



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN JEFFERSON CITY, MISSOURI,
WEDNESDAY, JANUARY 3, 2024**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, January 3, 2024, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri and was available via live stream. Terry L. Ecker, Chair, called the meeting to order at 1:30 p.m. The following Commissioners were present: W. Dustin Boatwright, P.E., Gregg C. Smith, Warren K. Erdman, Francis G. Slay, and Daniel J. Hegeman.

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, January 3, 2024.

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

-- 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 Ecker, Aye
Commissioner Boatwright, Aye
Commissioner Smith, Aye
Commissioner Erdman, Aye
Commissioner Hegeman, Aye
Commissioner Slay, Aye

The Commission met in closed session on Wednesday, January 3, 2024, at 10:30 a.m., recessed at 12:30 p.m., reconvened on Thursday, January 4, 2024 at 9:30 a.m. and adjourned at 11:30 a.m.

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-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

DANIEL HEGEMAN QUALIFIED AS A MEMBER OF THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

On January 2, 2024, Governor Michael Parson appointed Daniel Hegeman of St. Joseph to the Missouri Highways and Transportation Commission for a term ending March 1, 2029, or until his successor is duly appointed and qualified, vice, Robert G. Brinkmann, resigned.

Mr. Hegeman was duly sworn on January 3, 2024, by Missouri Supreme Court Chief Justice Mary Russell at the Supreme Court in Jefferson City.

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FRANCIS SLAY QUALIFIED AS A MEMBER OF THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

On January 2, 2024, Governor Michael Parson appointed Francis Slay of St. Louis to the Missouri Highways and Transportation Commission for a term ending March 1, 2027, or until his successor is duly appointed and qualified, vice Brian Treece, resigned.

Mr. Slay was duly sworn on January 3, 2024, at the Supreme Court in Jefferson City by Missouri Supreme Court Chief Justice Mary Russell.

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COMMISSION WORKSHOP: FINANCIAL FORECAST UPDATE

The Commission held a workshop to learn more about how the department determines the amount of funds available to use in the development of the Statewide Transportation Improvement Program (STIP). Brenda Morris, Chief Financial Officer, reviewed the financial forecast and explained that it is the foundation that is used to develop the department's budget that includes targets for the STIP. The financial forecast is an estimate that covers fiscal years 2025 through 2029. Ms. Morris reminded

everyone the forecast is for road and bridge expenditures and does not include multimodal estimates. She also noted that the forecast indicates the department will be able to match all federal funds. Ms. Morris and Todd Grosvenor, Financial Services Director, reviewed the revenue and disbursement assumptions.

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APPROVAL OF MINUTES

Upon motion by Commissioner Boatwright, seconded by Commissioner Smith, a quorum of Commission members present approved the minutes of the regular meeting held on December 6, 2023, and the special meeting on December 5, 2023. Commissioner Slay and Commissioner Hegeman abstained from voting. The Chairman and Secretary to the Commission were authorized and directed to sign and certify said minutes and to file same in the office of the Secretary.

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CONSENT AGENDA

Consent Agenda Process

In order to make the most efficient use of Commission meeting time and to ensure Commission members are well informed on issues requiring their action, staff prepares and submits to the Commission members, in advance of their meeting, internal memoranda consisting of advice, opinions, and recommendations related to the items of the Commission meeting agenda. Those items considered by staff to be of a routine or non-controversial nature are placed on a consent agenda. During the meeting, items can be removed from the consent agenda at the request of any one Commission member. The items that are not removed from the consent agenda are approved with a single motion and unanimous vote by a quorum of the members.

Minutes reflecting approval of items on the consent agenda are singly reported herein and intermingled with minutes reflecting action on related subjects that were openly discussed. Reference to “consent agenda” is made in each minute approved via the process described in the paragraph above.

Minutes reflecting action on items removed from the consent agenda and openly discussed reflect the open discussion and vote thereon.

Consideration of January 3, 2024, Consent Agenda

Commissioner Ecker tabled for future consideration the agenda item regarding Commission Policy Revision – Conflicts of Interest from the consent agenda. Upon motion by Commissioner Smith, seconded by Commissioner Boatwright, the remaining consent agenda items were approved by a quorum of Commission members present. Commissioner Slay and Commissioner Hegeman abstained from voting.

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees’ Retirement System Board of Trustees. A Commissioner also serves on the Missouri Coalition for Roadway Safety Executive Committee. The following committee and board reports were made during the January 3, 2024, meeting.

Audit Committee – Commissioner Boatwright stated there was no report. The next audit committee meeting is scheduled for April 2024.

Legislative Committee – Commissioner Boatwright shared that the legislative session started today. He reported on December 8, MoDOT staff delivered the department’s annual report to the Governor, Lieutenant Governor, and members of the Joint Committee on Transportation Oversight. This annual report includes a copy of MoDOT’s Annual Comprehensive Financial Report, the Citizen’s Guide to Transportation Funding in Missouri, the Financial Snapshot, and MoDOT’s Results document.

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

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report. The next MTFC meeting will be in February 2024.

MoDOT and Patrol Employees’ Retirement System (MPERS) – Commissioner Boatwright stated there was no report. The next board meeting is scheduled for February 16, 2024.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Smith reported the Missouri Coalition for Roadway Safety Executive Committee did not meet this month. The committee would like to thank Bob Brinkmann once again for chairing this committee the past couple of years, and we will be looking to appoint a new commissioner to the committee soon.

With the start of a new year, the department has preliminary data on the end of the year traffic fatalities for Missouri in 2023. As of today, preliminary data indicates 986 people were killed in Missouri traffic crashes in 2023. This is a 6.7 percent decrease from 2022 but still an average of nearly three lives lost every day on Missouri roads.

