

Posted: March 26, 2025 at 1:30 p.m.
MHTC Central Office
105 West Capitol
Jefferson City, Missouri 65101

Copies of this notice may be obtained by contacting:
Jennifer Jorgensen
Secretary to the Commission
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Missouri Highways and Transportation Commission Tentative Agenda

This meeting will be available to watch live stream at www.modot.org/mhtc/live.

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

April 2, 2025

Closed Meeting 9:30 a.m.

VOTE TO CLOSE MEETING.

Competitive Bidding Specs, Sealed Bids, or Negotiated Contracts
Personnel administration regarding particular employees
Legal actions or attorney-client privileged communications

Section 610.021(11), (12) RSMo
Section 610.021(3), (13) RSMo
Section 610.021(1) RSMo

Open Meeting 1:30 p.m.

COMMISSION ITEMS.

- | | <u>Est. Time</u> |
|---|------------------|
| 1. Action Item – Consideration of Minutes: Regular Meeting on March 5, 2025 and Special Meeting on March 4, 2025. | 1:35 – 1:40 |
| 2. Action Item – Consideration of Items on the Consent Agenda. | 1:40 – 1:45 |
| a. Removals. <i>Items removed from the consent agenda will be discussed under “Items Removed from the Consent Agenda” below. All items not removed from the consent agenda will be approved, without discussion, by a single action taken by the Commission.</i> | |
| b. Abstentions. <i>A Commissioner may abstain from voting on an item on the consent agenda without removing it by specifying the item number and his desire to abstain prior to the vote.</i> | |
| 3. Non-Action Item – Committee and Board Reports. | 1:45 – 2:00 |
| a. Audit (Boatwright, Slay, and Baker) | |
| b. Legislative (Boatwright and Erdman) | |
| c. Missouri Transportation Finance Corporation Board of Directors (Smith, Erdman, and Baker) | |
| d. MoDOT and Patrol Employees’ Retirement System Board of Trustees (Boatwright, Erdman, and Hegeman) | |
| e. Missouri Coalition for Roadway Safety Executive Committee (Boatwright) | |
| 4. Non-Action Item – MoDOT Director’s Report. | 2:00 – 2:15 |

| | <u>Est. Time</u> |
|---|------------------|
| MODOT PRESENTATIONS. | |
| 1. <u>Action Item</u> – <u>Consideration of Bids for Transportation Improvements.</u> <i>Danica Stovall-Taylor, Assistant State Design Engineer</i> | 2:15 – 2:30 |
| 2. <u>Non-Action Item</u> – <u>Work Zone Awareness.</u> <i>Jon Nelson, State Highway Safety and Traffic Engineer, and Alex Wassman, Traffic Liaison Engineer</i> | 2:30 – 2:45 |
| 3. <u>Non-Action Item</u> – <u>Multimodal Operations Division Funding.</u> <i>Jerica Holtsclaw, Multimodal Operations Director</i> | 2:45 – 3:00 |

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

PUBLIC COMMENT PERIOD.

Members of the public who have not scheduled presentations before the Commission may speak to the Commission on transportation-related issues by signing in at the registration desk by 2:00 p.m. Comments will be limited to five minutes per person, ten minutes per topic.

COMMISSION CONCERNS.

ADJOURN.

-- CONSENT AGENDA --

All items on the Consent Agenda require Commission Action.

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

ADMINISTRATIVE RULES/POLICIES.

1. **Report and Recommendation Regarding Final Order of Rulemaking – Contractor Prequalification.**
 Consideration of the final order of rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in the *Missouri Register*.
Mark Croarkin, Assistant Chief Engineer

2. **Commission Policy Revision – EMPLOYEES-General-Diversity and Inclusion.**
 Consideration to reaffirm the EMPLOYEES-General-Diversity and Inclusion policy with updates.
Jennifer Jorgensen, Secretary to the Commission

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP).

