



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED HIGHWAYS AND
TRANSPORTATION COMMISSION MEETING HELD IN RICHMOND, MISSOURI,
WEDNESDAY, JULY 10, 2019**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, July 10, 2019, in the Farris Theatre, 301 West Main Street, Richmond, Missouri. Michael B. Pace, Chairman, called the meeting to order at 10:15 a.m. The following Commissioners were present: Gregg C. Smith, John W. Briscoe, Robert G. Brinkmann, P.E. and Terry L. Ecker. Michael T. Waters, Jr. was absent.

The meeting was called pursuant to Section 226.120 of the Revised Statutes of Missouri, as amended. The Secretary verified that notice of the meeting was posted in keeping with Section 610.020 of the Revised Statutes of Missouri, as amended. The Chairman stated under Missouri’s Sunshine Law, specifically Section 610.020.2, at least 24 hours advance notice is required prior to a meeting of a governmental body unless there’s good cause such notice is impossible or impractical. While notice of this meeting was previously posted, the time of the meeting was revised so the Commission may be present during the Governor’s signing of an important safety proposal. Because the schedule change occurred so recently the Commission is posting the revised notice with less than 24 hours’ notice of the revised meeting time.

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Patrick McKenna, Director of the Missouri Department of Transportation; Rich Tiemeyer, Chief Counsel for the Commission; and Pamela J. Harlan, Secretary to the Commission, were present on Wednesday, July 10, 2019.

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

The Commission met in closed session on Wednesday, July 10, 2019, at 7:30 a.m. and adjourned at 9:00 a.m.

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-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

IN MEMORIAM

Commissioner Pace began the meeting by requesting a moment of silence for former commissioner Duane Michie, who was killed in an automobile accident near Caruthersville on July 3, 2019. Former commissioner Michie was from Hayti and served on the commission from December 2001 – through June 2010. Ed Hassinger, Deputy Director/Chief Engineer, shared a few anecdotal stories fondly remembering Duane during his tenure on the commission.

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APPROVAL OF MINUTES

Upon motion by Commissioner Brinkmann, seconded by Commissioner Smith, the Commission unanimously approved the minutes of the regular meetings held April 2, 2019, and May 3, 2019. 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 July 10, 2019, Consent Agenda

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

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees’ Retirement System Board of Trustees. The following committee and board reports were made during the July 10, 2019, meeting.

Audit Committee – Commissioner Brinkmann stated there was no report and the next Audit Committee meeting is in September 2019.

Legislative Committee – Commissioner Smith reported the governor signed a couple of bills that contain memorial highway designations and he has signed a senate concurrent resolution that allows general revenues to be used in association with a bridge bonding program that could help accelerate the needed work and repair on about 250 bridges across the state.

On July 9, 2019, the Governor signed a bill that includes the revocation of a driver’s license if it is deemed by the Department of Revenue and a law enforcement investigation that a driver while operating a motor vehicle struck a highway worker, utility worker, or emergency responder in a marked work zone location. This legislative proposal was a priority for the Commission and MoDOT in order to better protect MoDOT highway workers, contractors, emergency workers, and utility workers.

The governor has until July 14, 2019, to take action on all legislation passed this session. Legislation passed and signed into law by the governor will go into effect on August 28, 2019, unless noted otherwise in the legislation. Any bills vetoed by the governor may be considered to be overridden by the legislature during their annual veto session in mid-September.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report this month and the next meeting will be in October 2019.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Briscoe reviewed some highlights from the MPERS board meeting of June 20, 2019. As of March 31, 2019, MPERS fund value was \$2.37 billion. MPERS fiscal year-to-date return (July 1, 2018 to June 19, 2019) stands at five percent. The Investment Committee reviewed the annual liquidity analysis for MPERS' investment portfolio and the results indicate MPERS liquidity profile is appropriate given the current asset allocation. The Budget Committee recommended and the Board approved the Fiscal Year 2020 operating budget. The total overall forecasted expenditures for MPERS in Fiscal Year 2020 is \$310.4 million dollars. The Governance Committee recommended staff's comprehensive review of the Governance Policies as part of MPERS Fiscal Year 2019 Business Plan. The Board approved some changes to the policies. The Audit Committee met with the external auditor, Williams-Keepers, for an overview of the upcoming audit. The Committee will review the preliminary audit results in the fall in preparation for the board meeting in November. A legislative update was provided that noted two bills did not pass this session, including House Bill 1105 which was MPERS cleanup bill and Senate Bill 499 which was a bill to consolidate MPERS and MOSERS. Director McKenna noted a study committee was formed by the Missouri Senate to review the significance of the investments made and investment fees paid by MPERS, as well as the structure of the organization. He also stated the MPERS Investment Committee is taking a deeper dive into investment fees to determine if those fees can be reduced and instead that money be added to the benefit provided by the system.

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DIRECTOR'S REPORT

During the July 10, 2019, Commission meeting, Director Patrick McKenna provided the following report:

New Southwest District Engineer – Director McKenna reported that Steve Campbell was selected as the new District Engineer for the Southwest District. Mr. Campbell brings twenty-six years of experience in project delivery to his new role with MoDOT. Mr. Campbell began working for MoDOT in 1993 after graduating from the Missouri University of Science and Technology with a degree in Civil Engineering. Mr. Campbell began his career in construction and materials and served in increasingly responsible roles since that time; since 2011 he served as the Construction and Materials Engineer for the Southwest District.

Flood and Severe Weather Response – The Director recognized MoDOT's dedicated and hard-working employees for their quick and thorough response to emergency weather events over the past several months. A tough winter led directly into a challenging spring and summer, and employees have remained vigilant and dedicated in attention to their duties. The most recent flooding is an event that will continue for quite some time, as will the assessment of damages and repairs that will need to occur

once water levels go down. The Director expressed his appreciation to Chris Engelbrecht for the leadership he's shown in the area of emergency response.