The end of the year also signals the conclusion of the third annual Buckle Up Phone Down (BUPD) high school showdown. This collaborative effort between the Coalition and AAA, saw 110 high schools throughout the state participate in a friendly challenge to secure the most BUPD pledges. In total, more than 16,000 pledges were received during the 10-week competition. The final numbers will be tallied this month, and the winning schools will be announced and recognized soon. Later this spring, a similar BUPD showdown will begin for Missouri businesses.

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DIRECTOR’S REPORT

During the January 3, 2024, Commission meeting, Director Patrick McKenna provided the following report:

I-270 North Celebration – Director McKenna reported that on December 12, the completion of the \$278 million I-270 North Project was celebrated with an official ceremony in Hazelwood. Governor Parson joined Commissioner Smith, state, and local elected officials along with MoDOT and the contractor team to cut the ribbon on this four-year-long makeover of more than nine miles of interstate in north St. Louis County. The Director shared a short video with highlights from the celebration.

Focus on Bridges Celebration – Director McKenna shared that he and members of the Commission joined Governor Parson at four bridge locations across the state to celebrate the completion of the Governor’s Focus on Bridges Program. Ceremonies were held near Cape Girardeau, Joplin, St. James, and the final bridge in Independence on December 19. The Director shared a video highlighting the celebrations of the last of the 250 bridges in the program.

Report Card from Missourians – Director McKenna stated one of MoDOT’s core values is providing outstanding customer service. Evaluating and working to improve Missourian’s customer satisfaction with the department has and will continue to be a significant factor in the achievement of MoDOT’s mission. Every other year, the department conducts a survey to get a report card on performance from

Missourians. Data from this survey is used in a Tracker performance measure focused on customer satisfaction and the Long-Range Transportation Plan. In 2023, ETC Institute completed a comprehensive statewide customer satisfaction study for MoDOT. The director shared highlights from this report.

He stated the purpose of the study was to assess customer perceptions of MoDOT's overall performance and to identify and prioritize transportation services and improvements most important to Missourians. Texts, Facebook, Instagram, and postcards were used to contact residents in each county to obtain a diverse sample across Missouri. In total, 5,047 Missourians provided completed responses.

The majority of Missourians were satisfied with the job MoDOT is doing. But the satisfaction continues to decrease for the third study in a row. Overall satisfaction was at 68 percent, five percent lower than 2021. In the 2023 survey, Missourians indicated there were a number of very important services needing improvement that citizens marked as high priority to them. Keeping the surface of roads and bridges in good condition continues to be a high priority like past reports. Four items fell into the category of "higher priority" and MoDOT can greatly improve resident satisfaction with improved offerings on these services including removing debris from the driving lanes on highways, improving the brightness of stripping, minimizing congestion on highways, and managing snow and ice on highways.

The greatest challenge MoDOT has in fulfilling Missourian's expectations to operate and maintain the transportation system is having the staffing levels to accomplish those expectations. The department's Fiscal Year 2025 budget includes appropriations to continue to work on addressing market pay concerns as the Commission and MoDOT have faced a workforce turnover crisis but also the need to increase the number of employees. With the support of the Commission, Governor Parson, and the General Assembly, the rapid decline in staffing has leveled off and for this the Commission and department are grateful. However, the department continues to experience significant vacancy and are considerably below labor hours compared to just a few years ago. Compared to 2017, MoDOT paid approximately 1.8 million fewer labor hours in 2023.

The department knows this is impacting customer satisfaction and the Commission has tasked the department with turning this around. In mid-December, the Director provided testimony to the House Subcommittee for Appropriations on MoDOT's budget needs, specifically related to staffing. MoDOT's Fiscal Year 2025 budget includes 350 additional Full Time Equivalent (FTEs) to improve the ability to accomplish the department's mission. Approximately 250 FTEs are directly related to operations such as litter and roadway debris, mowing, trimming, and signal operations. The other 100 FTEs related to project and program delivery and construction inspection to ensure the department completes the 1,500 funded projects to be delivered to Missourians in the next five years.

The Director shared a chart showing the correlation between MoDOT’s conditions, customer satisfaction levels, and the number of labor hours the department has to perform tasks. The department will continue to evaluate the details of these findings and address what can be addressed internally while working to hire more employees.

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PUBLIC COMMENT

CONCERNS ABOUT COMMISSION TRANSPARENCY

Arnie Dienhoff expressed his concern on several fronts with the Commission. He noted his displeasure with the Commission’s lawsuit and allocation of salary increases for employees. He expressed frustration with the lack of response to his calls regarding potholes, pavement repairs, fencing repairs, downed signs, and other maintenance concerns. He shared his distrust of the Commission and the department because meeting materials are not posted online. He noted his disagreement with the department’s response to his sunshine requests. He commented on his dislike of the public comment period being at the end of the Commission meeting rather than the beginning.

Commissioner Ecker thanked Mr. Dienhoff for sharing and noted that they have heard his concerns.

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MODOT PRESENTATIONS

CONSIDERATION OF PROPOSALS FOR SAFETY IMPROVEMENTS DESIGN-BUILD PROJECT IN ST. LOUIS CITY, ST. LOUIS COUNTY AND JEFFERSON COUNTY

On behalf of the Director, Deputy Director/Chief Engineer Ed Hassinger and Project Director Stacey Smith described the project that will reduce fatal and serious injury crashes in MoDOT’s St. Louis District. The Project shall construct safety countermeasures at various locations on state routes in St. Louis City, St. Louis County, and Jefferson County and on county routes in St. Louis County.

Project Goals

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

1. Reduce fatal and serious injury crashes within the budget of \$52 million.
2. Maximize safety improvements for pedestrians and roadway users distributed equitably across the project area.
3. Provide improvements with reasonable maintenance and service life.
4. Construct improvements with an emphasis on safety for workers and the traveling public.
5. Deliver the project by June 30, 2026, using a diverse workforce.

MoDOT's External Civil Rights Division established a 14 percent disadvantaged business enterprise goal for construction work and an 18 percent disadvantaged business enterprise goal for professional services for the project. The best value proposer will be required to meet federal workforce goals per trade of 14.7 percent minority and 6.9 percent female.

