



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

TABLE OF CONTENTS

September 2, 2020

VOTE TO CLOSE MEETING 4

COMMISSION/DIRECTOR ITEMS

Election of Chair and Vice Chair..... 5

Approval of Minutes..... 5

Consent Agenda..... 6

Commission Committees and Commission Related Boards 6

Director’s Report 7

Report and Recommendation Regarding the East Locust Creek Reservoir Build Project..... 10

MODOT PRESENTATIONS

Presentation Regarding the Bootheel Bridge Bundle Design-Build Project 11

Missouri Department of Transportation Proposed Fiscal Year 2022 Appropriations Requests and
Fiscal Year 2021 Supplemental Appropriations Request..... 14

Update on MoDOT’s COVID-19 Pandemic Response 18

ADMINISTRATIVE RULES/POLICIES

Report and Recommendations Regarding Notice of Proposed Amended
Rulemaking – Utility and Private Line Location and Relocation..... 22

BUSINESS ISSUES

Fiscal Year 2021 Budget Amendment..... 23

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Consideration of Bids for Transportation Improvements 24

2020-2024 Statewide Transportation Improvement Program Amendment..... 26

Approval of Plans for Condemnation 29

Request for Approval of Location and/or Design of Highways 30

REPORTS

MoDOT Briefing Report 31

Missouri Department of Transportation Financial Report – Fiscal Year 2021, Year-to-Date,
Period Ending July 31, 2020..... 31

Consultant Services Contract Report (July)..... 31

Consultant Services Contract Report (August)..... 32

**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD VIA VIDEO CONFERENCE AND IN JEFFERSON CITY, MISSOURI,
WEDNESDAY, SEPTEMBER 2, 2020**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, September 2, 2020, via video conference at Missouri Department of Transportation, 105 W. Capitol Ave, Jefferson City, Missouri. John W. Briscoe, Chair, called the meeting to order at 1:30 p.m. The following Commissioners were present: Michael T. Waters, Jr., Gregg C. Smith, Terry L. Ecker, and Robert G. Brinkmann, P.E. Commissioner Michael Pace tendered his letter of resignation to Governor Parson stating his resignation would be effective on March 6, 2020; at the time of the September 2, 2020 meeting, a replacement had not been appointed.

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

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Patrick McKenna, Director of the Missouri Department of Transportation; Rich Tiemeyer, Chief Counsel for the Commission; and Pamela J. Harlan, Secretary to the Commission, were present on Wednesday, September 2, 2020.

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

The Commission met in closed session on Wednesday, September 2, 2020 at 9:15 a.m. and adjourned at 11:45 a.m.

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-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

ELECTION OF CHAIR AND VICE CHAIR

Chairman Briscoe reminded the Commission at the March 4, 2020 Commission meeting that Commissioners Gregg Smith and Michael Pace, as the most senior members of the Commission, requested to be excused from serving in a leadership role. The next most senior members John Briscoe and Tom Waters were elected as chair and vice chair. For a variety of reasons, the opportunity for Commissioners Waters and Briscoe to serve in leadership positions is shorter than normal, and in order for them to have equal time serving as chair and vice-chair, they decided to divide up their leadership time equally. Commissioner Briscoe proposed they rotate their leadership positions at the conclusion of this meeting. While this is unusual, it remains in the spirit of the intent of Section 226.030.2 of the Revised Statutes of Missouri. However, Section 226.120 RSMo permits this rotation as the Commission can choose their leadership by holding an election. Upon motion by Commissioner Ecker, seconded by Commissioner Smith, the Commission elected Michael “Tom” Waters, Jr. as Chair effective at the end of this meeting through March 1, 2021 or until the Governor appoints a replacement. Upon motion by Commissioner Smith, seconded by Commissioner Waters, the Commission elected John Briscoe as Vice-Chair effective at the end of this meeting through March 1, 2021 or until the Governor appoints a replacement.

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APPROVAL OF MINUTES

Upon motion by Commissioner Waters, seconded by Commissioner Smith, the Commission unanimously approved the minutes of the electronic ballot meeting held August 12, 2020. 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 September 2, 2020, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Smith, seconded by Commissioner Waters, 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 September 2, 2020, meeting.

Audit Committee – Commissioner Waters stated there was no report. The next Audit Committee meeting is scheduled for November 2020.

Legislative Committee – Commissioner Waters reported the Commission and department's legislative priorities for the 2021 legislative session align with the department's three core values of safety, service and stability. There are four priorities this year. They include: (1) a proposal that will prohibit the use of hand-held cell phone and other electronic wireless communication devices while driving; (2) a primary seat belt law; (3) a proposal to revise the registration fee based on a motor vehicle's MPG rating; and (4) a revenue package to increase funding for transportation. The department sought the Commission's consensus on these initiatives with the understanding these proposals will be shared with Governor Parson to be considered as part of his legislative agenda for 2021.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated the MTFC Board held a meeting on August 14, 2020. The board received its twelfth certificate of achievement from the Government Finance Officers Association (GFOA) for excellence in financial reporting. Commissioner Smith recognized Brenda Morris, Todd Grosvenor, and the Financial Services team for their fine work that earned this award. The board approved one loan totaling \$1,406,067 to Saline County for the relocation of the median crossing of Route 65 and County Road 226/237. The next MTFC meeting will be held in October.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Briscoe reported there have been two special MPERS Board meetings held recently. One was on July 30, and the other was on August 17. The July 30 meeting was held to reconsider the vote taken at the June 18 meeting regarding borrowing of funds to make additional investments. The motion to rescind the June 18 action failed to pass by a vote of 5 in favor and 6 opposed. The Commission and department leadership continue to have serious concerns regarding MPERS borrowing funds. The August 17 meeting was held to authorize the selection of a consultant to review MPERS governance policies.