3. **Report and Recommendations Regarding the Route 291 Missouri River Bridges Project (J4P3471) in Jackson County, Including Authority for Design-Build and Delegation of Authority.**
 Consideration to approve the Route 291 Missouri River Bridges as a Design-Build Project, and recommendation to authorize the Chief Engineer or his designee to approve and execute documents and expend funds on behalf of the Commission.
Jeff Hardy, Kansas City Assistant District Engineer

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

| <u>County</u> | <u>Route</u> | <u>Job Number</u> |
|---------------|--------------|-------------------|
| Jackson | I-70 | J4I1486D |
| St. Louis | 67 | J6P3623 |

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

Interstate 70 from Warrenton to I-64 in Wentzville and I-64 from I-70 to Route K, Warren and St. Charles Counties.
 This project will add a third lane to I-70 from Warrenton to I-64 and to I-64 from I-70 to Route K. The project will also reconstruct all mainline I-70 pavement within the project limits, reconstruct five interchanges, and make pavement repairs to I-64. This is the second project in the Improve I-70 Program.
Eric Kopinski, Improve I-70 Program Director

-- REPORTS --

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

1. [**Medical and Life Insurance Plan: Missouri Department of Transportation and Missouri State Highway Patrol Medical and Life Insurance Plan Report.**](#)
Brandon Denkler, Assistant to Chief Administrative Officer
2. [**Improve I-70 Program Quarterly Report.**](#)
Eric Kopinski, Program Director
3. [**MoDOT Briefing Report.**](#)
Ed Hassinger, Director
4. [**Missouri Department of Transportation Financial Report – Fiscal Year 2025.**](#)
Year-to-Date. Period ending February 28, 2025.
Todd Grosvenor, Financial Services Director
5. [**Consultant Services Contract Report.**](#)
Danica Stovall-Taylor, Assistant State Design Engineer



Minutes



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, March 5, 2025, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri, and was available via live stream. W. Dustin Boatwright, P.E., Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: Gregg C. Smith, Warren K. Erdman, and Ann Marie Baker. Daniel J. Hegeman and Francis G. Slay were present via WebEx.

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

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

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

-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

ELECTION OF CHAIR AND VICE CHAIR

In keeping with Section 226.030.2 of the Revised Statutes of Missouri, two members of the Commission from opposing political parties and who have the most seniority in Commission service, shall serve as Commission leadership with one member as chair and the other member as vice chair, respectively. As the most senior member of the Commission, Commissioner Smith requested to be excused from duty as chair and vice chair. Subsequently, Commissioner Smith nominated Commissioner Erdman to serve as Chair until March 1, 2026. Commissioner Baker seconded the nomination, and it was approved unanimously. Commissioner Smith nominated Commissioner Boatwright to serve as Vice Chair until March 1, 2026. Commissioner Baker seconded the nomination, and it was approved unanimously.

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APPROVAL OF MINUTES

Upon motion by Commissioner Smith, seconded by Commissioner Erdman, a quorum of Commission members present approved the minutes of the regular meetings held on January 8, 2025 and February 5, 2025, and the special meetings held on January 7, 2025, January 15, 2025, and February 4, 2025.

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CONSENT AGENDA

Consent Agenda Process

In order to make the most efficient use of Commission meeting time and to ensure Commission members are well informed on issues requiring their action, staff prepares and submits to the Commission

members, in advance of their meeting, internal memoranda consisting of advice, opinions, and recommendations related to the items of the Commission meeting agenda. Those items considered by staff to be of a routine or non-controversial nature are placed on a consent agenda. During the meeting, items can be removed from the consent agenda at the request of any one Commission member. The items that are not removed from the consent agenda are approved with a single motion and unanimous vote by a quorum of the members.

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

Consideration of March 5, 2025, Consent Agenda

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

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees’ Retirement System Board of Trustees. A Commissioner also serves on the Missouri Coalition for Roadway Safety Executive Committee. The following committee and board reports were made during the March 5, 2025, meeting.

Audit Committee – Commissioner Slay stated there was no report this month and the next Audit Committee meeting will be held in June.

Legislative Committee – Commissioner Erdman shared that the members of the General Assembly continue to move legislation through the process with the goal of having some proposals passed before legislative spring break the week of March 17.

As a result, some proposals that promote safety and MoDOT's work are progressing. These include House Bill (HB) 495 sponsored by Representative Christ (R-St. Louis) which is an omnibus public safety bill that includes ignition interlock language which is part of the safety proposals on the Commission's legislative agenda this year. Another proposal, HB 431 sponsored by Representative Caton (R-Blue Springs), will help with the conveyance of property and keep a project moving on schedule.

There are numerous proposals that staff and the committee are monitoring closely that would negatively impact the department and funding for transportation in Missouri. These include legislation that would:

- Reduce the gas tax dependent upon the department's internal expenditures;
- Require the department to pay to relocate certain utilities (MoDOT does not pay for any utilities currently);
- Eliminate the emissions requirement for farm vehicles and if pollution control goals are impeded, MoDOT could face the possibility of having up to all federal highway funding redirected or restricted;
- Give the General Assembly authority to veto the Statewide Transportation Improvement Program (STIP), remove the Commission's appropriation authority, and designate more fuel tax to be distributed to counties;
- Require publication of the department's confidential engineer's estimate; and
- Require the department to seek the city's consent before altering a roadway in the city limits.