Procurement Process

By Commission action on October 5, 2022, the Commission approved the use of design-build for the Safety Improvements Design Build Project. Since then, MoDOT's design-build team has been working through the procurement process. Two teams were prequalified on August 4, 2023, to compete for the contract. The Request for Proposals was issued August 29, 2023. The MoDOT Design-Build team held eight confidential discussions with each team over a period of eleven weeks to discuss their proposal ideas. Final proposals were submitted by the teams on December 5, 2023. The MoDOT design-build team reviewed and evaluated the proposals. The two teams that submitted proposals include:

- Gershenson Construction Co with Wilson & Company, and Bartlett & West
- West Contracting Company with Horner & Shifrin, Lochmueller Group, and Engineering Design Services

Evaluation

The items that were evaluated by the MoDOT design-build team included: General Safety Improvements Definition (60 points available), Systemic Safety Improvements Definition (15 points available), Maintenance and Durability (20 points available), and Work Zone Management (5 points

available) for a total of 100 points. Project Director Smith provided a summary of the proposals submitted by each team and the total points awarded to each team as outlined below.

- The Gershenson – Wilson Team – 66 points
- The West Contracting Team – 75 points

Commission Consideration and Action

Project Director Smith recommended the West Contracting Team as the best value proposer. Their proposal included:

- Reducing fatal and serious injury crashes by improving safety in Jefferson County, St. Louis County, and the City of St. Louis
- Installing more than 325 safety improvements at nearly 200 locations such as signing, guardrail, and signal improvements
- Implementing innovative and cost-effective safety improvements
- Improving safety for pedestrians and other roadway users by encouraging drivers to slow down and increasing visibility of signals and pedestrians
- Addressing at least 25 percent of locations in or adjacent to USDOT-identified disadvantaged communities
- Emphasizing the safety of roadway workers and the traveling public during construction
- Installing more than 60 percent of the designated safety improvements by the end of 2024

Chairman Ecker thanked Project Director Smith for her presentation and the MoDOT design-build team for their work on this project to date.

After consideration, Commissioner Erdman moved that the Commission adopt staff recommendations to award the West Contracting design-build team for submitting the best value proposal for the Safety Improvements Design Build Project; authorize the director, deputy director/chief engineer, or their designee to negotiate and execute a contract with West Contracting subject to approval as to form by the Chief Counsel’s Office; and authorize payment of the agreed stipend to the one unsuccessful proposing team. This motion was seconded by Commissioner Smith. The Commission unanimously approved the motion.

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LAKE OF THE OZARKS COMMUNITY BRIDGE TRANSFER

On behalf of the Director, Machelles Watkins, Central District Engineer, along with representatives of the Lake of the Ozarks Community Bridge Transportation Development District (TDD) including Eddie Pue, Chairman; Jim Werner, Executive Director; and Joe Roeger, Vice President and Treasurer; presented to the commission regarding the pending dissolution of the TDD and the transfer of ownership of the bridge.

On May 1, 1992, the Commission authorized the creation of the Lake of the Ozarks Community Bridge Transportation Corporation (Corporation), pursuant to and in accordance with the Missouri Transportation Corporation Act. The Corporation, the first of its kind, acquired the right of way for and construction of the approximately 2,700 foot long limited-access two-lane toll bridge, known as the Lake of the Ozarks Community Bridge. This bridge spans the main channel of the Osage Arm of the Lake of the Ozarks from Route MM to Business Route 54, in Camden County. The bridge was completed in April 1998 and open to traffic as a toll bridge in May 1998.

The construction of the Lake of the Ozarks Community Bridge was financed with \$40.1 million in tax-exempt toll revenues. Following the financing and construction of the bridge, the organization decided it needed to reorganize to continue with the operation and maintenance of the toll bridge. In August 2010, the Corporation formed the Lake of the Ozarks Community Bridge Transportation Development District (TDD) to qualify for a federal loan from the United States Department of Agriculture. In June 2012, the TDD obtained funding for the acquisition and operation of the Bridge; and the Corporation, the TDD, and the Commission entered into a Cooperative Agreement to transfer ownership of the bridge and outstanding financial obligations from the Corporation to the TDD. The Cooperative Agreement requires the Commission take ownership of the Lake of the Ozarks Community Bridge once all debts are paid.

The TDD anticipates meeting the obligations defined in the Cooperative Agreement and Transportation Corporation Transfer Agreement of June 15, 2012. The Board of Directors of the TDD anticipates it will have sufficient funds on hand, together with the projected bridge toll revenues over the next several months to pay in full the 2012 bonds on or before April 30, 2024, which is ahead of schedule. Upon payment in full of the 2012 bonds, the TDD intends to terminate the bridge toll, transfer the Lake of the Ozarks Community Bridge System to the Commission, and abolish the TDD. The Commission will then include the bridge as part of the state highway system and operate and maintain the bridge as a toll-free facility.

Mr. Roeger shared the impact the bridge has had on the community. It has led to a considerable increase in property values in the region. It has also led to the development of the Shawnee Bend area. He also described how this project has been a fulfilling and lifelong effort and all who worked on this project are proud to have accomplished their mission to connect the communities on both sides of this bridge.

The TDD has worked with MoDOT staff to develop a Bridge Transfer Agreement to set forth respective rights and obligations for the bond payment, toll bridge termination, transfer of the Lake of the Ozarks Community Bridge System (bridge, associated roadway improvements, right of way, and administration building) to the Commission, abolishment of the TDD, and disbursement of TDD funds. The proposed Bridge Transfer Agreement was developed in accordance with the Cooperative Agreement and provides for a minimum of \$600,000 for necessary maintenance work on the bridge and for the removal of the toll facilities.

Ms. Watkins recommended the Commission grant the authority to the Director or Deputy Director/Chief Engineer to enter into the Bridge Transfer Agreement with the TDD, payment of an acquiring fee, and assuming the responsibility for maintenance of the Lake of the Ozarks Community

Bridge System, following the TDD's payment of its 2012 bonds. Upon motion by Commissioner Erdman, seconded by Commissioner Boatwright, the Commission unanimously approved the recommendation.