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DIRECTOR'S REPORT

During the September 2, 2020, Commission meeting, Director Patrick McKenna provided the following report:

Awards – The Champ Clark Bridge project won two awards for excellence, a regional award in the America’s Transportation Awards competition in the “Quality of Life/Community Development, Medium Project” category and a National Award of Merit from the Design-Build Institute of America. The Champ Clark Bridge project will now compete for a National Award of Excellence and Project of the Year to be announced in October.

The Communications Division won three national awards from TransComm, which is AASHTO’s Committee on Transportation Communication. The first was for Best Public Involvement with a Consultant, which went to the I-270 North Project in St. Louis. A well-deserved win for a project in which the outreach to the community is critical to its success. The second was for Best Website Without a Consultant, which went to the new online Tracker. There have been more views of that since launched than with all the PDF views combined for all of 2019. The prestigious win was the Vanguard Award, which honors the achievements of a communications professional who is relatively new to the transportation industry; Taylor Brune, who has been with the department for just under three years, was the worthy recipient.

Financial Status – At the July Commission meeting, Director McKenna reported the department started a shared work program on June 14, 2020. This program allowed employees to opt to work a 32-hour week and draw unemployment and compensation through the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act. About eighty percent of MoDOT employees selected that option, the remaining twenty percent opted to take a five percent pay reduction. The Director was pleased to report the Shared Work Program will end on September 5, 2020. The flexibility and patience of MoDOT’s workforce saved an estimated \$14 million dollars. This, along with the other measures of delayed replacement hiring, deferral or cancelation of purchases, and delay of some construction advertising helped the department make up the \$40 million shortfall in transportation revenue experienced in the early months of the pandemic.

At the federal level, last week, in the annual federal August redistribution MoDOT received \$152.3 million, which allows the department to meet the commitments planned in the Statewide Transportation Improvement Program (STIP). Additionally, the FAST Act expires soon, and a continuing resolution is needed to keep transportation funding flowing while Congress works on a new reauthorization bill.

Major Project Status – The department reported on the status of several major projects underway. The I-435/I-70 partial turbine interchange project in Kansas City is nearing completion, and some of the new ramps are now open to traffic. All work will be done later this fall.

Three weeks ago, five design-build teams were short-listed to further develop proposals for the new Buck O'Neil Bridge. The teams represent a diverse mix of experienced local and national companies with extensive design-build resumes.

A full closure of I-270 in St. Louis was successfully completed recently to allow for the demolition of the Washington Street/Elizabeth Avenue bridge. The work is part of the I-270 North design-build project, which is progressing very well.

Two weeks ago, a newly re-decked U.S. Route 159 bridge over Penny Slu near Mound City opened to traffic. That was significant because it brought an end to more than a year of detours meaning that motorists can again utilize Route 159 to travel from I-29 to Rulo, Nebraska. The bridge was damaged during last year's flooding.

Operations Status – The Director stated as part of preparing for winter operations, staff need to stop COVID-19 at the doors of MoDOT. The department cannot allow for the transmission and spread of the virus in department buildings and vehicles. The department practices social distancing, employees wear masks when at least six feet of distance cannot be maintained, and staff are washing hands frequently. All of this is fundamentally critical for the department to continue to provide services to the citizens of Missouri. To keep essential functions rolling, employees must stop COVID-19 at the doors. Well over 80 counties are serviced by a single MoDOT facility; if a maintenance shed has to be closed in winter, it would be detrimental. This could mean not being able to provide service to an entire county during a winter storm. The safety of the public, and the service provided is too vital for that to happen. That is why the department is so diligent with these efforts. The MoDOT team has done a very good job, and has worked really hard on this, and everyone's patience is appreciated. Director McKenna stated, "I know that this creates some degree of consternation out there, but we really must hold the line on this."

There has been an alarming number of Truck Mounted Attenuator (TMA) hits experienced this year. There have been thirty-nine crashes so far, compared to nineteen at the same time a year ago. A stunning number when traffic levels have been significantly lower than normal for much of the last five months. MoDOT issued a statewide press release to call attention to the problem.

MoDOT has also been actively seeking to fill permanent and emergency maintenance vacancies to get employees trained and ready for winter operations. There is a shortage of over 400 plow drivers or operators for the winter maintenance season. It is a race against time to get people hired and trained. Not many people are thinking of winter maintenance right now, but MoDOT is starting to prepare for it.

Additionally, the annual Drive Sober or Get Pulled Over safety campaign is currently underway and runs through September. 7.

Southeast District Engineer – The department recently concluded the search for a new Southeast District engineer; Ed Hassinger introduced Mark Croarkin as the new district engineer for the Southeast District. He started in his new role on September 1. Mr. Croarkin served as the assistant district engineer over operations in the St. Louis District for the last ten years.

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REPORT AND RECOMMENDATION REGARDING THE EAST LOCUST CREEK RESERVOIR BUILD PROJECT

Michael “Tom” Waters, Jr., Commissioner, presented a recommendation regarding the East Locust Creek Reservoir Build Project. Sullivan County along with co-sponsor, North Central Missouri Regional Water Commission (NCMRWC), applied for and was awarded in late 2019 a Better Utilizing Investments to Leverage Development (BUILD) Grant for a project that will address transportation and utility infrastructure around and across the future East Locust Creek Reservoir (ELCR). The BUILD grant application identified \$3.7 million in MoDOT funding, which was not previously authorized by the Commission or its representatives. Since award, the department has been working with the ELCR team to deliver the project. The department, the ELCR team, Office of the Secretary of Transportation, Missouri Federal Highway Administration (FHWA), and Headquarters FHWA have been working cooperatively to identify a path forward that meets the scope in the BUILD grant application and complies with applicable regulations. The department has agreed to become the BUILD grant recipient when these details are worked out.

Commission action to authorize funding for a total of \$9.2 million will ensure the obligation of \$13.4 million of BUILD grant funds by the deadline date of September 2021. This will result in the roadway improvements necessary to allow room for the construction of the needed reservoir for water supply in the North Central Missouri region.