The Commission and staff will continue to work with the sponsors and the members of the General Assembly on these proposals.

The budget process is well underway with the House Budget Committee having held its initial hearing with the department. They also recently held a hearing that allowed for public testimony and several transportation advocates showed up in support of all modes of transportation for Missouri. MoDOT certainly appreciates that support and that of the members of the budget committee.

The House Subcommittee on Appropriations for Transportation held a hearing on Monday to mark up the budget proposal. The Senate Appropriations Committee held its initial hearing with the department last week.

The Commission and the department have participated in the legislative appropriations process for the past century and continue to believe in the importance of having the Governor and the General Assembly receive, review, and revise the department's budget. This ensures that elected officials have input into the department's expenditures and ensures transparency for the taxpayers of Missouri by continuing the longstanding practice of submitting the department's budget to the Governor, and then to the General Assembly.

Since the last report, the Joint Committee on Transportation Oversight met on February 13 where the MoDOT Director Hassinger presented the department's annual report. This report has been presented

to the General Assembly since 1998, a noteworthy effort that demonstrates the department's transparency and accountability.

In his report, Director Hassinger noted the following:

- the record program in the 2025-2029 STIP;
- the Improve I-70 and Forward 44 programs to rebuild and update the interstate system;
- historic investment of general revenues to improve low volume roads and other projects; and
- completion of two major bridges – Buck O'Neil Bridge/US Highway 169 over the Missouri river in Kansas City and the Lance Corporal Deraps/ I-70 Missouri river bridge at Rocheport.

Commissioner Erdman further explained the department's greatest challenge in fulfilling Missouri's expectations of operating and maintaining the transportation system is having enough workers to meet those expectations.

Safety for the workers on the roadway as well as the traveling public was also a key part of the message.

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

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Erdman shared that at the February 21, 2025, Board meeting, Todd Tyler was elected chair and Master Sergeant Wallace Ahrens was elected as vice chair.

Mr. Simon highlighted a few pension-related bills that have been filed. The Board approved an update to Board Rule 1-5 regarding voting options for Board Elections and approved several updates to the Governance Policies.

The next board meeting is scheduled for April 18, 2025, if needed, otherwise the board will not meet again until June 20, 2025.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported as of Thursday, February 28 there have been 123 people killed in Missouri traffic crashes so far in 2025. This is a 2 percent increase compared to this time last year. As a reminder, traffic fatalities have been down in Missouri each of the past two years and are hopeful to see the trend continue in 2025.

MoDOT and Missouri Coalition for Roadway Safety will be ramping up highway safety messaging particularly regarding work zones and Missouri's hands-free law during the spring season. With historic levels of construction taking place, it is a great opportunity to remind all motorists to slow down and put the phone down in work zones.

This time of year also signals the start of motorcycle season for many. Motorcyclist fatalities decreased by more than 20 percent last year, and the Coalition wants to remind everyone who rides to make the smart choice to always wear a helmet so that these positive results can continue.

Finally, the Coalition has been working with AAA and Cambridge Mobile Telematics to continue promoting the Buckle Up Phone Down challenge amongst Missouri high schools. The team just wrapped up the first ever Safest Driver Contest for students. The winning schools and their respective safest drivers will be recognized at AAA's annual Distracted Driving Awareness Day later next month.

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DIRECTOR'S REPORT

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

Assistant Chief Engineer Announcement – Director Hassinger asked Eric Schroeter, Chief Engineer and Deputy Director, to introduce the newest member of the department's Executive Team. Mr. Schroeter was pleased to announce Mark Croarkin as the new Assistant Chief Engineer. Mr. Croarkin has been with the department for nearly 27 years and has been the Southeast District Engineer since 2020. Mr. Schroeter noted that Mr. Croarkin brings a broad range of experience in program delivery working across several districts, including serving as a resident engineer in the Northeast District and being one of the first MoDOT Design-Build teams, the statewide Safe and Sound Bridge Program. Mr. Croarkin has been the St. Louis District Bridge Maintenance Engineer and District Maintenance Engineer, as well as Assistant District Engineer. Staff are looking forward to bringing Mr. Croarkin's diverse district experience to the Executive Team and his leadership to the department's project delivery effort statewide.