Buckle Up Phone Down – The Highway Safety and Communications teams have recently created “selfie stations” that promote the Buckle Up Phone Down campaign. The placards will be a featured display at next month's Missouri State Fair in Sedalia. Each district also has one that they can use at other events through the year. The Director encouraged everyone to take a selfie at the next station they see on display in their community!

Awards – MoDOT's Communications Division recently won an award from the National Association of Government Communicators. Northeast District Communications Manager Marisa Ellison was the emcee of the awards ceremony in Arlington, Virginia, and was able to present an award for best documentary video to Taylor Brune with the Central Office Communications division. The video was about the package of projects that have taken place on the riverfront in St. Louis. Also contributing to the video were Drew Gates from the St. Louis District, and Bob Brendel and Steve Bushko from the Central Office Communications team.

Also, MoDOT's redesigned website received first place honors from Ragan Communication for Best Website in the organization's PR Daily Awards. A second phase of the website upgrade is currently underway.

Brandi Baldwin, a liaison engineer in the Design Division, has been named to *Constructech Magazine's* 2019 Women in Construction. Of the forty-five women listed, Brandi was the only one from a public agency. The list recognizes women who are the most successful women working within the construction industry, aptly leveraging technology, all while working on some of the most successful projects in the world. Brandi is also finishing up as assistant project director for the new Champ Clark Bridge.

Transportation Research Board – Director McKenna reported the Transportation Research Board is coordinating efforts with the National Academy of Sciences to help provide information to Congress as they consider reauthorizing the Surface Transportation Bill. A study is being developed for better understanding of the public health issues associated with transportation. There are 37,000 Americans a year who lose their lives on transportation; this is a public health crisis.

Rocheport Bridge – The department is competing for a national discretionary grant program to secure resources to help with major projects that include the replacement of the Rocheport, Buck O'Neil, and Chester Bridges. These bridges have a significant economic impact on the state of Missouri. Should the grant be awarded, and the department is able to secure the additional resources for the completion of the Rocheport Bridge, an additional \$300 million of general revenue bonding that is authorized by Senate Committee Resolution 14 will be available and will free up \$300 million to be reallocated in the next Statewide Transportation Improvement Program.

STIP – The Director noted this is one of the most important Commission meetings of the year, where the 2020-2024 – Statewide Transportation Improvement Program (STIP) will be approved. The STIP includes what the department will deliver for transportation improvements to the state of Missouri along with the work that needs to take place to maintain and preserve the existing transportation system. He stated there are a lot of projects in this STIP that are at risk if Congress fails to act and reauthorize the Surface Transportation Act to continue federal funding for transportation. There are over \$600 million

of projects at risk and they touch every community in the state. Normally, the STIP would be the commitment of the Commission and the department to the citizens of Missouri; unfortunately, this year it is a qualified commitment due to the uncertainty of federal funding.

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PUBLIC PRESENTATIONS

PRESENTATION BY THE NORTHLAND CHAMBER OF COMMERCE

Senator Lauren Arthur stated the Buck O'Neil Bridge connects Kansas City's vibrant downtown with its burgeoning northland. However, the bridge is approaching the end of its usability as it turns sixty-three years old later this year. The bridge has survived a long time and MoDOT should be commended for helping it survive so long, but the time has come for a new bridge. She stated she is advocating for the new bridge to bring safety and prosperity for the citizens of Kansas City. Ed Ford, Government Affairs Division of the Northland Chamber, noted the chamber has been a consistent and vocal advocate for infrastructure spending in the state. He noted appreciation for the recent cost sharing of \$7 million in repairs that will provide an additional six to eight years of life to the Buck O'Neil Bridge to allow time to determine a funding mechanism for the new bridge. He reported the local commitment of \$100 million, a BUILD Grant of \$25 million, and MoDOT's commitment of \$50 million brings total funding shy of about \$50 million to replace the bridge. He asked the Commission to remember Kansas City as the rural bridges are getting attention through the legislature and Governor's efforts. He reported the environmental work should be complete later this year and will help provide a better estimate of funds needed for the replacement project. The community anxiously awaits the department's commitment of the additional \$50 million needed for this project.

Darren Hennen, Chairman of the Northland Chamber, expressed appreciation for the progress that has been made toward replacing the Buck O'Neil Bridge. He reported that once the Buck O'Neil Bridge is replaced, it is anticipated congestion will then move immediately to the north where Interstate 29 splits from Interstate 35. He expressed the region's desire to begin to study the need for future

repairs and accommodation of future growth at this location. Platte and Clay counties are the fastest growing regions of the Kansas City metro area. The goods, services, and people of this region typically travel north and south on this corridor. A study will go a long way to being prepared to address the next priority project for the region.

Commissioner Briscoe thanked the group for their presentation and continued advocacy for the region. He stated that to be able to tackle large projects it takes a lot of collaboration between many partners and considerable progress has been made from where this project started two years ago.

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PRESENTATION BY THE CITY OF RICHMOND ON LOCAL NEEDS AND ISSUES

Mayor Mike Wright welcomed the Commission to the city and thanked them for listening to the community about their local transportation needs. Rob Swafford explained Ray County appreciates the relationship with the department and assistance with change and improvements to the highways and intersections in the region. Over the past forty plus years, this partnership has been beneficial to the city with major improvements and roadway relocations such as Route 10 which provides access to US 24/US 65 in Carrollton; Route 210 which provides easy access to the Kansas City metro area; and Route 13 which runs almost the entire north-south length of the state. In 1993, Routes 210 and 13 were closed due to floodwaters. With the current flooding, these roads remained open because of these improvements.

Mr. Swafford explained many entities and people in Ray County depend upon good roads and good state transportation. Ray County is home to agriculture, commuters, a hospital, Henkel Corporation, an automotive parts manufacturer, Ray/Carroll County Grain Growers, and Direct Transit. The citizens and businesses of Ray County need good transportation options.