Project J1S3392 currently exists in the Statewide Transportation Improvement Program (STIP) as a scoping job for this area. When the department receives the transfer of the BUILD grant, this project

will be added by STIP amendment fully funded with the BUILD grant and funding from this Commission action. In the case that the BUILD grant funding does not get transferred to MoDOT, the funds authorized by this action will revert to the cost share balance

An agreement regarding negotiated road relinquishment, temporary acceptance into the state system of the roadways designated in the BUILD grant for improvement during construction, and the department becoming the recipient of the BUILD grant funds has been accepted by Sullivan County. The department is currently in negotiations with a consultant engineer to assist in surveying, environmental work, right of way, and design of the project. The project must be obligated for construction by September 2021 to receive the BUILD grant funding.

The ultimate construction of the reservoir for water supply has support of the region and the State and will be a tremendous asset for North Central Missouri. This project is supported by many in Missouri's state and federal elected delegations. Office of the Secretary of Transportation, Headquarters FHWA, and Missouri FHWA have all expressed concern regarding the delivery of the project and have posed many questions to the ELCR team. The department funding all of the match and executing the BUILD grant scope will alleviate the concerns.

Commissioner Waters made the following recommendation and motion for the Commission to designate \$3.7 million of cost share funds for the project, in addition, authorize \$5.5 million for the project from the cost share funds designated for statewide economic development for a total of \$9.2 million, Commissioner Ecker seconded the motion. The Commission unanimously approved the recommendation.

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MODOT PRESENTATIONS

PRESENTATION REGARDING THE BOOTHEEL BRIDGE BUNDLE DESIGN-BUILD PROJECT

On behalf of the Director, Ed Hassinger, Chief Engineer, and Jessie "Benji" Philpot, Project Director, presented the Bootheel Bridge Bundle design build project, which consists of fifteen primary

bridges that must be rehabilitated or replaced. Thirteen of the fifteen primary bridges in this project are part of the Governor's Focus on Bridges program. The Best Value Proposal approved at the August 12, 2020 Commission meeting used innovations to include two additional bridge replacements for a total of seventeen locations addressed. The project is within the programmed amount and is scheduled to be completed on or before December 31, 2023.

In October 2019, the Missouri Highways and Transportation Commission approved the use of design-build for the Bootheel Bridge Bundle Design-Build Project in the Southeast District. Since that time MoDOT's Design-Build team has been working through the procurement process. Four teams were prequalified on February 21, 2020, to compete for the contract. The Request for Proposals was issued on March 20, 2020. The MoDOT Design-Build team held seven confidential discussions with each team to discuss their proposal ideas. Three proposals were submitted by the deadline on July 7, 2020.

MoDOT's External Civil Rights Office established a Disadvantaged Business Enterprise (DBE) goal for the project of eight percent for construction work and twelve percent for professional services for the project. The contractor is required to meet federal workforce goals per trade of 11.4% minorities per trade in St. Francois, Cape Girardeau, Reynolds, Butler, Mississippi, and Bollinger counties and 26.5% minorities per trade in Dunklin and Pemiscot Counties and 6.9% female in all counties. There is an on-the-job training requirement for one trainee at 1,000 hours.

Mr. Philpot reported the department established the following goals for the project which were used in evaluating and determining the Best Value Proposal: (1) Deliver the project within the program budget of \$25.5 million on or before December 31, 2023. (2) Use innovation to maximize the number of locations to be addressed while providing quality structures sensitive to location and traffic. (3) Minimize public inconvenience through increased construction speed and flexibility in scheduling. (4) Improve safety at every location.

The MoDOT design-build team reviewed and evaluated the proposals. There were two teams that submitted compliant proposals. The Lehman – Wilson Team whose major participants include Lehman Construction Company, Wilson & Company, HG Consult, Inc. Leigh & O’Kane and Terracon. The Robertson Contractors team whose major participants include Robertson Contractors, Inc., Horner & Shifrin, Inc., and Penzel Construction Company, Inc. The items that were evaluated by the MoDOT design-build team included: Project Definition (70 points available), Maintenance of Traffic (25 points available), and Safety (5 points available).

Mr. Philpot stated the proposal that was submitted by the Robertson Contractors team was selected. Through their proposal, MoDOT will receive the following added value from this project for no additional cost:

- Replacement of two additional alternate bridges.
- Increase in scope from rehabilitation to replacement at two locations.
- One complete bridge elimination from the inventory.
- An additional superstructure replacement added to the rehabilitation of one location.
- Additional five percent federal funding match.

Mr. Philpot also described the work that will be accomplished at each bridge included in this project.

The total funding for this project is \$25.5 million. The Design-Build contract has a not-to-exceed project cost of \$21.324 million. The remaining funds outside the Design-Build contract will be used for project administration. Additional Right of Way may be required for this project; if it is, all cost and schedule impacts associated with any additional new Right of Way or easements will be at the Contractor’s expense. The contract was executed on August 27, 2020 and the notice to proceed was issued on August 28, 2020.

Commissioner Waters commended Mr. Philpot and his team for their work on this project to date. He also recognized both teams for taking the risk and submitting proposals for this design build project that will provide a tremendous benefit to the citizens of Missouri.

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**MISSOURI DEPARTMENT OF TRANSPORTATION PROPOSED FISCAL YEAR 2022
APPROPRIATIONS REQUESTS AND FISCAL YEAR 2021 SUPPLEMENTAL
APPROPRIATIONS REQUEST**

On behalf of the Director, Todd Grosvenor, Financial Services Director, presented the fiscal year 2022 appropriations request for \$3.9 billion, and the fiscal year 2021 supplemental appropriations request for \$10.1 million. Mr. Grosvenor explained the department is required by law to submit both the appropriations request and supplemental appropriations requests to the Office of Administration (OA) by October 1 of each year. This appropriations request is the basis of the Governor's recommendation, which is submitted to the Missouri General Assembly within thirty days of when the legislature convenes the regular session.