AASHTO – Director Hassinger asked Eric Schroeter, Chief Engineer and Deputy Director, to share highlights from his trip to Washington D.C. last month for the American Association of State Highway and Transportation Officials' (AASHTO) Washington Briefing. Mr. Schroeter reported this meeting provides an opportunity to discuss transportation programs and legislation and hear updates from key members of Congress. It is crucial as everyone works toward the next reauthorization of the federal surface transportation act. Discussions included the prioritization of formula funding, as well as things states would like to see handled differently in the next bill, such as grant opportunities. While working on the principles and details of the reauthorization, Sean Duffy was confirmed as the new secretary of transportation.

Mr. Schroeter and Patrick Flesch, Senior Governmental Relations Specialist, also had the opportunity to meet with people from each of Missouri's congressional offices. They met with congressmen Mark Alford and Eric Burlison, as well as key staff from Congressman Sam Graves's team and the House Transportation and Infrastructure Committee, of which Congressman Graves is chair. It was a productive week, and Mr. Schroeter noted he was happy to be able to attend and keep the ball rolling on reauthorization. It is important to start on this work for the next 15 months so the department can provide planning partners with some stability to move forward.

Statewide Planning Partner Meeting – Director Hassinger shared last week was the annual meeting to connect with all the regional planning partners from across the state. More than 130 people representing all 26 planning partner organizations attended. Staff discussed the ongoing Statewide Transportation Improvement Program (STIP) development process, which goes through this spring. They also shared updates on the overall Improve I-70 program as well as progress on the Forward 44 study and project work. An update was also given regarding Local Programs, of which MoDOT serves as a liaison to local governments to seek federal reimbursement for their transportation improvements on the local system.

The department's consultants working on the update to the Long-Range Transportation Plan and State Freight and Rail Plan presented and provided partners with a survey to take back to their communities to help line out the goals of those documents. That survey is available on MoDOT's website

and all Missouri travelers are encouraged to take the time to help the Commission and department define long-term transportation goals.

This annual planning partnership meeting is a key part of our process, approved by the Commission that involves project decision-making at the local level. Director Hassinger noted that staff look forward to bringing the Draft STIP to the Commission in early summer.

Governor’s Awards of Distinction – Director Hassinger reported last month he talked about MoDOT’s Highway Safety employee who was recognized as January’s State Team Member of the Month, and today he shared more good news about a few more employees. A handful of Safety and Maintenance employees were awarded the 2024 Missouri State Team Member Award of Distinction in the Safety category. District Safety and Health Manager Gary McLarry, State Safety Coordinator Evan Adrian, Maintenance Management System (MMS) Project Director Michael Middleton, MMS Administrator Tommy Caudle, and Assistant Maintenance Liaison Randall Ipock were recognized for creating safety dashboards that help team members understand safety behaviors, allow leaders to make vital safety decisions, and streamline reporting, reducing submission and review time. Their efforts increased employee participation in safety programs and decreased injuries and workers compensation costs.

Motorist Assist Operator Kenneth Cassway also received the 2024 Missouri State Team Member Award of Distinction in the Heroism category. Director Hassinger noted the Commission previously recognized Mr. Cassway for his actions responding to the scene of a traffic incident involving an impaired driver in February of last year. His actions prevented what could have been a serious even fatal collision, potentially saving the lives of the impaired driver and numerous motorists on I-70.

The work of these employees went far above and beyond their duties and responsibilities. The Commission and department are proud of the work these employees have done and continue to do and are excited to see them recognized at this level. The recipients will be in town this summer for the awards ceremony during State Team Member Recognition Month in June.

Linda Horn Retirement – Director Hassinger recognized today as Communications Director Linda Horn’s last commission meeting. Ms. Horn has been with the department for 30 plus years. She was one of the first communication staff brought onto the department. She worked on how the department communicates, internally and externally. Ms. Horn was a major contributor to MHTC news and Chat with the Chief. Ms. Horn communicated about what was going on with MoDOT, and the department realized there needed to be better communication on the front line. Ms. Horn was a trailblazer that went to be a front-line communicator in St. Louis and set the stage for that mode of operation for MoDOT. Director Hassinger noted that the department now has communications staff in all districts. Ms. Horn later worked on the first design-build project, which was more of a communication project instead of highway project. This project closed a major road used by about 100,000 cars a day, so her job was to make sure the department publicly communicated what was going and to ensure the public was informed throughout the project. Ms. Horn set the bar for communication, consensus building, and information sharing for five years of this project. She then came and led the Communications division in central office, making this team one of the best in the country. Director Hassinger noted that Ms. Horn has made a huge difference in many professionals’ careers.