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FINANCIAL FORECAST UPDATE

On behalf of the Director, Brenda Morris, Financial Services Director, presented the financial forecast for fiscal years 2025-2029. MoDOT prepares an annual financial forecast to estimate future revenues and expenditures. The forecast is the basis for MoDOT's operating budget, and the funding targets provided to planning partners and MoDOT staff to select projects for the Statewide Transportation Improvement Program (STIP). The financial forecast estimates the various components of state revenue, including the state motor fuel tax, motor vehicle sales taxes, motor vehicle and drivers' license fees, federal funds from the federal motor fuel tax, and other sources as provided by Congress and the Missouri legislature.

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

Fiscal year 2023 actual revenues were \$57.2 million more than projected. After taking into consideration all the state highway user revenues, over the five years between 2024 and 2029, the new forecast projects \$166.2 million more than the same period last year. The increase is mostly attributable to the increase in motor vehicle sales taxes.

The motor fuel tax growth assumption does not include Senate Bill (SB) 262 and has a slow decline in this forecast. The assumption for motor fuel tax is -0.20 percent decline for 2024 to 2026 and -0.25 percent decline for 2027 and beyond as vehicles with greater fuel economy and alternative fuels will off-

set increases in vehicle miles traveled. The overall impact is \$83.7 million less compared to last year's forecast.

Assumptions for the state motor fuel taxes for SB 262 are based on fiscal year 2023 gallons with a -0.20 percent decline for 2024 to 2026 and -0.25 percent decline for 2027 and beyond. The assumption for refunds is 1.0 percent for 2024 and beyond. The overall impact is \$30.7 million more compared to last year's forecast.

Motor vehicle sales tax revenues growth assumption for 2024 and subsequent years is 4 percent. The overall impact is \$44.9 million more than last year's forecast.

The motor vehicle and driver's licensing fees growth assumption for 2024 and subsequent years is 1.5 percent. The overall impact is that this forecast is \$56.3 million more than last year's forecast.

This forecast includes some one-time sources of revenue. It includes \$14.9 million in General Revenue for the Governor's Transportation Cost Share program approved for fiscal year 2020. It includes \$75 million from the Budget Stabilization Fund for the Governor's Cost Share Program approved for fiscal year 2023. It also includes \$45.2 million of General Revenue for annual debt service payments for bonds issued for the Governor's Focus on Bridges program. It also includes the Improve I-70 Program \$1.4 billion of General Revenue and \$1.4 billion of bond proceeds. In addition, the forecast includes \$136.0 million of General Revenue for the annual debt service payments associated with the bonds sold in fiscal year 2024 for this program. This forecast includes \$100 million in Budget Stabilization Funds in fiscal year 2024 for low volume roads. Amendment 3 bond issuances of \$500 million in 2026, 2028, and 2030 are also included in this forecast. The financial forecast includes \$40.0 million for General Assembly Designated and Funded projects which include the following projects: I-44 Environmental Study, I-55 Outer Service Road in Jefferson County, and the Jefferson Avenue Community Footbridge in Springfield. It also includes the continued implementation of SB 262 motor fuel tax increase with full implementation on July 1, 2025. This forecast also includes financing for the I-70 Rocheport Bridge and I-70 at Mineola

Hill projects which were partially financed with a loan from the Missouri Transportation Finance Corporation. The forecast includes loan disbursements in fiscal years 2024 and 2025 along with the corresponding loan repayments.

The financial forecast includes the MoDOT Cost Share program funds of \$45.0 million each year.

Federal revenues include the federal funds for construction projects, preventive maintenance, design work, planning and research, and pass-through funds to local entities. The financial forecast includes the estimated federal apportionments from IIJA as approved by Congress. The overall impact is an increase of \$70.6 million of federal revenue from last year's forecast.

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

- \$12.5 million to continue implementing the market plan and provide tenure and performance pay increases.
- \$37.0 million to hire an additional 345 employees in 2025; Audits & Investigations (2), Financial Services (4), Human Resources (3), Safety & Emergency Management (8), Maintenance (2), Highway Safety & Traffic (8), Maintenance Operations (225), Equipment Technicians (24), Improve I-70 Program (25), and Program Delivery (44).
- \$21.9 million to hire an additional 200 employees to address safety and customer service needs in 2026.
- \$1.5 million for medical and life fringe benefits for retirees.
- The forecast also includes a 4.0 percent annual cost of living adjustment in 2025 and 2.0 percent in 2026 and beyond. Raises are contingent each year on legislative action and/or Commission approval.

The expense and equipment portion of the budget includes increases of \$11.0 million for various roadside contracts to mow, sweep, remove litter, and relocate homeless camps; \$9.0 million for research contracts; \$2.0 million to update the long-range transportation plan; \$1.9 million for roadway data collection items; \$6.3 million for rest area improvements; and \$2.5 million for weigh station improvements. Expense and equipment for 2026 and beyond includes 2.5 percent annual growth rate for inflation.

For the 2024-2030 periods, the forecast relies on deficit spending in each year. The average deficit spending is \$176.4 million per year. On June 30, 2023, the combined balance of the State Road Fund, State Road Bond Fund, and State Highways and Transportation Department Fund was \$1,758.4 million. Deficit spending will reduce the amount from an estimated \$1,505.6 million on July 1, 2024, the beginning of state fiscal year 2025, to \$523.4 million on June 30, 2030, the end of state fiscal year 2030. Of the \$523.4 million projected to be in the state treasury at that time, \$463.4 million is the projected State Road Fund balance.

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

The forecast includes only road and bridge revenues and disbursements. For the other modes, the bulk of available funding is from the federal government and totals approximately \$115 million per year. The funds are passed through to local governments and providers and, when required, most of the matching funds are provided by the entities receiving the funds.