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

He then reviewed some of the significant items that are included in these requests. Employee retention and costs associated with turnover continue to be major issues for the department. To mitigate salary compression and improve employee satisfaction and morale in relation to pay, the department is seeking approval to request an additional \$4.9 million of personal services, with \$2 million for the related fringe benefits for a total of \$6.9 million. This request includes two employee retention strategies, and a pilot program for new employees. These items will be in addition to any statewide pay plan that could be recommended by the Governor.

- 1) The first strategy is for all employees below midpoint to receive a two percent increase, effective January 1, 2022. The strategy is intended to mitigate salary compression issues, improve employee satisfaction and morale in relation to pay, increase employee retention and reduce turnover costs. The request for this employee retention strategy is \$1.9 million
- 2) The second MoDOT employee retention strategy is for all employees in titles with lowest market competitiveness to receive a two percent increase, effective January 1, 2022. The request for this employee retention strategy is \$1.4 million.
- 3) A request for \$1.5 million to implement a pilot program for new employees. This program would give new hires the option of receiving a higher salary with reduced benefits, such as not participating in the defined benefit retirement plan but receive a contribution to their deferred compensation account. The goal of this increase is to attract new employees by providing options for increasing their take home pay. Other statutory changes would need to be made during the 2021 legislative session in order to implement this pilot program.

Steve Meystrik, Human Resources Director, shared with the Commission some startling statistics.

MoDOT has approximately 740 employees (fourteen percent of the workforce) who are eligible for social services benefits. Approximately ten percent of MoDOT's work force is working a second job, and this estimate does not include those who work private farms. The average salary of a MoDOT employee is between \$44,000 and \$45,000 annually, leaving very little for employees to meet basic needs let alone unexpected costs. MoDOT's employee turnover rate for fiscal year 2020 was just over 12.5 percent and that is down slightly from last fiscal year. The estimated cost of turnover for fiscal year 2020 was about \$36 million which includes hard costs, soft costs, and annual leave payouts. While pay strategies that have been implemented in recent years has moved employees closer to the mid-points of their salary ranges, there is more work to be done. The increased personal services appropriations requested for fiscal year 2022 will allow the department to continue moving employees closer to the mid-point of their salary ranges, and increase retention of dedicated and skilled employees necessary to ensure the stability of the organization.

Mr. Grosvenor reviewed the changes in appropriations request for each category. Program Delivery is the largest appropriation category and it is used to pay consultants to design projects, purchase right-of-way, pass federal monies through to local entities, and pay contractors who build the construction projects. MoDOT requested an increase of \$154.9 million, compared to the fiscal year 2021 Truly Agreed and Finally Passed (TAFP) budget. MoDOT is requesting a \$154.4 million increase to the program delivery program due to a potential increase in contractor payments, consultant design work and right of way purchases as the department's construction program increases with the potential additional funding provided by the reauthorization of the federal highway act, Fixing America's Surface Transportation (FAST). This item does not include the necessary personal service, fringe benefit, and expense and equipment costs that will be needed to administer a program of this size. Those items will be requested separately as needed.

Safety and Operations is responsible for striping, pavement repair, mowing right-of-way, and plowing snow and ice. These system management functions are essential for keeping roads and bridges operational and safe. The request for this appropriation decreased \$1.7 million. Part of this decrease is a result of the Governor's veto of \$5.0 million for the maintenance and repair of low-volume roads and \$170,000 for statewide maintenance and repair of shoulder ramps following review of the fiscal year 2021 TAFP budget.

Fleet, Facilities, and Information Systems (FFIS) increased \$166,000 compared to the fiscal year 2021 TAFP budget for the personal services increases discussed above. No change was recommended for the categories for Administration, and Refunds and Transfers.

MoDOT requested multimodal appropriation increases of \$37.3 million, compared to the fiscal year 2021 TAFP budget for the following:

- The increase includes \$6.7 million of general revenue (GR) to help defray operating and capital costs for the 34 public transportation providers across the state. The Missouri State Transit

Assistance program is one of the smallest state programs nationally. These funds have been used for operating assistance to help subsidize transit operating deficits for public transit agencies throughout the state.

- The increase includes \$15.0 million for the state match for the passenger rail service, Amtrak. This program provides state assistance from GR for twice daily passenger rail service between St. Louis and Kansas City. This funding is needed to cover \$4.65 million of operating support for the contractual obligation with Amtrak. The increase in funding is also needed to cover \$8.5 million in arrears as of the end of fiscal year 2020 plus the estimated arrears of \$1.85 million for fiscal year 2021. Missouri has not been current with payments to Amtrak since 2010. Amtrak has sent an invoice for interest on the amount in arrears. Amtrak is charging interest of one percent per month or 12 percent a year on the amount owed. The fiscal year 2021 arrears estimate includes projected impacts to ridership from the COVID-19 pandemic and only having one train per day service.
- The increase includes \$10.0 million of additional federal aviation assistance funding needed for \$55.4 million in Airport Improvement Program (AIP) grants that the department applied for. These grants do not include the CARES Act relief funding already received.
- The increase also includes \$6.7 million to complete fiscal year 2021 port capital improvement projects and for new port capital improvement projects from an over \$150.0 million unfunded needs list maintained by the port authorities in the state.

Mr. Grosvenor explained the fiscal year 2021 Supplemental Appropriations request includes \$10.1 million of additional federal aviation assistance funding needed for \$55.4 million in Airport Improvement Program (AIP) grants. These grants do not include the CARES Act relief funding already received.

Mr. Grosvenor recommended approval of the proposed fiscal year 2022 appropriations request totaling \$3.9 billion, and the proposed fiscal year 2021 supplemental appropriations request totaling \$10.1 million. Following discussion, and upon motion by Commissioner Waters, seconded by Commissioner Ecker, the Commission unanimously approved the Missouri Department of Transportation Fiscal Year 2022 Appropriations Request, as noted in the table below, and authorized staff to release the request to

OA – Division of Budget and Planning; and approved the proposed Fiscal Year 2021 Supplemental Appropriations Request totaling \$10.1 million.