Donnie Fowler reported the city has a master plan that was created in 2008 and has been updated since then. One of the projects includes construction of a left turn lane on westbound Route 10 at

Henkel. The work is planned for State Fiscal Year 2020. The city will continue to work with the department on future opportunities like the intersection of Route 210 and Highway T. Additional projects include intersection improvements at Highway 13 and Spartan Drive, intersection improvements at Highway 13 and Highway 10 to address congestion and safety, and construction of a new right-in/right-out access for the high school. Mr. Fowler thanked the district for their work in taking care of the lettered highways that include Routes C, T, A, K, F, and FF. Commissioner Ecker thanked the group for their presentation and stated he looks forward to continuing the partnership with the city of Richmond on transportation projects in the region.

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MODOT PRESENTATIONS

2020-2024 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

On behalf of the Director, Machelles Watkins, Transportation Planning Director, presented the 2020-2024 Statewide Transportation Improvement Program (STIP) which is developed in coordination with the budget and financial forecast. Ms. Watkins explained the STIP is MoDOT's proposed list of transportation projects for the next five years; this document describes how transportation dollars are being invested, and represents MoDOT's commitment to Missourians. However, this year it is a qualified commitment because if Congress fails to act to fully fund the surface transportation bill, this STIP includes projects that are at risk of not being delivered due to that inaction.

Missouri's transportation system is very large including nearly 34,000 miles and almost 10,400 bridges, which takes a combination of highway and bridge construction program portion of the STIP, and the operations and maintenance plan portion of the STIP to take care of the system. Most of the work on 5,500 miles of major highways and roughly 17,500 miles of higher volume minor roads is accomplished through the highway and bridge portion of the STIP. There are also nearly 11,000 miles of low volume minor roads that are taken care of through a combination of highway and bridge program

and the maintenance and operations plan. The bridges are taken care of with the highway and bridge construction program, but the pavements are taken care of through the maintenance and operations budget with our maintenance forces.

On February 6, 2019, the Commission adopted a revised STIP-Funding Allocation policy. Several changes were made to the policy that will begin to take effect in 2022. This STIP incorporates those policy revisions. Beginning in 2022, an Asset Management funding category will replace the Taking Care of the System funding category. MoDOT's asset management plan will be used to establish the total funding amount for the Asset Management category. The Asset Management category will distribute funding to two subcategories: major bridges and asset management. An allocation to major bridge funding will occur as needed, and will be distributed directly to each district. The Asset Management category will be reviewed and updated, if necessary, annually. A System Improvement category will replace the Flexible Funds funding category in 2022. These funds must first be used to meet asset management goals, and then remaining funds may be used for other priorities. The engineering budget will be deducted from the available funding for distribution and the Asset Management Deficit Program will be discontinued in 2022.

Ms. Watkins reviewed the four program areas: highways and bridges, operations and maintenance, multimodal, and local programs. In 2020, the highway and bridge construction program is \$1.3 billion of awards. The maintenance and operations plan is funded at \$498 million. The local programs are funded at \$159 million. The multimodal program is funded at \$114 million.

The STIP was developed using an open and engaging public involvement process called the planning framework process. MoDOT district staff work closely with nine metropolitan planning organizations and nineteen regional planning commissions. Across the state that process includes about 1,200 individuals who are regional leaders providing input to the final STIP. Additionally, a thirty-day public comment period took place. There were 264 comments received on this year's STIP that came

from 233 sources. One hundred of the comments requested an additional lane on I-55 in Jefferson County from Pevely to Festus. There were eighty-two comments requesting a bridge over the Gasconade River in Laclede County that serves the I-44 outer road be retained in some way for historic preservation of the former Route 66. Comments in support of various projects totaled twenty-five. Fifteen comments requested additional projects to the STIP. A request for intersection improvements at Route 61 and Route A in Ralls County was requested eleven times. There were six comments asking for a four lane road on Route 210 in Clay and Ray counties from its intersection with Highway 291 to Richmond. There were six comments seeking additional lanes on a variety of routes, four comments about transportation funding, three comments opposed to projects, three comments regarding Amtrak, and three comments about other modes of transportation. One comment suggested a different product be used in construction, one comment asked for a bridge inspection, and one comment expressed support of the Governor's Focus on Bridges initiative. Each comment was responded to and shared with the districts and corresponding planning organization.

Ms. Watkins explained the changes for the 2020-2024 STIP. There are 572 projects added to the STIP in comparison to the existing STIP, and that includes 551 preservation/asset management projects, 3 system improvement projects, and 18 other projects. There were 65 projects deleted from the STIP; the work is being accomplished in another way. Those projects are either incorporated into another project, or addressed by an existing contract. One project was deleted because the department does not own the sidewalk, and another is being deleted because the work was performed by MoDOT's forces. The multimodal section of the STIP added 77 projects; these include 5 aviation and 72 rail projects. There were six multimodal projects that were deleted: one freight project was removed due to conflict with demands on the progressive rail network, and five rail crossing projects were removed due to no local support for the projects.

Ms. Watkins reported that between the draft and final version of the STIP six changes were made. There were three major changes that included three urgent flood repair projects being added to the STIP. There were three minor changes that included a revision to a table to reflect the three urgent bridge repair projects. Another minor change added right of way for one Focus on Bridges project, the other minor change was to accelerate right of way on a different Focus on Bridges project.

Ms. Watkins then recommended the Commission

- approve the 2020-2024 STIP;
- certify to the Federal Highway Administration and the Federal Transit Administration that the transportation planning process used in the development of the STIP complies with the requirements listed in 23 CFR 450.218(a) and 23 CFR 450.334(a);
- delegate to the Deputy Director/Chief Engineer the authority to approve the addition of scoping projects, hardship right of way purchases, and urgent or emergency projects;
- and delegate to the Deputy Director/Chief Engineer authority to approve fiscally constrained revisions to projects.

Commissioner Smith thanked Ms. Watkins for her presentation and expressed his appreciation for the outreach, the number of comments received shows that the public is hearing about, and reviewing the STIP. After further discussion and consideration, and upon motion by Commissioner Smith, seconded by Commissioner Ecker, the Commission unanimously approved the recommendations as outlined above.