Following discussion, the Commission commended the department and its excellent management of transportation funding for Missouri. Commissioner Erdman expressed his concern regarding the operating side of the business and the need address this area that has been long neglected. No action was taken at this meeting as recommendations for action will be made by the department at a later date.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

On behalf of the Director, Llans Taylor, Transportation Planning Director, reviewed with the Commission how the Statewide Improvement Program (STIP) is developed. The STIP development for state fiscal years 2025 through 2029 (July 1, 2024, through June 30, 2029) begins with the approval of the financial forecast. The STIP is MoDOT's proposed list of transportation projects for the next five years. This document is developed through collaboration with MoDOT's planning partners and is an essential part of communication with the citizens of Missouri. The STIP describes how the taxpayers' transportation dollars are being invested.

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

The department and Commission value the importance of public input and the established planning framework that utilizes Regional Planning Commissions and Metropolitan Planning Organizations to select and prioritize needs and projects. MoDOT works with planning partners, transportation stakeholders and customers to identify road and bridge improvement projects for inclusion in the STIP. Once developed, the draft STIP is brought to the Commission at the May or June Commission meeting. The draft STIP is then shared with various audiences during the public comment period. Input from public audiences and the final STIP will be presented to the Commission at the July Commission meeting. The STIP requires MHTC, Federal Highway Administration and Federal Transit Administration approval.

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

The draft STIP is developed in coordination with the Long-Range Plan, Financial Forecast, Operating Budget, Asset Management Plan, and Missouri's Show-Me Zero – Driving Missouri Toward Safer Roads. MoDOT's Long Range Transportation Plan was developed through robust, statewide outreach, engaging transportation stakeholders to establish goals and a 25-Year vision of transportation in Missouri. It identifies five goals for transportation improvements in Missouri:

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

The High Priority Unfunded Needs List is generated based on the recognition that there is an annual shortfall of \$1.1 billion a year. Working with our planning partners, \$5.6 billion of regional needs are identified and prioritized on the unfunded needs list. Statewide and major bridge needs add \$5.4 billion to the unfunded needs list. This combines to \$11 billion of identified high priority unfunded needs for the next ten years. These needs are grouped and listed in Tiers 1, 2, or 3; or Multimodal, Major Bridge, or Statewide.

The financial forecast allows the department to estimate the funds that will be available for programming projects. Once the department knows the funds available from the financial forecast, it can distribute the funds through the commission approved STIP funding allocation. The funding distribution is based on system size (includes number of miles of roadway, and square foot of bridge deck, etc.), system usage (includes vehicle miles traveled), fatalities and serious injuries (includes accident history), population, and employment. The estimated amounts for the Fiscal Year 2025 Funding Distribution includes \$58 million for safety, \$706 million for asset management, and \$1 billion for system

improvements, totaling \$1.76 billion for construction program funds. This amount does not include the additional state funding that is available for the Improve I-70 program and legislative designated projects.

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

Transportation planning in Missouri is a pipeline that carries stakeholder input directly to the decision-making process, maintain their voice in transportation solutions. Once programmed, what once were needs are now committed projects that will address transportation in each region and help provide a world-class transportation system that is safe, innovative, reliable, and dedicated to a prosperous Missouri!

The next steps in the STIP development process include having the Transportation Planning staff statewide engage with partners to create the new STIP. The goal is to have a draft prepared in May for presentation and consideration by the Commission.

Commissioner Erdman thanked Mr. Taylor for his presentation and noted the planning process is the bedrock for the department because it sets priorities with local community input and is critical to MoDOT's success. The Commission looks forward to seeing the draft STIP in the spring.

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PRESENTATION ON SAFETY LEGISLATIVE PROPOSALS

On behalf of the Director, Becky Allmeroth, Chief Safety and Operations Officer, presented safety legislative proposals for 2024. The department will continue to place a high priority on the safety of Missouri's roadways and promote Safer Access for Everyone on the Roadways (SAFER).

Missouri continues to face safety challenges. In 2022, Missouri had 1,057 traffic fatalities, this is a 15 year high. Ms. Allmeroth stated the preliminary numbers for 2023 do show a reduction but these numbers are unacceptable. About sixty percent of vehicle occupant fatalities were unbuckled. Other contributing factors are speed, distraction, and impairment. There were 9,071 lives lost in Missouri in the last 10 years.

Public policy can help create a safer culture the SAFER document serves as an educational tool for policy makers and the public. The document shows what policies are in place and what could be in place to create safer travel. The SAFER document targeted four areas of safety that can be improved or resolved by changing current state statutes. These areas are titled: Safer for Our Children, Safer for Our Teens, Safer for Our Highway Workers, and Safer for You.

Ms. Allmeroth explained that SAFER outlines 17 legislative countermeasures that have been identified by the National Safety Council and advocates for highway and auto safety organizations. These

proposals allow the department and safety advocates from across the state the opportunity to partner with public policymakers to reduce automobile crashes and eliminate traffic fatalities in Missouri.

Missouri currently has some safety policies in place. The existing policies are: Blood Alcohol Content (BAC) License Revocation; Good Samaritan; In-Person License Renewal; Graduated Driver License (GDL) Holding Period; Child Endangerment; and Hands-Free for All Drivers. The SAFER document has an additional 17 recommendations from these national associations that range from strengthening the state's current graduated driver's license requirements, implementing a booster seat law, and passing a law to make it a primary offense if motorists do not wear a safety belt when operating a motor vehicle.

Missouri still needs a primary seat belt law. In 2022, sixty percent of vehicle occupants killed were unbuckled. Seat belts in most situations will save lives. Ms. Allmeroth presented statistics reflecting before and after numbers of motorcyclists killed after the helmet law repeal went into effect on August 28, 2020. Missouri needs to reinstate a motorcycle helmet law to save lives. She shared about the need for automated enforcement and how it could reduce speeding in work zones and save lives.