 **Fiscal Year 2022 Appropriations Request**
By Appropriation Detail
(Dollars in Thousands)

	Fiscal Year 2020 Actual Expenditures	Fiscal Year 2021 TAFP¹ Budget	Fiscal Year 2022 Appropriation Request
Appropriations			
Total Administration	\$ 56,090	\$ 34,887	\$ 35,091
Total System Management	\$ 480,612	\$ 412,076	\$ 410,408
Total Program Delivery	\$ 1,423,046	\$ 2,115,418	\$ 2,270,284
Total FFIS	\$ 75,053	\$ 92,083	\$ 92,249
Total Multimodal	\$ 85,681	\$ 235,271	\$ 272,561
Total Fringe Benefits	\$ 0	\$ 228,819	\$ 230,791
Total Refunds and Transfers	\$ 524,694	\$ 582,628	\$ 582,628
Total MoDOT Appropriations Request	\$ 2,645,176	\$ 3,701,182	\$ 3,894,012

This schedule lists each individual appropriation as prescribed by the Office of Administration - Division of Budget and Planning's (OA) budget instructions. The appropriations have been organized into the categories used in MoDOT's operating budget.

- 1 Fiscal year 2021 Truly Agreed to and Finally Passed (TAFP) budget.
- 2 Includes federal funds MoDOT pays to contractors and providers for goods and services.
- 3 Includes appropriations for Contractor Payments, Design and Bridge Consultant Payments, Accelerated Program, Right of Way and Federal Pass-Through.
- 4 The port authority capital improvement fiscal year 2020 actuals do not include House Bill 18 actuals.
- 5 Appropriation request amount is \$1 in the event the appropriation is needed.

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UPDATE ON MODOT'S COVID-19 PANDEMIC RESPONSE

MoDOT is a provider of critical services to the public and as such maintains an Emergency Response Plan and conduct training and drills to ensure the ability to keep Missouri interstates, roads, and bridges open to travel. At the onset of the COVID-19 pandemic in Missouri, MoDOT activated its Pandemic Disease Emergency Response Plan and Continuity of Operations Plan (COOP). On behalf of the Director, Michael White, Emergency Management Coordinator, and Natalie Roark, State Maintenance

Director, presented an update on MoDOT's COVID-19 pandemic response. Since March 2020 the pandemic has impacted the department's operations, and how the department has adjusted to delivering on its mission during the pandemic.

Mr. White shared the current statistics regarding COVID-19's impact on Missouri and MoDOT employees. As of August 24, 2020, Missouri has had over 75,000 citizens test positive, 1,400 Missouri citizens have died, and MoDOT has had forty-two employees test positive for COVID-19. Immediate steps are taken within any facility where positive tests are reported and when employees are displaying symptoms or awaiting the results of a COVID-19 test to ensure the safety and health of employees. He reported for the month of July 2020 MoDOT was able to routinely keep over 75 percent of its employees working, with around 51 working at their normal work location and around 24 percent working from home. On a monthly average, around 23 percent of the workforce is typically unable to work due to Shared Work reductions in scheduling, COVID-19 related leaves or absence, or regularly planned or necessary leaves of absence.

Mr. White expressed his appreciation for the department's support of the Incident Management System at all levels of the organization. Use of the National Incident Management System (NIMS) has allowed the department to focus on implementing strategies to keep employees safe. It has provided for timely and consistent decision making and provided a way to communicate those decisions across the entire agency. COVID-19 has been unique in that most of the decisions have been about policy and not about resources. This pandemic has provided the unique opportunity to implement NIMS for a statewide event. Additionally, it has led to the rotation of additional staff into Incident Command Staff positions to gain additional experience and to provide relief for those who have served in the Incident Command Staff role for an extended period of time.

Part of the emergency management structure is a Continuity of Operations Plan (COOP). The COOP includes a list of 262 critical functions. The department reviewed these tasks to determine priority

should 10, or 30, or up to 50 percent of the workforce be impacted by COVID-19. Fortunately, the department has not had that number of staff affected. For the priority 1 and 2 tasks, employees are allowed ten minutes of close contact with a face covering. For the priority 3 tasks that cannot be performed with six-foot social distancing, the work is delayed. A large blow up in the pavement or downed stop sign are examples of priority 1 tasks that will occur with social distancing. An example of a priority 3 task is installation of Adopt-A-Highway signs; whereas applications are still being accepted and processed, however, sign installation is being delayed. Litter pick up and urban mowing is impaired in some districts because incarcerated crews have not been available to work during the pandemic. Typically, the department uses about 240 inmates daily with these tasks. Identifying these critical functions was also useful when implementing Shared Work. The COOP provides guidance to MoDOT personnel for maintaining the department's capability to fulfill its assigned mission-critical functions during all contingencies – and in so doing provides for employees' safety and well-being.

The goal of incident management through the pandemic is to keep MoDOT employees safe. Since March 2020 the department has evaluated guidance from the Center for Disease Control (CDC) and Department of Health and Senior Services, and implemented guidelines. The department has even engineered ways to protect employees while providing service at a very high level. For example, striping crews have two strippers in the rear cab, each striping one line, but the cab is not wide enough to allow six-foot separation. A crew in St. Louis created two separate dedicated spaces for each operator by placing plastic sheeting in the rear cab, allowing adequate social distancing for each operator. The department has changed its interview process to limit contact and is now only conducting telephone interviews. The department is working to fill over 400 maintenance and emergency equipment operator positions. Additionally, the new hires need training and safety considerations have been developed for training safely. Part of the new hire training will be virtual; part will be in-person but in limited groups for the

necessary skills training to operate safely. Additionally, new hires are only required to have their CDL permit rather than the full license.

For operations, while it has been business as usual, communication has ramped up significantly. District maintenance engineers meet weekly to discuss challenges, establish guidelines, and share best practices. Operational guidelines have been developed to maintain social distancing while delivering service and protecting employees. These guidelines include vehicle usage, face coverings, traffic control, work site practices, parking at job sites, cleaning instructions for buildings, and cleaning equipment and tools.

