 | 46.3 | 1,367 |
| Expense and Equipment | 1,138 | 1,138 | 253 | 22.2 | 242 |
| Program | 334,893 | 323,825 | 89,256 | 27.6 | 55,812 |
| Railroad Grade Crossing Safety Program | 49,000 | 49,000 | 799 | 1.6 | 882 |
| Gen. Assembly Designated/Funded Projects | 62,383 | 67,283 | 1,302 | 1.9 | --- |
| Total Multimodal | <u>450,924</u> | <u>444,523</u> | <u>93,127</u> | 20.9 | <u>58,303</u> |
| Fringe Benefits | | | | | |
| Retirement and Long-Term Disability | 188,102 | 187,967 | 87,036 | 46.3 | 89,688 |
| Medical, Life Insurance, and EAP | 58,568 | 58,531 | 30,526 | 52.2 | 26,064 |
| Retiree Medical Insurance | 20,240 | 20,240 | 11,137 | 55.0 | 10,077 |
| Workers' Compensation | 9,227 | 9,227 | 5,250 | 56.9 | 5,250 |
| Other Fringe Benefits ¹ | 28,941 | 28,941 | 14,845 | 51.3 | 13,861 |
| Total Fringe Benefits | <u>305,078</u> | <u>304,906</u> | <u>148,794</u> | 48.8 | <u>144,940</u> |
| Subtotal MoDOT Disbursements | <u>8,423,645</u> | <u>8,213,839</u> | <u>1,917,102</u> | <u>23.3</u> | <u>1,805,691</u> |
| Motor Carrier Refunds | <u>41,000</u> | <u>41,000</u> | <u>10,693</u> | 26.1 | <u>13,741</u> |
| Total MoDOT Disbursements | <u>\$ 8,464,645</u> | <u>\$ 8,254,839</u> | <u>\$ 1,927,795</u> | <u>23.4 %</u> | <u>\$ 1,819,432</u> |

¹Includes 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
ARPA¹ of 2021 and General Assembly
Designated and Funded Projects²
Seven Months Ended January 31, 2025 and 2024
Cash Basis (Dollars in Thousands)

| | Fiscal Year 2025 <u>Budget⁴</u> | Amended Fiscal Year 2025 <u>Budget⁵</u> | Fiscal Year 2025 <u>Actual</u> | Percentage of Budget-to- Date | Fiscal Year 2024 <u>Actual</u> |
|---|---|---|---|--|---|
| Projects³ | | | | | |
| Waste Water Improvements ¹ | \$ 7,829 | \$ 7,829 | \$ 1,475 | 18.8 % | \$ 155 |
| Kirkwood Historic Train Station ¹ | 2,390 | 2,390 | 2,345 | 98.1 | 52 |
| Carrolton Amtrak Station ¹ | 1,000 | 1,000 | 33 | 3.3 | --- |
| Washington County Airport ¹ | 1,000 | 1,000 | --- | --- | --- |
| Buffalo Municipal Airport ¹ | 687 | 687 | --- | --- | --- |
| Port Capital Improvement Projects ¹ | 13,583 | 13,583 | 3,133 | 23.1 | 6,532 |
| New Madrid County Port Authority ¹ | 3,570 | 3,570 | 670 | 18.8 | 1,430 |
| Elderly and Disabled Transit Assistant ¹ | 6,000 | 6,000 | --- | --- | --- |
| Lambert Airport Terminal Improvements ² | 7,000 | --- | --- | --- | --- |
| Highway 76 Road Improvements in Branson ² | 6,200 | 6,200 | --- | --- | --- |
| West Plains Regional Airport Perimeter Fence ² | 1,500 | --- | --- | --- | --- |
| I-35, I-29, and US 169 Road Improvements ² | 53,000 | 30,000 | --- | --- | --- |
| St. Joseph Facility Road Improvements ² | 750 | --- | --- | --- | --- |
| Total Disbursements | \$ <u>104,509</u> | \$ <u>72,259</u> | \$ <u>7,656</u> | <u>10.6 %</u> | \$ <u>8,169</u> |

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

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

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

⁴Fiscal year 2025 budget is Truly Agreed to and Finally Passed appropriation amounts.