In 2023, the department and safety advocates worked with legislators and filed the following legislation: Rear Facing Through Age 2; Booster Seat; Children Left in Hot Cars; Cell Phone Ban Teens/Novice Drivers; Endangerment of a Highway Worker; Ignition Interlock; Open Container; and Primary Seat Belt. During the 2024 legislative session the department will continue to work with safety advocates and legislators to get legislation passed that will make the roads safer in Missouri.

Commissioner Boatwright thanked Ms. Allmeroth for her passion for safety in Missouri and expressed appreciation for the work that MoDOT, the safety coalition, and safety advocates are doing to make roads SAFER in Missouri.

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RESOLUTIONS

RESOLUTION EXPRESSING APPRECIATION TO ROBERT G. “BOB” BRINKMANN, PE FOR OUTSTANDING SERVICE ON THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

WHEREAS, Robert G. “Bob” Brinkmann was appointed to the Missouri Highways and Transportation Commission by Governor Eric Greitens on September 8, 2017, and served a term of over six years; and

WHEREAS, Commissioner Brinkmann served as Chairman of the Commission from September 2021 until March 2023; and

WHEREAS, Commissioner Brinkmann brought to the Commission a distinguished background of business expertise, and respect for the perspectives and input of Missouri’s diverse populace; and

WHEREAS, Commissioner Brinkmann gave unselfishly of his personal time to enhance public awareness of Missouri’s transportation needs; and

WHEREAS, during his tenure on the Commission, Commissioner Brinkmann performed his duties with extraordinary professionalism, integrity, dignity, and the desire for his actions to reflect the best interest of all Missourians; and

WHEREAS, in his service to the Commission and the department, Commissioner Brinkmann was a passionate safety advocate. His compassion for the traveling public is evidenced through his consistent promotion of safety belt use and encouraging the department’s efforts to reduce distracted driving through his support of the Buckle Up Phone Down campaign. He was also instrumental in the creation of the Executive Committee to oversee the Missouri Coalition for Roadway Safety and served as its first chairman; and

WHEREAS, Commission concurrence in revisions to the Commission’s Statewide Transportation Improvement Program Funding Allocation Policy which allocated additional funding for asset management of the state’s rural roads was instrumental to improving the condition of these roadways; and

WHEREAS, Commissioner Brinkmann’s exemplary service, dedication, and valuable contributions during his tenure have led to additional resources for transportation in Missouri. His significant influence led to the implementation of the Governor’s Focus on Bridge program that repaired or replaced 250 rural bridges with resources from general revenues and bonding that would be repaid with general revenue; and

WHEREAS, in his service to the Missouri Department of Transportation, Commissioner Brinkmann was a transportation advocate whose influence on transportation policy culminated in the successful passage of Senate Bill 262 in May 2021 that increased the state motor fuel tax by 2.5 cents every fiscal year for five years until the motor fuel tax increase reaches 12.5 cents per gallon. This once in a

lifetime funding proposal allows the department to continue to provide a transportation system that is safe, reliable, and promotes prosperity in Missouri; and

WHEREAS, Commissioner Brinkmann’s unwavering commitment to the Commission’s shared goals has significantly enhanced the state’s transportation system through historic investment in the I-70 corridor across rural Missouri. The Improve I-70 program will plan, design, construct, reconstruct, and rehabilitate approximately 200 miles of roadway with \$2.8 billion in general revenue; and

WHEREAS, throughout his tenure, Commissioner Brinkmann invested in people and relationships. He recognized the value in developing young minds and future careers and volunteered to speak with many of MoDOT’s employees and interns. He also understood the importance of connecting people and organizations and was instrumental in developing a relationship between MoDOT and Jobs for America’s Graduates – Missouri (JAG) to encourage high school students to graduate and come to work at MoDOT; and

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

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

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

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ADMINISTRATIVE RULES/POLICIES

COMMISSION POLICY REVISION – CONFLICTS OF INTEREST

The Commission tabled this agenda item for future consideration.

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REPORT AND RECOMMENDATION REGARDING FINAL ORDERS OF RULEMAKING – RAILROAD

On behalf of the Director, Eric Schroeter, Assistant Chief Engineer, presented to the Commission the final orders of rulemaking for 7 CSR 265-8, Railroad administrative rules. At the September 7, 2023, Commission meeting, the Commission authorized the filing and publication of proposed amended rules for 7 CSR 265-8. Following Commission approval, staff filed these rules with the Joint Committee on

Administrative Rules (JCAR) and the Office of the Secretary of State (SOS), who published the proposed amended rules in the *Missouri Register* for public comment. The public had from October 16, 2023, to November 15, 2023, to submit comments in support of or in opposition to the notice of amended rulemaking. No comments were received during the public comment period.

The department reviewed and recommended changes to the rules to comply with the requirements of Section 536.175 RSMo, which requires all rules to be reviewed on a rolling five (5) year cycle. These rules are being amended to update references to the latest editions of manuals and revisions to the Railroad-Highway Crossing application.

The department supports the final order of rulemaking for 7 CSR 265-8, Railroad administrative rules. After consideration, the Commission, via approval of the consent agenda, unanimously approved the final orders of rulemaking and authorized the Secretary to the Commission to file the final orders of rulemaking with the JCAR and the SOS, 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 complete the final rulemaking process.

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

On behalf of the Director, Becky Allmeroth, Chief Safety and Operations Officer, presented to the Commission proposed changes to administrative rules 7 CSR 60-2.010-.060, Breath Alcohol Ignition Interlock Device Certification and Operational Requirements. These rules are proposed for amendment to improve quality assurance within the program and require the manufacturers to improve their monitoring practices. The overall goal is to permit more individuals to participate in the interlock program in our state by accommodating those who have a diminished lung capacity and/or pulmonary medical issue, or those who are hearing impaired.