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CONDITION OF STATE BRIDGES

On behalf of the Director, Dennis Heckman, State Bridge Engineer, reported on the condition of state bridges. Using MoDOT's Asset Management Plan, investments are being made in bridge replacements, rehabilitations, and preventive maintenance. The department uses MoDOT employees

and consultants to conduct bridge inspections. All bridges are inspected every two years; however, bridges in worse shape may be inspected more frequently while simple bridges in better shape may be inspected less frequently. The department uses snooper trucks to assist with their inspections. In central office there are fifteen employees dedicated to bridge inspections. In addition, there are sixty employees in the districts who assist with inspections. A minimal number of consultants are hired to assist with specialty bridge inspections.

He explained it takes continual investment and effort to minimize the deterioration of Missouri's 10,384 bridges. Bridges are categorized as typical or major. A typical bridge is less than 1,000 feet long; a major bridge is over 1,000 feet long. Missouri has 208 major bridges; while they make up only two percent of the number of state bridges, they represent twenty-five percent of the deck area. Keeping state highways and bridges in good condition is one of the department's tangible results.

Mr. Heckman reviewed the health of Missouri's bridge inventory. Bridges are rated on a scale from 0 to 9. A brand new bridge is rated a 9, a bridge that has collapsed is rated a 0. Poor bridges range in the 3 and 4 rankings. These bridges are safe, but they take a lot more maintenance, have to be inspected more frequently, and may have weight limits on them. A bridge that is rated a 2 will be closed because it is no longer safe. He described how there are currently 909 poor bridges on the state system compared to 922 one year ago. Unfortunately, the trend line is indicating an increase in the number of poor bridges in the future. There are currently 1,131 weight-restricted bridges on the state system compared to 1,194 one year ago. This slight improvement may be due to the multi-year effort to replace the bridge deck on weight restricted bridges improving the condition and removing the weight restriction. There are currently 413 bridges that fall under both the categories of poor condition and weight-restricted.

In Fiscal Year 2020, MoDOT plans to replace 85 bridges and redeck another 25. Another 150 are slated for preventive maintenance work and rehabilitation. Even with this investment of about \$150

million, the department believes the number of poor bridges will increase slightly. Part of the reason for the increase in bridges is due to the decade the bridges were built. About sixty percent of Missouri's bridges are older than their intended useful life of 50 years. The wave of bridges built in the 1950's and 1960's are reaching the end of their intended useful lives.

There is insufficient funding to stop the cumulative deterioration of the major bridges on the state highway system. Major bridges cost between \$10 and \$250 million to replace. It would cost \$7 billion to replace all 208 major bridges. When major bridges are closed or restricted by weight limits, the typical detours are 50 to 100 miles causing significant detours for the traveling public. Most major bridges are designed to last 75 to 100 years; however, 40 of them are over 60 years old.

Major bridges are a challenging part of asset management. They require preventive maintenance, rehabilitation, and replacement; however, the scale for this work is significantly larger. A deck seal project on a typical bridge may only cost \$3,000 where as a deck seal project on a major bridge may cost \$2 million. Additionally, there is an alarmingly increasing rate in the wave of major bridges that are aging out over the next twenty years. The department's asset management plan looks out over a ten year period on how to address these major bridge needs statewide. There are three major bridge projects in the 2020-2024 STIP: rehabilitation of the Rocheport Bridge in the Central District in 2020, rehabilitation of the Buck O'Neil Bridge in Kansas City in 2021, and replacement of the Route 86 Bridge Over Table Rock Lake in the Southwest District in 2022.

There continue to be concerns from the public with regard to mobility and economic development as there are a significant number of poor bridges, and some are closed or weight restricted. Commissioner Brinkmann called Missouri's bridges an 800-pound gorilla sitting out there getting fatter every day. He also noted that if MoDOT is successful with its federal grant request coupled with Governor Parson's Focus on Bridges program, Missouri will be able to make some progress on the number of poor bridges.

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FLOOD RESPONSE AND RECOVERY

On behalf of the Director, Chris Redline, Northwest District Engineer, and Chris Engelbrecht, Assistant to the Chief Safety and Operations Officer-Safety and Emergency Management, presented to the Commission about Missouri's continued response to, and recovery from, the impacts of flooding along the Missouri and Mississippi rivers and flash flooding across the state. Chris Engelbrecht reported that 2019 has been a challenging year from an early and long winter all the way through spring with continued flooding and damage. Through it all, MoDOT employees continue to provide essential services for the safety of citizens and workers.

Mr. Engelbrecht explained nearly every county in the state has seen damage from the flooding and severe storms. The first disaster declaration included seventeen counties for events that occurred from March 11 through April 16, 2019. The second major disaster declaration was requested and included seventy-nine counties for events that have occurred from April 29 through July 5, 2019. Not only were the rivers flooding but other areas experienced severe flash flooding. Additionally, there were fifty-four tornadoes in the state of Missouri during this time period.

MoDOT is assessing damage to the transportation system as flood waters recede. To assist with this effort the department is using technology to expedite the assessment and reporting process. There are two applications that make collecting damage data with GPS and photo capture much easier out in the field, eliminating paper, and expediting submissions so the state may get federal funding back more quickly. Federal Highway Administration Emergency Relief (ER) and Federal Emergency Management Agency Public Assistance (PA) grant funding may become available to assist with reimbursement of disaster related expenses. Each program has a little different criteria for qualification but both offer reimbursements ranging from 75-100 percent reimbursement depending on the type and location of damage. The department has expended over \$3 million in maintenance expenditures, over \$9 million

has been spent on a couple of emergency projects, and estimates are that \$16 million will be needed for repairs at 83 damage sites with 100 more damage sites that need assessment. The combined total of \$29 million is expected to increase over the next few months as damage assessments are completed. The recovery processes is underway, crews are making emergency repairs to reopen roadways, and emergency contracts are in place to repair areas of extensive damage.

Mitigation opportunities are being explored to build future resilience into recovery projects. The department would like to be able to design some options to make some roadways and bridges more resilient for future flooding events, and hopefully avoid repetitive issues at the same locations.