⁵Fiscal 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
Seven Months Ended January 31, 2025
 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> |
|------------------------------|---------------|------------------------------|--|---------------------------------------|------------------|
| <u>Bonding</u> | | | | | |
| I-70 Bonds | \$ 1,400,000 | \$ 390,204 | N/A | N/A | \$ 1,009,796 |
| I-70 Construction from Bonds | | \$ 390,204 | \$ 39,325 | \$ 65,770 | \$ 285,109 |

| | <u>Budget</u> | <u>Transfers To Date</u> | <u>Prior Fiscal Year Disbursements</u> | <u>Fiscal Year 2025 Disbursements</u> | <u>Remaining</u> |
|---|---------------|--------------------------|--|---------------------------------------|------------------|
| <u>Cash</u> | | | | | |
| OA I-70 Project | \$ 1,400,000 | \$ (25,697) | N/A | N/A | \$ 1,374,303 |
| I-70 Construction from General Revenue Transfer | | \$ 25,697 | \$ 11,345 | \$ 5,108 | \$ 9,244 |



Fiscal Year 2025 Financial Summary
Forward 44 Program
Seven Months Ended January 31, 2025
Cash Basis (Dollars in Thousands)

| | <u>Budget</u> | <u>Bond Proceeds to Date</u> | <u>Fiscal Year 2025 Disbursements</u> | <u>Remaining</u> |
|------------------------------|---------------|------------------------------|---------------------------------------|------------------|
| <u>Bonding</u> | | | | |
| I-44 Bonds | \$ 363,750 | \$ --- | N/A | \$ 363,750 |
| I-44 Construction from Bonds | | \$ --- | \$ --- | \$ --- |

| | <u>Budget</u> | <u>Transfers To Date</u> | <u>Fiscal Year 2025 Disbursements</u> | <u>Remaining</u> |
|---|---------------|--------------------------|---------------------------------------|------------------|
| <u>Cash</u> | | | | |
| OA I-44 Project | \$ 213,750 | \$ (12,707) | N/A | \$ 201,043 |
| I-44 Construction from General Revenue Transfer | | \$ 12,707 | \$ --- | \$ 12,707 |



3

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 January 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 February 1, 2025:
 Budgeted: \$110 million
 Expenditures: \$79.0 million
- Attachment 1 (DBC Budget Contracts Only) This attachment shows the active contracts held by individual engineering consultant firms prior to January 1, 2025. 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 January 1-31, 2025.

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.