The department continues to support social distancing. In March 2020 the Information Systems (IS) division worked to support employees working remotely. IS deployed additional devices to allow employees to work from home including laptops, MiFi's, and telephone hotspots. MoDOT has used a variety of tools and methods to ensure employees who are able to work remotely are able to do so without interruption to service and operations. The General Services division reorganized the location of pool vehicles to support social distancing. The department implemented a policy of one person per vehicle for any trips over ten minutes in length.

The department has been sharing information using available resources. Flowcharts explaining leave guidance and social distancing were developed by staff and shared statewide. Best practices and guidance are available on a SharePoint site. Videos were developed and distributed across the state. Communication regarding change in practice or policy has been an important and critical part of managing through this pandemic. MoDOT implemented a COVID-19 information portal available to all employees containing resources, guidance, and tools necessary to ensure an organized and consistent department response. Department employees were also provided an email address allowing them to communicate directly with MoDOT's Incident Command Team regarding specific questions or issues regarding COVID-19.

The department has been implementing social distancing practices for six months. The department continues to plan for the duration of the event and expect it to be another several months long. Some of the upcoming activities during the pandemic include sentinel testing and transitioning to winter operations. The department will pilot a sentinel testing program in September. Eventually this pilot program will lead to a statewide program testing ten percent of all state employees. Additionally, the department is working with operations teams across the state to adapt to winter operations, finding ways to continue to maintain the system while social distancing.

In summary, these are the times that MoDOT truly shines. Whether it is a simple task of riding in a vehicle to a job site, installing a traffic sign, or a more complex paving or striping project, all MoDOT's operations have been impacted in some manner during the pandemic. Social distancing for COVID-19 has created complexities that the department works through daily. Yet throughout the pandemic, MoDOT forces have continued to report to work and deliver critical operational needs for Missouri's transportation system of over 34,000 miles of highway.

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ADMINISTRATIVE RULES/POLICIES

REPORT AND RECOMMENDATIONS REGARDING NOTICE OF PROPOSED AMENDED RULEMAKING – UTILITY AND PRIVATE LINE LOCATION AND RELOCATION

On behalf of the Director, Travis Koestner, State Design Engineer, presented to the Commission proposed amended administrative rulemaking for 7 CSR, 10-3.010 and 7 CSR 10-3.020 - Utility and Private Line Location and Relocation the proposed amendment updates any incorporated federal regulations to the latest versions of such regulations; and delegates from the Commission to the Department the sole authority to expand a utility corridor from six to twelve feet where space is reasonably available. The Department will consider if the existing six-foot utility corridor is fully utilized. The rule does not require additional right of way to be acquired to accommodate additional utility facilities. Utility

poles must remain within two feet of the normal right of way line. The proposed amendment creates a standard process for requesting and issuing variances and authorizes the request and issuance of a one-time variance from the rule requirements by a utility. The process allows for the application of a variance, department review and determination on the variance request, and to provide the applicant with an informal hearing if the variance request is denied.

The public will have an opportunity to submit comments in support of or in opposition to the proposed amended rulemaking. All comments received from the public will be considered and summarized in the order of rulemaking.

After consideration, the Commission, via approval of the consent agenda, unanimously found substantial evidence that the proposed amended rulemaking is necessary to carry out the purposes of Section 227.240 RSMo, that grants the commission's rule authority, authorized the Secretary to the Commission to file the notice of proposed amended rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in the *Missouri Register*, and authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, Chief Safety and Operations Officer, or Chief Administrative Officer to execute documents to initiate the rulemaking process.

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BUSINESS ISSUES

FISCAL YEAR 2021 BUDGET AMENDMENT

On behalf of the Director, Todd Grosvenor, Financial Services Director, recommended decreasing disbursements \$10.9 million for the fiscal year 2021 budget. Mr. Grosvenor also recommended transfers between operating budget categories to address changing priorities and provide greater flexibility to districts and divisions in funding program priorities.

Via approval of the consent agenda, the Commission unanimously approved the fiscal year 2021 budget amendment described above.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Kenny Voss, 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.

Mr. Voss recommended: (1) Award of contracts to the lowest responsive bidders for bids received at the August 21, 2020, letting, as recommended and noted in Table I below; and (2) Rejection of bids received on Call C03 due to excessive bids per Section 102.15 of the Missouri Standard Specifications for Highway Construction and noted in Table II below.

**Table I
Award of Contracts
August 21, 2020, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01^	V	Harrison	J1S3122	\$768,464.10	\$0.00	Boone Construction Co.	Bridge Replacement
A02^	139	Chariton	J1S3157	\$1,434,099.25	\$0.00	Boone Construction Co.	Bridge Replacement
A03^	P	Harrison	J1S3158	\$974,343.20	\$178.28	Boone Construction Co.	Bridge Replacement
A04	111	Holt	J1S3344	\$387,598.67	\$0.00	Herzog Contracting Corp.	Resurface
A05	D	Atchison, Holt	J1S3354	\$4,499,964.98	\$0.00	Herzog Contracting Corp.	Resurface
	E		J1S3358				
	U		J1S3357				
	W		J1S3375				
A06	U	Atchison	J1S3357B	\$5,200,998.61	\$0.00	Herzog Contracting Corp.	Resurface
	V		J1S3356				
	Z		J1S3355				
A07^	Z	Carroll	J2S2185	\$713,529.45	\$96.88	E & C Bridge, LLC	Bridge Replacement
A08	111	Holt	J1S3374	\$2,942,024.59	\$0.00	Herzog Contracting Corp.	Resurface
		Atchison, Holt	J1S3376				
A09	24	Carroll	J1P3382	\$542,742.00	\$0.00	Lehman Construction, LLC	Flood Repair
A10	I-35	Clinton	J1I3240	\$2,835,743.79	\$0.00	Iowa Civil Contracting, Inc.	Pavement Improvements