MoDOT is collaborating with State and Federal agencies to coordinate and expedite response and recovery efforts statewide. There are numerous orphaned containers and the department is providing temporary storage locations for the abandoned containers. MoDOT is working with the Department of Natural Resources and the Environmental Protection Agency to locate and identify owners to retrieve the containers or to properly dispose of the containers. The department continues to work with the State Emergency Management Agency, Federal Highway Administration, Missouri State Highway Patrol, Corps of Engineers, and Department of Natural Resources to get roads open as quickly as possible as the waters recede.

Chris Redline shared examples of local flooding and damage. The department had started to repair some locations then the water came back up. Additional damage has occurred on the second rise of the river. Work continues to let contracts for several bridges across the district, lettered route repairs, and culvert repairs and replacements. There remains a lot of unknown damage as roads and bridges are still under water. There has been a lot of challenges and public frustration with the flooding and road closures. Additionally there are economic impacts up and down the Interstate 29 corridor and the rivers.

Through all of this there are many things that have worked well. MoDOT's maintenance employees are outstanding, ready 24/7 to get things shored up and safe as the waters recede so the roads

can be opened. There has been tremendous coordination with the Iowa Department of Transportation at all levels of leadership. Staff in the districts and central office have done a great job getting contracts awarded very quickly to provide the needed emergency repairs.

Commissioner Brinkmann thanked the department for their response to the flood and their continued efforts during the recovery and repairs. Commissioner Ecker encouraged everyone to stay diligent in their communication efforts to alleviate public frustration.

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SUCCESSION PLANNING UPDATE

Director Patrick McKenna presented to the Commission the work that has taken place for succession planning. There is a need to plan for the future success of the department due to retirement eligibility and high turnover. The data regarding retirement eligibility indicate approximately sixty percent of the senior management team are eligible to retire within three years and in ten years almost fifty percent of the entire department will be eligible to retire. In 2018 MoDOT's turnover rate was twelve percent, and the high turnover rate cost the department \$33 million in hard and soft costs. There are nineteen high turnover positions that have been identified and are in critical areas throughout the department. In 2018, these retirement and turnover facts led the department to engage in a process through which employee feedback and the observations of an independent organizational assessment provided valuable information used to inform decision making about the department's strategic framework, organizational structure, and succession planning. Since beginning this process, significant progress has been made toward aligning the department's mission, strategic initiatives, and organizational structure to support the department's values of safety, service, and stability. The department has made notable progress towards its succession planning goals and objectives.

Employee surveys through the years have had two repeated themes: provide greater focus on people, and safety. The department implemented a new organizational structure to increase its focus

on safety and support of employees. The addition of a Chief Safety and Operations Officer and a Chief Administrative Officer temporarily expanded the size of the department's Senior Management Team. This expansion was intended to be temporary and the department has contracted the size of this leadership team sooner than initially projected through turnover and subsequent reorganization. This change was expected to take place over eighteen months but was accomplished in five months.

The Director then described the current organization chart and division of responsibilities. With the retirement of the division head for the Risk and Benefits Management division, the duties for that division were divided as the organization structure was modified. The Chief Engineer was given the co-title of Deputy Director. The new Chief Safety and Operations Officer, filled by Becky Allmeroth, oversees three divisions in the areas of safety and operations; including Motor Carrier Services, State Highway Safety and Traffic, and Maintenance. The position of Assistant to the Chief Safety and Operations Officer for Safety and Emergency Management was created to focus on safety as the employees wanted and to reflect the department's updated mission statement. The safety duties of the former Risk and Benefits Management division now fall under this new position's responsibilities.

The Assistant Chief Engineer position, filled by Eric Schroeter, oversees the divisions responsible for program delivery: External Civil Rights, Multimodal Operations, Bridge, Construction and Materials, Design, and Transportation Planning. The Deputy Director/Chief Engineer oversees the District Engineers. There remain in place the seven districts: Northwest, Northeast, Kansas City, Central, St. Louis, Southwest, and Southeast.

The Chief Financial Officer (CFO), filled by Brenda Morris, focuses on administrative services the department needs to deliver its mission. The divisions that the CFO oversees include Financial Services, General Services, and Information Systems. The Financial Services division

absorbed the areas previously administered by the former Risk and Benefits Division that pertain to claims for fleet and/or general liability as well as property damage.

The new position of the Chief Administrative Officer (CAO) oversees the Communications, Equal Opportunity and Diversity, and Human Resources divisions. The position of Assistant to the Chief Administrative Officer - Employee Health and Wellness was created to bring focus on the people in the organization. This position oversees several areas that were part of the former Risk and Benefits Division. These areas include health insurance, life insurance, wellness program, workers compensation, physicals, drug testing, and fit for duty. Originally, Micki Knudsen was selected to serve as the CAO; however, Lester Woods is currently serving in the interim role while Ms. Knudsen is on leave for a long-term illness.

By filling executive management positions through internal promotion MoDOT has created many additional career advancement opportunities for its employees. MoDOT has shown confidence in the ability of its employees to step up to leadership roles within the department. Filling jobs internally has created additional advancement opportunities that will help engage MoDOT's workforce, develop future leaders, and deepen its bench strength.

MoDOT's organizational changes and succession planning efforts, conducted with input from its employees and external consultants, have set the department on the path forward toward an engaged and skilled workforce prepared for the challenges of the future. Commissioner Briscoe expressed appreciation for MoDOT's workforce who have adapted to these changes and for the opportunities created for the leaders of tomorrow as the ability to advance trickles down through the department.

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MEDICAL PLAN FUNDING RECOMMENDATIONS FOR CALENDAR YEAR 2020

On behalf of the Director, Brenda Morris, Chief Financial Officer, shared the funding recommendations for the medical and life insurance plan. The recommendations are based upon projected funding necessary to provide medical and life insurance benefits to employees, retirees, vested annuitants, and the dependents of these groups of MoDOT, the Missouri State Highway Patrol (MSHP), and the MoDOT and Patrol Employees' Retirement System (MPERS). The MoDOT and MSHP Medical and Life Insurance Plan board of trustees (Board) provides recommendations based upon an actuarial review. AON Hewitt Consulting conducts an actuarial review and analysis of medical plan funding on a semi-annual basis. Based upon the June 26, 2019 review, the Board made recommendations for plan funding for calendar year 2020. The recommendations are projected to maintain adequate funding for medical plan costs.