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

After consideration, the Commission, via approval of the consent agenda, unanimously found substantial evidence that the proposed amended rulemaking is necessary to carry out the purposes of sections 302.440 – 302.462, RSMo, that grant the Commission’s rulemaking authority, and authorized the Secretary to the Commission to file the notices of proposed amended rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in the *Missouri Register*, and authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, Chief Administrative Officer, or Chief Safety and Operations Engineer to execute documents to initiate the rulemaking process.

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BUSINESS ISSUES

STATE APPROPRIATIONS MEGA PROJECTS STATE ROAD BONDS, SERIES A 2023

On behalf of the Director, Brenda Morris, Chief Financial Officer, reported the competitive sale of the State Appropriations Mega Projects State Road Bonds, Series A 2023 (hereinafter, “Series A 2023 Bonds”) took place on November 14, 2023. The bond proceeds will fund the costs to plan, design, construct, reconstruct, rehabilitate, and repair a portion of the Improve I-70 Program (the “Program”). The Financing Agreement for Series A 2023 Bonds was approved by the Commission on November 1, 2023. The Financing Agreement has since been revised to accurately reflect actual practice. Ms. Morris requested the Commission ratify the execution of the revised Financing Agreement. Via approval of the consent agenda, the Commission unanimously approved the ratification of the revised Financing Agreement described above.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Danica Stovall-Taylor, Bidding and Contract Services Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month. She noted Call A01 has local funding as noted in the tables below, and the department received the necessary concurrence.

Ms. Stovall-Taylor recommended: (1) Award of contracts to the lowest responsive bidders for bids received at the December 15, 2023, letting, as recommended, and noted in Table I below; (2) Rejection of Calls D05, G04, and G11 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II below; (3) Concur in award of contract to Radmacher Brothers Excavating Co., Inc. for bids received at the City of Carthage’s November 30, 2023 bid letting, as noted in Table III below.

**Table I
Award of Contracts
December 15, 2023, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01*	136	Atchison	J1P3391	\$68,419.00	\$0.00	AAD Contracting, Inc.	Bridge Washing
A02	169, U	Buchanan, Clinton	JNW0016	\$5,537,682.83	\$0.00	Emery Sapp & Sons, Inc.	Coldmill and Resurface
B01	11	Adair	J2S3256	\$1,145,689.07	\$0.00	North Central Bridge, LLC	Bridge Replacement
B02	B, D, FF, Y, V, AA, W, M, H	Audrain, Lincoln, Marion, Montgomery, Pike, Ralls	JNE0136	\$1,687,765.70	\$0.00	Capital Paving & Construction, LLC	14 Bridge Rehabilitations
C01	65	Pettis	J3P3203	\$2,248,989.20	\$0.00	S & A Equipment & Builders, LLC	Bridge Deck Replacement
C02	2	Johnson	J3S3156	\$619,809.05	\$0.00	Widel, Inc.	Culvert Replacement

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
C03	I-70	Lafayette, Saline	JKR0235	\$441,166.38	\$0.00	Streetwise, Inc.	Pavement Marking
D01	I-44	Phelps	J5I3481	\$302,215.00	\$0.00	Emery Sapp & Sons, Inc.	Bridge Rehabilitation
D02	64	Laclede	J5P3244	\$1,945,095.25	\$83.04	Don Schnieders Excavating Company, Inc.	Bridge Replacement
D03	54, 63	Callaway, Cole	J5P3451	\$387,388.00	\$0.00	AAD Contracting, Inc.	Bridge Washing
D04	DD	Morgan	J5S3440B	\$1,758,911.26	\$0.00	Omega Coatings & Construction, LLC	Bridge Painting
	K, U, B, I-70	Cooper	JCD0012				
D06	E, H, BB, F, E	Crawford, Maries, Phelps	J5P3528	\$1,702,020.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal Coat
F01	I-55	St Louis, St Louis City	J6I3427	\$27,850,000.00	\$0.00	Pace Construction Company, LLC	Coldmill, Resurface and ADA Improvements
F03	AP	Franklin	JSL0031	\$177,500.00	\$0.00	Pace Construction Company, LLC	Resurface
F04	C	Jefferson	JSL0040	\$948,648.94	\$0.00	J M Scheidle, LLC	Resurface
G01	V	Greene	J7S3486	\$2,196,000.00	\$0.00	Hartman and Company, Inc.	Bridge Replacement
G03	13, 65, 76, 86, 160, 265, 59, I-49	McDonald, Stone, Taney, Vernon	JSR0087	\$2,187,187.00	\$0.00	The Truesdell Corporation of Wisconsin, Inc. dba Truesdell Corporation Midwest	High Friction Surface Treatment

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
G06	I-44, I-49	Jasper, Greene, Lawrence, McDonald, Newton, Webster	JSR0201	\$2,661,845.81	\$0.00	Streetwise, Inc.	Pavement Marking
	I-44, 65, 13	Greene	JSU0203				
	I-44, I-49	Newton, Jasper	JSR0204				
	I-49, 13, 7	Barton, Bates, Greene, Henry, Jasper, Polk, St. Clair, Vernon	JSR0206				
	I-49	McDonald	JSR0205				
G10	65, 60, 13, NN, 125	Christian, Greene	JSU0058	\$1,698,698.00	\$0.00	The Truesdell Corporation of Wisconsin, Inc. dba Truesdell Corporation Midwest	High Friction Surface Treatment
H01	25	Dunklin, Stoddard	J9P3674	\$1,975,000.00	\$0.00	Pace Construction Company, LLC	Resurface
H02	63	Texas	J9P3819	\$3,975,000.00	\$0.00	Pace Construction Company, LLC	Resurface
H03	25	Cape Girardeau	J9S3841	\$2,388,855.24	\$0.00	Fronabarger Concreters, Inc.	Roundabout
H04	M	Ste Genevieve	J9S3449B	\$624,956.88	\$0.00	Putz Construction, LLC	ADA Improvements
			TOTAL:	\$64,528,842.61	\$83.04		

*Call A01 – Funding by Nebraska Department of Transportation - \$27,367.60 (J1P3391)