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
B01	Various	Various	J2P3262	\$600,000.00	\$0.00	Collins & Hermann, Inc.	Job Order Contract for Guardrail Repair
B02	Various	Various	J2P3262B	\$200,000.00	\$0.00	Collins & Hermann, Inc.	Job Order Contract for Guardrail Repair
C01	Various	Various	J413382	\$521,063.89	\$0.00	Mar-Jim Contracting, LLC	Sign Installation
C02	I-70	Jackson	J4I3475	\$217,507.95	\$0.00	Radmacher Brothers Excavating Co., Inc.	Drainage Repair
D01	Various	Boone, Callaway, Morgan, Pulaski, Washington	J5I3408	\$722,123.35	\$0.00	R. V. Wagner, Inc.	High Friction Surface Treatment
D02	5	Laclede	J5P3323	\$1,780,348.12	\$6,817.50	Magruder Paving, LLC	Coldmill and Resurface
D03	O	Callaway	J5S3367	\$580,360.00	\$0.00	Gene Haile Excavating, Inc.	Bridge Deck Replacement
F01	61, 67, 50	St Louis	J6S3513	\$134,780.16	\$0.00	TraMar Contracting, Inc.	Pavement Marking
F02	370	St Louis	J6M0283	\$229,000.00	\$0.00	Kozeny-Wagner, Inc.	Bridge Repair
G01	H	Greene	J8S3092	\$3,553,352.15	\$0.00	Blevins Asphalt Construction Company, Inc.	Resurface
	AA		J8S3186				
	KK		J8S3185				
	H	Polk, Greene	J7S3181				
	KK	Polk	J7S3215				
G02	A	Bates	J7S3189K	\$2,551,990.56	\$0.00	Capital Paving & Construction, LLC	Resurface
	F		J7S3189L				
	J		J7S3189M				
	Y		J7S3189N				
G03	245	Cedar, Dade	J7S3301	\$1,045,624.69	\$0.00	APAC-Central, Inc.	Resurface
G04	Various	Various	J7M0265	\$262,362.50	\$0.00	Ewing Signal Construction, LLC	Job Order Contract for Signal and Lighting Repairs
			J7M0266				
			J8M0262				Job Order Contract for Signal and Lighting Repair
			Total:	\$32,698,022.01	\$7,092.66		

^ Focus on Bridges Program

**Table I
Rejections of Bids
August 21, 2020, Bid Opening**

Call No.	Route	County	Job No.	Description
C03	I-70	Various	J013006H	Job Order Contract for Asphalt Pavement Repair

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received on the August 21, 2020, 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 received on Call C03 due to excessive bids per Section 102.15 of the Missouri Standard Specifications for Highway Construction and noted in Table II above.
3. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Brinkmann abstained from voting on Call F01.

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2020-2024 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

On behalf of the Director, Ed Hassinger, Deputy/Director Chief Engineer, requested approval to revise the 2020-2024 Statewide Transportation Improvement Program (STIP) that was approved in July 2019, for the implementation of twenty-six highway and bridge projects, as noted in Table I below.

**2020 – 2024 STIP
Highway and Bridge Construction Schedule
September Amendment
Project Additions and Modifications**

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds	Change in Engineering Funds
				(Dollars in Thousands)	(Dollars in Thousands)
NW DeKalb J1P3237	US 36	Pavement resurfacing in the westbound lanes from east of Route 31 (north) to Route C, and in the eastbound lanes from Route 33 to the Grindstone River.	2021 CN	\$1,759	\$117
NE Macon J2S3339	BU 36	Pavement resurfacing from Route 63 to Route 36 in Macon.	2021 CN	\$244	\$16

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds	Change in Engineering Funds
				(Dollars in Thousands)	(Dollars in Thousands)
NE Randolph J2S3350	RT B	Pavement preservation treatment from Route 63 near Clark to Route 3 near Roanoke in Howard County (two disconnected sections).	2021 CN	\$410	\$31
NE Scotland J2P3362	MO 15	Add rumble stripes from Route 136 west junction at Memphis to Route 6 north junction at Edina in Knox County. \$559,000 Open Container funds.	2021 CN	\$1,362	\$129
KC Jackson J4S3405B	US 24	Upgrade signals add intersection turn lane and bicycle/pedestrian facilities from Route 291 to River Boulevard. \$4,491,000 Cost Share, \$3,435,332 STBG-Urban and \$1,680,833 City of Independence funds.	2022 CN	\$10,191	\$759
KC Jackson J4I3470	CST VIEW HIGH DR	Payment to I-470 Western Gateway Transportation Development District to modify interchange configuration at I-470. \$3,992,500 Cost Share funds.	2021 CN	\$3,993	\$10
KC* Pettis J3P3210	US 65	Payment to Pettis County to add interchange north of Sedalia near Cedar Drive. \$8,290,950 Governor's Cost Share Program funds.	2021 CN	\$8,291	\$12
KC* Platte J4S3476	MO 9	Payment to City of Parkville to add intersection turn lanes and bicycle/pedestrian facilities from 7th Street to 4th Street. \$400,000 Governor's Cost Share Program funds.	2021 CN	\$400	\$12
SL St. Charles J6P3372	US 67	Add J-turns at Riverlands Way and raise southbound lanes from the Mississippi River to north of Machens Club Drive. \$1,100,000 Federal Lands Access Program and \$1,668,000 District Operation funds.	2021 CN 2021 RW	\$1,545	\$368
SL St. Charles J6I3337	OR 70	Corridor improvements from Cave Springs to Fairgrounds, bridge rehabilitations over I70 at Zumbahl and Cave Springs and modify interchange at First Capitol. Design-Build. Bridges A3852, A4040, A6678, A6679, A6680. \$2.1M CMAQ, \$2.5M Cost Share and \$17.5M St. Charles County funds.	2021 CN	\$20,600	\$1,653
SL St. Charles J6I3337Z	OR 70	Payback to St. Charles County for corridor improvements from Cave Springs to Fairgrounds, bridge rehabilitations over I70 at Zumbahl and Cave Springs and modify interchange configuration at First Capitol. \$7,500,000 Cost Share funds.	2022 CN	\$7,500	\$0