The report explained the prescription drug plan costs continue to rise. Last year the plan exceeded \$29 million in prescription costs, largely due to the cost of specialty medications. These are the drugs that are used to treat viral infections, cancer, rheumatoid arthritis, and multiple sclerosis. Specialty drugs are .73 percent of total claims, but account for over 51 percent of total drug plan spending. This trend is a serious issue for health insurance plans nationwide with no apparent strategy to combat the trend in the foreseeable future.

Ms. Morris reported while the number of medical claims are up, the costs are down. The number of medical claims increased 14.2 percent in 2018 compared to 2017. The cost of those medical claims increased from \$95.8 million in 2017 to \$99.5 million in 2018. The plan changed medical administrators from Aetna to Anthem in 2019. As a result, there has been a twenty-eight percent decrease in the amount paid for medical claims through the first five months of 2019 compared to the same time last year. The decrease is attributed to Anthem's contracted rates with in-network providers that allow for greater discounts than what the plan has previously experienced.

Ms. Morris explained the plan is not only focused on individuals who are sick or injured but also wants to improve the wellness of participants. For calendar year 2019, some of the new wellness components provided include life health online where doctors are available 24/7 on any device with a camera. A program called Naturally Slim is a weight loss program that includes strategies via on-line coaching. There are also online activity challenges, the annual 5K with the highway patrol, and incentives for being active and fit as well as being involved in your health care.

Ms. Morris reported in order to maintain a sufficient, affordable, and sustainable health care benefit for both the active employees and retirees, the commission adopted the strategy to move to a split of premium costs where the employees pay twenty percent and the employers pay eighty percent. This strategy also resulted in retirees receiving a two percent contribution toward medical premiums per year of service that is capped at fifty percent. This strategy remains in place although the premium cost distribution changed in 2018 when the employers absorbed all necessary increases in plan funding for active employees while sharing the increase with retirees. This resulted in employees paying 18 percent of the premium cost while the employers are paying 82 percent of the premium cost. For calendar year 2019 there were no premium increases.

Although the plan has had some challenges in the past with losses in 2015 and 2016, the commission has been able to adequately fund the medical plan and as a result regained financial stability. The retained earnings are projected to be \$23,112,488 at the end of calendar year 2021.

Ms. Morris shared the value of the benefits employees receive for working at MoDOT. She explained the salary an employee earns does not include the total value of the compensation they receive. For example, if an employee earns \$41,000 per year, when you add the benefits paid for by the employer the total compensation jumps to \$77,305. These benefits include medical, retirement, and life insurance.

Ms. Morris stated the outlook for the medical plan is good with a stable financial status. The plan is currently ahead of where the actuary anticipated it would be, and as a result the recommendations are projected to provide adequate funding while maintaining an appropriate plan premium stabilization reserve. The premium stabilization reserve goal is established based on guidance from the plan actuary and is set aside to prevent dramatic fluctuations in necessary plan premiums. This recommendation is to continue offering two plan options, the Preferred Provider Option (PPO) and the High Deductible Health Plan (HDHP) with a Health Savings Account (HSA), with no premium increases for all rate categories in calendar year 2020.

After further discussion and consideration, and upon motion by Commissioner Smith, seconded by Commissioner Ecker, the Commission unanimously approved the medical and life insurance plan recommendations to: (1) continue offering two plan options PPO and HDHP with a HAS; and (2) not increase medical plan premiums for all rate categories in calendar year 2020. Commissioner Smith thanked Ms. Morris for her presentation and stated the health care coverage is an extremely important benefit to employees and retirees in the plan and the Commission was pleased the plan is able to absorb any additional costs and not raise the premiums for plan participants.

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ADMINISTRATIVE RULES/POLICIES

COMMISSION POLICY REVIEW – EMERGENCY OPERATIONS CATEGORY

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. Since this initial action some policies have been updated as necessary. As part of the Commission's desire to periodically review Commission policies, the department and Commission have conducted a thorough review of the policies in the Emergency Operations category. As a result of this review process, recommendations were made to reaffirm with updates the policies in the Emergency

Operations category. On behalf of the Director, Pamela J. Harlan, Secretary to the Commission, recommended the Emergency Operations category of policies be revised as indicated with the green text for new language and red strikethrough text for deleted language, blue strikethrough text that was deleted and moved, and purple text that was moved as follows:

Category: EMERGENCY OPERATIONS
Related Statute: Chapter 44, RSMo 2000, Civil Defense

EMERGENCY OPERATIONS

The Director shall maintain an all hazards response plan that guides the actions of the department in the event of incidents or emergency situations, whether man-made or naturally occurring events. ~~The plan will ensure a coordinated approach to restoring traffic and essential services to normal operations as quickly and safely as possible.~~ The department will work cooperatively with local, state, and federal agencies, as necessary, to restore traffic and essential services to normal operations as quickly and safely as possible ~~respond to any event.~~ In ~~the event of a state or federal disaster (as determined by the Director),~~ his or her discretion, the Director or his or her designee may provide resources to local, state, and ~~local~~ federal agencies ~~when available.~~ ~~When~~ If state funds or resources are expended or utilized in an emergency situation for an agency off the state highway system, then the department shall seek reimbursement from ~~the local public~~ that agency for the funds and/or resources expended ~~that was provided assistance.~~ If state funds or resources are utilized for emergency operations during a state or federal disaster as declared by the Governor or President, then the department shall seek reimbursement from the state and/or federal government.

Effective Date: ~~November 7, 2013~~ July 10, 2019
Supersedes Policy Dated: November 7, 2013
Last Reaffirmed:
Date of Origin: November 7, 2013
Related Commission Actions: October 14, 1963; November 7, 2013 – Comprehensive Policy Review, July 10, 2019 Comprehensive Policy Review.