**Table II
Rejection of Bids
December 15, 2023, Bid Opening**

Call	Route	County	Job No.	Description
D05	I-70	Boone, Callaway, Cooper	JCD0096	Pavement Marking
	I-44	Crawford, Laclede, Phelps, Pulaski	JCD0103	
G04	Various	Various	JSR0117	Job Order Contract for Concrete Repair
G11	Various	Christian, Greene	JSU0118	Job Order Contract for Concrete Repair

**Table III
Concur in Award
November 30, 2023, City of Carthage Bid Opening**

Route	County	Job No.	Bid Amount	Contractor	Description
HH**	Jasper	J7S3378	\$2,659,341.10	Radmacher Brothers Excavating Co., Inc.	Roundabout

**MoDOT's Cost Share – \$1,329,670.55

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received at the December 15, 2023, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Rejected Calls D05, G04, and G11 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II above.
3. Concurred in award to Radmacher Brothers Excavating Co., Inc. for bids received at the City of Carthage's November 30, 2023, bid letting, as noted in Table III above.
4. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Erdman abstained from voting on Calls C03 and G06. Commissioner Smith abstained from voting on Call G06. Commissioner Slay and Commissioner Hegeman abstained from voting.

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2024-2028 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

On behalf of the Director, Ed Hassinger, Deputy Director/Chief Engineer, requested approval to revise the 2024-2028 Statewide Transportation Improvement Program (STIP) that was approved in July 2023, for the implementation of seven highway and bridge projects as noted in the tables below.

**2024 – 2028 STIP
Highway and Bridge Construction Schedule
January 3, 2024 Amendment
Project Changes**

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
NW Clinton JNW0129	IS 35	Pavement preservation from Shoal Creek to 1 mile north of Route 116.	2024 CN	\$3,000	\$135
KC Clay JKU0402 <i>*Contingent</i>	MO 291	Payment to Liberty for sidewalk and signal improvements from Stewart Road to Kansas Street. \$1,092,500 Cost Share funds.	2025 CN	\$1,092	\$16
KC Clay JKU0406	RT A	Replace culvert 0.2 mile south of 120th Street.	2024 CN	\$238	\$32
KC Jackson JKU0404	MO 350	Bridge replacement, pavement resurfacing and intersection improvements at Route 350 and Noland Road (Route V). Project involves bridge K0444. \$5,100,000 MARC STBG-Urban funds.	2024 RW 2025 CN	\$6,722	\$539
KC Platte JKU0057	MO 92	Rebuild pavement from Marshall Street to Kentucky Avenue.		-\$7,356	-\$812
KC Various KU0405	Various	Job Order Contracting for signage repairs on various major routes in the urban Kansas City District.	2024 CN	\$1,530	\$115
SL St Charles JSL0185 <i>*Contingent</i>	RT DD	Payment to Wentzville School District to add signal at Frontier Middle School. \$148,365 Cost Share funds.	2024 CN	\$148	\$2
			TOTAL:	\$5,374	\$27

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PROPERTY ACQUISITION AND CONVEYANCES

CONSIDERATION OF EXCESS PROPERTY DISPOSAL, ROUTE 61/67 AND 34 IN ST. LOUIS COUNTY, EXCESS PARCEL NUMBER SL-272866

In keeping with the Commission’s policy regarding disposition of Commission-owned property or property rights, the sale of all properties owned by the Commission with appraised or sale values of \$200,000 or more must be approved by specific Commission action.

On behalf of the Director, Tom Blair, St. Louis District Engineer, recommended conveyance of 1.91 acres of land located at the northeast quadrant of Route 61/67 and Route 340 in the City of Creve Coeur, to Lou Fusz Properties, LLC for a consideration of \$328,800.

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

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-- REPORTS --

REPORTS

The Commission received the following written reports.

A REPORT CARD FROM MISSOURIANS – 2023

On behalf of the Director, Llans Taylor, Transportation Planning Director, presented the results of the 2023 Report Card from Missourians. The purpose of the study was to assess customer perceptions of MoDOT's overall performance and to identify and prioritize transportation services and improvements most important to Missourians. This information is collected through independent surveys that are conducted with more than 3,500 Missourians throughout the state. Texts, Facebook, Instagram, and postcards were used to contact residents in each county to obtain a diverse sample across Missouri. A minimum of at least 500 responses were to be obtained in each of the seven districts, and this is to ensure accurate, statistically valid results. A total of 5,047 completed responses were received.

The department learned most Missourians were satisfied with the job MoDOT is doing, however, overall satisfaction is declining. While still high at sixty-eight percent, the overall customer satisfaction rate has dropped five percent from the last survey. Most measures of satisfaction with individual MoDOT services have slightly decreased from 2021.

MoDOT works very hard as an organization to communicate very clearly with Missourians. The survey results remain high and indicate that accurate, timely and understandable information is provided.

Additional findings of the report include:

- Missourians continued to agree that MoDOT provides accurate (88 percent), timely (87 percent), and understandable (85 percent) information about projects in their areas.
- 84 percent of Missourians agreed MoDOT was the “primary transportation expert.”
- 76 percent of the residents indicated they trust MoDOT to keep its commitments to the public.
- 77 percent of residents were willing to pay more to adequately fund Missouri state roads.
- Missourians grossly underestimate the cost of congestion, poor road conditions, and safety issues.

- 27 percent selected tolls as the most acceptable option for increasing revenues to adequately fund Missouri state highways and roads, followed by increasing the fuel tax at 22 percent.

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MODOT BRIEFING REPORT

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

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MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2024

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date November 30, 2023, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Kenny Voss, Assistant State Design Engineer, submitted a written report of consultant contracts executed in the month of November 2023, 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 596 active contracts held by individual engineering consultant firms prior to November 1, 2023. Ten engineering consultant services contracts were executed in November 2023, for a total of \$2,125,627. There were two non-engineering consultant contracts executed in November 2023 for a total of \$109,970.

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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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