| Engineering Consultant Services Contracts Utilizing the DBC Budget Active Contracts Prior to January 1, 2025 | | | | |
|---|--------------------------|------------------------------------|------------------------------------|-------------------------------------|
| Consultant | DBE Firm Y/N? | Number of Contracts | Total Contract Cost | Unexpended Contract Cost |
| Crawford, Murphy & Tilly (CMT) | N | 52 | \$49,346,290.00 | \$40,321,985.00 |
| Wilson & Company | N | 24 | \$36,182,869.00 | \$20,341,247.00 |
| HDR | N | 34 | \$30,056,588.00 | \$13,988,674.00 |
| Bartlett & West | N | 51 | \$25,731,436.00 | \$13,448,228.00 |
| Garver, LLC | N | 25 | \$24,608,637.00 | \$12,080,318.00 |
| TREKK Design Group, LLC | Y | 21 | \$23,839,331.00 | \$8,509,157.00 |
| Burns & McDonnell | N | 20 | \$21,811,235.00 | \$13,041,362.00 |
| HNTB | N | 38 | \$20,249,081.00 | \$12,292,349.00 |
| George Butler Associates, Inc. (GBA) | N | 36 | \$19,980,546.00 | \$10,117,628.00 |
| Olsson Assoc. | N | 31 | \$19,018,029.00 | \$10,137,104.00 |
| WSP USA, Inc. | N | 15 | \$18,922,544.00 | \$1,507,152.00 |
| Jacobs Engineering Group | N | 12 | \$16,177,619.00 | \$13,824,806.00 |
| HR Green, Inc. | N | 27 | \$15,503,517.00 | \$5,034,957.00 |
| CDM Smith | N | 3 | \$14,619,886.00 | \$5,367,923.00 |
| EFK Moen | Y | 39 | \$11,138,696.00 | \$2,555,775.00 |
| HG Consult, Inc. | Y | 8 | \$11,061,746.00 | \$9,764,077.00 |
| Kapsch TrafficCom USA, Inc. | N | 1 | \$9,763,797.00 | \$9,763,797.00 |
| Horner & Shifrin, Inc. | N | 25 | \$9,694,148.00 | \$6,721,731.00 |
| Oates Associates, Inc. | N | 9 | \$7,925,601.00 | \$2,941,153.00 |
| Thouvenot, Wade & Moerchen, Inc. | N | 8 | \$7,180,164.00 | \$704,853.00 |
| TranSystems | N | 10 | \$6,173,704.00 | \$2,687,549.00 |
| Engineering Design Source Inc. (EDSI) | Y | 8 | \$5,311,679.00 | \$5,225,594.00 |
| Hanson Professional Services, Inc. | N | 7 | \$5,154,918.00 | \$1,961,251.00 |
| Bacon Farmer Workman Engineering & Testing | N | 16 | \$5,046,562.00 | \$2,256,702.00 |
| Gonzalez Companies, LLC | Y | 10 | \$4,855,170.00 | \$2,166,356.00 |
| Alfred Benesch and Company | N | 9 | \$4,536,494.00 | \$804,482.00 |
| Civil Design | Y | 9 | \$4,493,870.00 | \$1,051,687.00 |
| Transcore ITS, LLC | N | 4 | \$3,948,254.00 | \$3,948,254.00 |
| AECOM | N | 1 | \$3,599,267.00 | \$3,599,267.00 |
| Veenstra & Kim | N | 15 | \$3,453,175.00 | \$995,389.00 |
| Hanson Professional Services, Inc. | N | 4 | \$3,390,179.00 | \$1,846,072.00 |
| Klingner & Associates, P.C. | N | 10 | \$3,346,902.00 | \$1,574,213.00 |
| Lochmueller Group | N | 13 | \$3,101,834.00 | \$1,053,403.00 |
| Kimley-Horn and Associates | N | 5 | \$2,976,258.00 | \$1,847,819.00 |