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

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COMMISSION POLICY REVIEW – ADMINISTRATIVE SETTLEMENTS

Following the comprehensive review of this policy in May 2019, it was discovered that a correction needed to be made to allow all members of the Executive Committee to delegate authority to staff under this policy. On behalf of the Director, Pamela J. Harlan, Secretary to the Commission, recommended the Administrative Settlements-Insurance Claims policy be revised as indicated with the green text for new language and red strikethrough text for deleted language as follows:

Category: ADMINISTRATIVE SETTLEMENTS

Subcategory: Insurance Claims

AUTHORITY TO APPROVE AND EXECUTE ADMINISTRATIVE SETTLEMENTS - INSURANCE CLAIMS

Executive Committee

For purposes of this policy the term Executive Committee includes the individuals who fill the positions of Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, Chief Safety and Operations Officer, Chief Administrative Officer, and Chief Financial Officer.

Insurance Claims (not the subject of a lawsuit) against Others - Receipts/Payments: Claims against insurance companies or others, partial payment agreements, and receipts or releases for payments to the Commission in satisfaction of amounts owed to the Commission, which are not the subject of a lawsuit, may be executed by any member of the Executive Committee. The Chief Administrative Officer or Chief Financial Officer may delegate authority to others by written advisory to the Commission Secretary and the Financial Services Division. This authority is limited to the amounts noted below:

- a. **Greater than \$100,000** - All single transactions greater than \$100,000 shall be approved by a member of the Executive Committee.
- b. **\$100,000 or Less** – A member of the Executive Committee, or others as delegated by **a member of the Executive Committee** ~~the Chief Administrative Officer~~ (any one), are authorized to approve single transactions of \$100,000 or less.

Insurance Claims (not the subject of a lawsuit) against MoDOT and/or the Commission: Settlement of claims against MoDOT and/or the Commission or an employee of the department or Commission, or a Commission member through its self-insurance programs for claims alleging the dangerous condition of Commission property or the negligent operation of a motor vehicle operated by a department or Commission employee or Commission member in which the amount to be paid by the Commission is equal to or less than the liability limits under the state sovereign immunity statutes or \$1,000,000 per claimant/\$2,000,000 for all claims from an occurrence, whichever is less may be executed by any member of the Executive Committee. The Chief Administrative Officer or Chief Financial Officer may delegate authority to others by written advisory to the Commission Secretary and the Financial Services Division. This authority is limited to the amounts noted below:

- a. **Greater than \$100,000** - All single transactions greater than \$100,000 shall be approved by a member of the Executive Committee.
- b. **\$100,000 or Less** – A member of the Executive Committee, or others as delegated by **a member of the Executive Committee** ~~the Chief Administrative Officer~~ (any one), are authorized to approve single transactions of \$100,000 or less.

Effective Date: **July 10, 2019** ~~May 3, 2019~~
Supersedes Policy Dated: **May 3, 2019** ~~November 7, 2013~~
Last Reaffirmed:
Date of Origin: January 13, 1989-paragraph a; July 10, 2001-paragraph b

Related Commission Actions: January 13, 1989 (paragraph a) July 10, 2001 (paragraph b); January 12, 2011-EOD; April 3, 2012-EOD; November 7, 2013 – Comprehensive Policy Review, May 3, 2019 comprehensive policy review, **July 10, 2019 modified who may delegate authority to staff to include all members of the Executive Committee.**

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

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Travis Koestner, State Design Engineer, presented the following recommendations pertaining to bids received on federal-aid and state highway and bridge projects during the past month. He noted Calls C01 and F02 have local funding, as noted in Table I below, and the department received all of the necessary concurrences.

Mr. Koestner recommended (1) Award of contracts to the lowest responsive bidders for bids received at the June 21, 2019, letting, as recommended and noted in Table I below, (2) Rejection of Calls A01 and A04 from the June 21, 2019, bid letting due to excessive bids per Section 102.15 of the Missouri Standard Specifications for Highway Construction, as recommended and noted in Table II below; (3) Concurrence of bids received on June 21, 2019, from the Tennessee Department of Transportation as recommended and noted in Table III below; (4) Ratify award of contract to the lowest responsive bidder for bids received at the June 7, 2019, emergency letting, as recommended and noted in Table IV below; and (5) Award of Call C01 be contingent upon receipt of the funds from the City of Independence, to be received by August 16, 2019.

Table I
Award of Contracts
June 21, 2019, Bid Opening

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A02	24	Chariton	J1P3132	\$4,269,613.15	\$0.00	E & C Bridge, LLC	Bridge Replacement
			J2P2183				
A03	129	Putnam, Sullivan	J1P3168B	\$540,349.31	\$0.00	Vance Brothers, Inc.	Scrub Seal
	6	Sullivan	J1P3294				
A05	159	Holt	J1P3312	\$2,531,620.95	\$0.00	Emery Sapp & Sons, Inc.	Bridge Replacement
B01	I-70	Montgomery, Warren	J0I3005J	\$364,000.00	\$0.00	Pace Construction Company	Job Order Contract for Asphalt Pavement Repair
C01*	24	Jackson	J4S3287	\$2,697,047.95	\$0.00	Phillips Hardy, Inc.	Bridge Replacement
C02	7	Jackson	J4S3392	\$922,801.85	\$0.00	Phillips Hardy, Inc.	Pavement Improvement