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds	Change in Engineering Funds
				(Dollars in Thousands)	(Dollars in Thousands)
SL* St. Charles J6S3530	RT A	Payment to St. Charles County for additional lanes and pavement resurfacing from Route 61 to I-70. \$3,500,000 Governor's Cost Share Program funds.	2021 CN	\$3,500	\$10
SL St. Louis J6S3259C	MO 100	Pedestrian and streetscape enhancements from Meier Lane to Kirkwood Drive. \$1,098,113 Cost Share and \$1,275,667 city of Kirkwood funds.	2022 CN 2021 RW	\$2,249	\$388
SL St. Louis J6S3259Z	MO 100	Payback to the City of Kirkwood for pedestrian and streetscape enhancements from Meier Lane to Kirkwood Drive. \$136,460 Cost Share funds.	2022 CN	\$136	\$0
SL St. Louis J6I3020C	IS 270	Modify interchange configuration at Riverview Boulevard in St. Louis City. Project involves bridges A1024 and A1025.	2023 CN 2021 RW	\$4,946	\$694
SL* St. Louis J6S3521	US 67	Payment to the City of Creve Coeur to signalize intersection and add turn lanes at Old Olive Street. \$1,005,000 Cost Share and \$575,100 Governor's Cost Share Program funds.	2021 CN	\$1,580	\$15
SL* St. Louis J0X3123	Various	Safety improvements at various locations in St. Louis County.	2023 CN	\$2,185	\$0
SW Barry J7S2182	MO 37	Pavement, intersection and pedestrian improvements on Central Avenue from Cleveland Street to Broadway Street in Monett. Design and right of way acquisition by Monett. \$1,982,304 Cost Share, \$1,994,000 city of Monett and \$399,826 Transportation Alternatives Funds.	2022 CN	\$4,376	\$40
SW Greene J8P3087E	MO 13	Intersection improvements on Kansas Expressway at Sunset Street in Springfield. \$273,186 City of Springfield and \$1,092,743 Springfield STBG-Urban funds.	2023 CN 2022 RW	\$2,121	\$340
SE Bollinger J9P3709	MO 51	Pavement preservation treatment from Route 72 to Route 34 in Marble Hill.	2021 CN	\$396	\$34
SE* Butler J9P3663	US 67	Add lanes and outer roads to upgrade corridor to freeway standards from 0.5 mile north of Route 160 to County Road 338. \$2,724,976 Governor's Cost Share Program and \$5,720,976 city of Poplar Bluff funds.	2021 CN 2021 RW	\$8,699	\$1,496

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds	Change in Engineering Funds
				(Dollars in Thousands)	(Dollars in Thousands)
SE Howell J9S3710	RT K	Pavement preservation treatment from Route KK to Route 63 in West Plains.	2021 CN	\$243	\$21
SE New Madrid J9S3713	RT H	Pavement preservation treatment from end of state maintenance to Route 61 in Matthews.	2021 CN	\$154	\$13
SE Ozark J9P3711	MO 95	Pavement preservation treatment from Route 5 to Route 160 near Theodosia.	2021 CN	\$458	\$40
SE St. Francois J9S3708	RT Y	Pavement preservation treatment from Route 67 to I-55 near Bloomsdale.	2021 CN	\$403	\$35
SE Stoddard J9S3712	RT E	Pavement preservation treatment from Route 25 in Bloomfield to Route N.	2021 CN	\$160	\$14
			Total	\$87,901	\$6,247

*Contingent upon the execution of the cost participation agreement

Via approval of the consent agenda, the Commission unanimously approved the amendment to the 2020 – 2024 STIP as noted in the tabulations above. Commissioner Brinkmann abstained from voting on Job Number J6I3337, Interstate 70 in St. Charles County.

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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>
Adair	Business 63	J2P2215
Christian	Route 14	J8P0588H

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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REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN OF HIGHWAYS

**Route 21, Jefferson County
Job No. J6P3242B
Virtual Public Hearing Held July 16, 2020
Online Public Hearing Held July 16, 2020 – July 30, 2020**

The proposed improvement provides for the installation of a Two Way Left Turn Lane, a 1-inch overlay pavement treatment and guardrail upgrades to meet current MASH standards. The project will have normal access right of way. The roadway will remain open to traffic during construction. Staged traffic control will be used to perform both the lane addition and the overlay operation, keeping one lane open in each direction at all times. Night work is anticipated in order to minimize traffic disruption during peak hours. Entrance work will be done half at a time in order to maintain access to the businesses and residences within the job limits. The project is 0.607 mile in length

On behalf of the Director, Thomas Blair, St. Louis 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 design, the Commission via approval of the consent agenda unanimously found and determined the recommended location and design would best serve the interest of the public and approved the recommendation.

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-- **REPORTS** --

REPORTS

The Commission received the following written reports.

MODOT BRIEFING REPORT

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

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MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2021, YEAR-TO-DATE, PERIOD ENDING JULY 31, 2020

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date July 31, 2020, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT (JULY)

Travis Koestner, State Design Engineer, submitted a written report of consultant contracts executed in the month of July 2020, 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 384 active contracts held by individual engineering consultant firms prior to July 1, 2020. Ten engineering consultant services contracts were executed in July 2020, for a total of \$4,430,422.00 There were seventeen non-engineering consultant contracts executed in July 2020, for a total of \$2,934,956.00.

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CONSULTANT SERVICES CONTRACT REPORT (AUGUST)

Travis Koestner, State Design Engineer, submitted a written report of consultant contracts executed in the month of August 2020, 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 379 active contracts held by individual engineering consultant firms prior to August 1, 2020. Fourteen engineering consultant services contracts were executed in August 2020, for a total of \$4,620,882.00. There were two non-engineering consultant contract executed in August 2020, for a total of \$265,592.00.

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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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