| Consultant | DBE Firm Y/N? | Number of Contracts | Total Contract Cost | Unexpended Contract Cost |
|---|----------------------|----------------------------|----------------------------|---------------------------------|
| OWN, Inc. | N | 5 | \$2,817,147.00 | \$1,217,197.00 |
| CDG Engineers | N | 4 | \$2,580,542.00 | \$1,533,285.00 |
| Anderson Engineering | N | 10 | \$2,576,567.00 | \$1,844,598.00 |
| Modjeski and Masters, Inc. | N | 2 | \$1,986,968.00 | \$604,709.00 |
| Affinis | N | 3 | \$1,963,341.00 | \$1,202,030.00 |
| George L. Crawford & Associates dba CBB | N | 11 | \$1,963,114.00 | \$1,355,193.00 |
| TWM | N | 1 | \$1,829,245.00 | \$1,117,139.00 |
| HW Lochner | N | 7 | \$1,511,744.00 | \$280,485.00 |
| Access Engineering, LLC | Y | 3 | \$1,438,688.00 | \$793,317.00 |
| EXP U.S. Services, Inc. | N | 1 | \$1,310,861.00 | \$65,119.00 |
| Parsons Transportation Group | N | 1 | \$1,215,898.00 | \$1,215,898.00 |
| Powell & Assoc. | N | 2 | \$1,022,258.00 | \$667,653.00 |
| Wiss, Janney, Elstner Associates, Inc. | N | 1 | \$983,070.00 | \$698,533.00 |
| CASCO Diversified Corporation | N | 8 | \$888,780.00 | \$888,780.00 |
| Wood Environment & Infrastructure Solutions | N | 2 | \$820,485.00 | \$273,060.00 |
| Prairie Engineers P.C. | Y | 11 | \$753,342.00 | \$308,257.00 |
| Quigg Engineering, Inc. | Y | 8 | \$725,695.00 | \$261,517.00 |
| Terracon Consultants, Inc. | N | 6 | \$719,180.00 | \$292,524.00 |
| SCI Engineering, Inc. | N | 10 | \$716,670.00 | \$279,747.00 |
| Powell CWM, Inc. | N | 4 | \$600,684.00 | \$225,849.00 |
| R. Hitt Consulting, LLC | N | 1 | \$453,886.00 | \$453,886.00 |
| Engineering Surveys & Services, LLC | N | 2 | \$322,859.00 | \$211,468.00 |
| 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 | \$175,505.00 |
| AECOM Technical Services, Inc. | N | 3 | \$241,852.00 | \$184,078.00 |
| 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 |
| Surveying And Mapping, LLC | N | 5 | \$201,588.00 | \$54,158.00 |
| 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 | \$156,144.00 |
| Pickering Firm, Inc. | N | 3 | \$181,578.00 | \$92,102.00 |
| Midland Surveying | N | 4 | \$157,719.00 | \$157,719.00 |
| St. Charles Engineering & Surveying, Inc. | N | 2 | \$149,580.00 | \$71,687.00 |

| Consultant | DBE Firm Y/N? | Number of Contracts | Total Contract Cost | Unexpended Contract Cost |
|--|---------------|---------------------|---------------------|--------------------------|
| 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 | \$7,815.00 |
| S.H. Smith & Co. Inc. (dba Smith & Co.) | N | 1 | \$99,705.00 | \$10,042.00 |
| Farnsworth Group, Inc. | N | 3 | \$94,399.00 | \$40,023.00 |
| 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 | \$6,198.00 |
| 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 | \$4,054.00 |
| Kaskaskia Engineering | Y | 1 | \$9,348.00 | \$62.00 |
| Lion CSG, LLC | N | | \$0.00 | \$2,981.00 |
| Totals | | 770 | \$485,944,063.00 | \$261,560,082.00 |

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

| Consultant | DBE Firm Y/N? | Number of Contracts | Current Budget Amount | Available Budget Amount |
|--------------------------------------|------------------------------|------------------------------------|--------------------------------------|--|
| AECOM Technical Services, Inc. | N | 1 | \$4,267,623 | \$4,267,623 |
| CDG Engineers | N | 1 | \$52,500 | \$52,500 |
| GeoEngineers | N | 1 | \$55,957 | \$55,957 |
| George Butler Associates, Inc. (GBA) | N | 2 | \$6,013,784 | \$6,013,784 |
| Gonzalez Companies, LLC | Y | 1 | \$149,765 | \$149,765 |
| HDR | N | 1 | \$181,308 | \$181,308 |
| HNTB | N | 1 | \$97,754 | \$97,754 |
| HR Green, Inc. | N | 1 | \$313,855 | \$313,855 |
| Hutchison Engineering, Inc. | N | 1 | \$177,658 | \$177,658 |
| Lochmueller Group | N | 1 | \$681,419 | \$681,419 |
| Oates Associates, Inc. | N | 1 | \$1,217,216 | \$1,217,216 |
| SCI Engineering, Inc. | N | 1 | \$65,663 | \$65,663 |
| Toth & Associates, Inc. | N | 1 | \$114,182 | \$114,182 |
| TREKK Design Group, LLC | Y | 1 | \$8,875 | \$8,875 |
| Veenstra & Kim | N | 1 | \$677,800 | \$677,800 |
| WSP USA Inc. | N | 1 | \$199,986 | \$199,986 |
| | | 17 | \$14,275,346 | \$14,275,346 |