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
D03	I-70	Boone, Callaway, Cooper	J0I3005Z	\$441,000.00	\$0.00	Lamke Trenching & Excavating, Inc.	Job Order Contract for On-Call and Pre-Determined Locations for Concrete Repair
F01	I-64	St Louis	J6I3277	\$1,244,141.68	\$0.00	L.F. Krupp Construction, Inc. dba Krupp Construction	Resurface and Guardrail Improvements
F02**	I-70	St Louis City	J6I3415	\$1,252,411.88	\$0.00	St. Louis Bridge Construction Company	Bridge Deck Crack Sealing
F03	BL 44	St Louis	J6S3276	\$1,505,662.70	\$0.00	L.F. Krupp Construction, Inc. dba Krupp Construction	Resurface
F04	OO	Franklin	J6S3370	\$1,024,850.00	\$0.00	Pace Construction Company	Resurface
G01	D	Greene	J8M0260	\$144,144.00	\$0.00	The Truesdell Corporation of Wisconsin, Inc. dba Truesdell Corpora	High Friction Surface Treatment
H01	72	Iron	J9P3058	\$1,537,524.76	\$5,096.88	Robertson Contractors, Inc.	Bridge Replacement
H02	53	Dunklin	J9M0278	\$131,561.40	\$0.00	Widel, Inc.	Scour Repair
			TOTAL:	\$18,606,729.63	\$5,096.88		

* Call C01 – Funding by City of Independence – \$440,172.28

** Call F02 – Funding by IDOT – \$626,205.94

**Table II
Rejection of Bids
June 21, 2019, Bid Opening**

Call No.	Route	County	Job No.	Description
A01	I-29	Various	J1I3296	Shoulder Improvements
A04	69, 6	Daviess, Grundy	J1P3250	Pavement and Shoulder Repairs

**Table III
Concurrence in Award
June 21, 2019, Bid Opening**

Route	County	Job No.	Bid Amount	Contractor	Description
I-155*	Dyer	J9I3087	\$13,577,010.00	Jensen Construction Company	Bridge Repair on I-155 (U.S. 412) over Mississippi River (Caruthersville Bridge)

* Project Let by TDOT – MoDOT Responsibility 50%

**Table IV
Ratification of Award
June 7, 2019, Emergency Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
H01	14	Douglas	J9P3659	\$1,069,044.25	\$0.00	Magruder Construction Co., Inc.	Urgent Slide Repair
			TOTAL:	\$1,069,044.25	\$0.00		

Commission Consideration and Action

After consideration, and upon motion by Commissioner Briscoe, seconded by Commissioner Brinkmann, the Commission took the following action with abstentions noted below:

1. Awarded contracts to the lowest responsive bidders for bids received at the June 21, 2019, bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Rejected bids for Calls A01 and A04 due to excessive bids per Section 102.15 of the Missouri Standard Specifications for Highway Construction, as recommended and noted in Table II above.
3. Concurred in award of bids received on June 21, 2019, from the Tennessee Department of Transportation as recommended and noted in Table III above.
4. Ratified award of contract to the lowest responsive bidder for bids received at the emergency June 7, 2019, bid opening, as recommended and noted in Table IV above. Non-contractual costs for these projects are shown on the above tabulation.
5. Awarded Call C01 contingent upon receipt of the funds from the City of Independence, to be received by August 16, 2019.
6. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Brinkmann abstained from voting on Call D03.

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REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN ON HIGHWAYS

Business Route 63 (Baltimore Street), Adair County

Job No. J2P2215

Public Hearing Held May 2, 2019

The proposed improvement provides drainage improvements, resurface the existing lanes, and upgrade non-compliant sidewalks. The project will have normal access right of way. Short term closures may be recommended to construct cross road storm sewer structures. Much of the project can be constructed under traffic. Some work, such as resurfacing of the pavement, may be completed at night to minimize impacts. The project is 0.819 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 designs, the Commission via approval of the consent agenda unanimously found and determined the recommended designs would best serve the interest of the public and approved the recommendation.

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APPROVAL OF PLANS FOR CONDEMNATION

On behalf of the Director, Travis Koestner, State Design Engineer, recommended the Commission approve the following detailed project plans, approved by the Chief Engineer, for filing as necessary for the condemnation of right of way.

<u>County</u>	<u>Route</u>	<u>Job Number</u>
Miller	54	J5P3181

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

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-- REPORTS --

REPORTS

The Commission received the following written reports.

DEBT MANAGEMENT REPORT

Todd Grosvenor, Financial Services Director, provided an update on Missouri Highways and Transportation Commission outstanding debt. The Commission's Debt Management Policy ensures each long-term financing is completed in compliance with laws and industry standards and in an efficient manner. The policy helps to attain the goal of maintaining optimum credit ratings and minimizing borrowing costs. The Debt Management Policy limits the amount of debt the MHTC can issue by capping annual debt service to no more than five percent of annual total road and bridge revenue. New or additional funding sources, such as Amendment 3, may be designated for the exclusive purpose of covering debt service to advance construction projects and these may be considered beyond and apart from the five percent limit in the policy. MHTC's estimated debt obligations are projected to be below the five percent limitation and the MHTC is in compliance with the policy.

Between December 2000 and May 2019, the MHTC issued \$3,812,195,000 in new money bonds and \$1,528,955,000 in refunding bonds. As of June 30, 2019, the amount of outstanding bonds is \$1,614,420,000. The current outstanding bonds are projected to be paid in full on May 1, 2033. Bond-financing allowed the Missouri Department of Transportation to provide much needed infrastructure improvements to the traveling public sooner than pay-as-you-go funding allowed. Building projects sooner results in cost savings by reducing project inflation costs, while advancing economic development, improving safety and addressing congestion. MoDOT staff will continue to work with the Bond Trustee to ensure: (1) bondholders are paid on time; (2) certain financial and operational information is disclosed on an ongoing basis as required; and (3) the MHTC stays in compliance with its Master Bond Indentures.

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MODOT BRIEFING REPORT

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

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FINANCIAL – BUDGET – REPORTS YEAR-TO-DATE FINANCIAL REPORT, PERIOD ENDING MAY 31, 2019

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date May 31, 2019, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Travis Koestner, State Design Engineer, submitted a written report of consultant contracts executed in the month of May 2019, 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 371 active contracts held by individual engineering consultant firms prior to May 1, 2019. Sixteen engineering consultant services contracts were executed in May 2019, for a total of \$2,157,531. There were no new non-engineering consultant contracts executed in May 2019.

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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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