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PUBLIC COMMENTS

APPRECIATION FOR MODOT PARTNERSHIP

Ozarks Transportation Organization (OTO) Executive Director Sara Fields thanked the Commission for their partnership on I-44. She noted that traffic is rapidly growing and through their regional planning process and prioritization, the region submitted an I-44 project as the number one priority. There was funding programmed in the Statewide Transportation Improvement Program (STIP) for a small section of six lane roadway improvements. Ms. Fields said they went to the legislature asking for funding for pavement rebuild and a complete interchange rebuild, but the region got so much more. Ms. Field’s appreciated the department’s work and partnership, and the ability to deliver a project within the budget year the legislature put the funding in. She noted this is huge in building trust and proving how good the Commission and department are at delivering projects. Ms. Fields thanked the Commission and Director Hassinger because that work is starting next week and the region is very excited.

Commissioner Smith thanked Ms. Fields for what she does in the Springfield area and her partnership. Commissioner Boatwright thanked Ms. Fields for pointing out the execution piece of the project. He stated that the MoDOT team does a tremendous job on the execution; staff work on the planning and funding to get the project, but the execution piece is key to success. Commissioner Boatwright thanked Ms. Fields for her comments and her extremely valuable leadership in the Springfield area.

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CONCERNS ABOUT WEATHER RESPONSE, TRANSPARENCY, AND POLITICAL SIGNS

Commissioner Erdman thanked Mr. Dienoff for his previous comments and suggestions in regard to secretarial and ministerial obligations to the public.

Arnie Dienoff expressed frustration with MoDOT’s deployment and response of road crews during this morning’s winter weather. He stated Highway 54 was treacherous, unsafe, and should have been

closed. Mr. Dienoff questioned if staff and equipment had been sent to other locations, as MoDOT crews were not visible in the areas he traveled and should be held accountable. He shared his dislike with the Commission and the department because meeting materials are not posted online seven days before the meeting. He requested the meeting materials for the March 5, 2025 commission meeting. He also requested all results, all discussions, individual votes by Commissioners, and actions taken by the commission either for personnel, contract, or negotiations, or other type actions during the March 4, 2025 closed meeting. He complained about political signs on state right of way, and noted he has called a specific sign into customer service numerous times. He asked for timely removal of a large purposely placed political sign on a right of way in Chesterfield. Regarding the Outdoor Advertising presentation earlier in the meeting, Mr. Dienoff wanted to draw staff's attention to House Bill 272, which was discussed at the House Transportation Committee. He requested the department's legislative team oppose this bill. He commented on his concern that there is a disconnect between the General Assembly and MoDOT. He believes the public hearing process also needs to be revamped. He also believes MoDOT needs to be open and transparent.

Commissioner Erdman thanked Mr. Dienoff for his comments and noted his requests have been noted. Commissioner Boatwright thanked him for his perspective.

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MODOT PRESENTATIONS

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

On behalf of the Director, Brenda Harris, Assistant to the State Design Engineer-Right of Way; Gidget Koestner, Policy and Innovations Engineer; and Jennifer Hall, Outdoor Advertising Manager, jointly presented a high-level overview on Scenic Byways, U.S. Bicycle Route System, Outdoor Advertising, and Junkyards. Ms. Harris stated the scenic road program has been in America since the early

1900s when people began to rely on motorized transportation. In the first half of the century, the first scenic roads did not exist because of any organized program, but rather the scenic travel corridors were developed in bits and pieces across the nation. Official byways support began in 1965 with President Lyndon Johnson who created a national program known as the “Highway Beautification Act” or “Lady Bird’s Bill”. This national act called for the control of outdoor advertising, junkyards, and scenic byway designations. In 1990, the Missouri General Assembly passed a state statute which gave the Missouri Highways and Transportation Commission the authority to create a state system of scenic byways. This statute was quickly followed by other federal bills, such as ISTEA, TEA-21, SAFETEA-LU, that noted the scenic byway program and provided minimal funding. The byway program has been unfunded at the Missouri state level since early 2000, however byway groups and local governing bodies have financially supported their designated byways.

Ms. Harris provided a list of current byways in Missouri. The state byways are roads or highways under state, federal, or local ownership that have been designated by the state through official declaration for that area’s intrinsic qualities. The Missouri Byways Program is a statewide partnership designed to provide recreational, educational, and economic benefits to Missourians living along the scenic infrastructure while promoting the intrinsic qualities of Missouri’s beautiful landscape. Processes and procedures within the statute requires MoDOT to confirm that a byway applicant has met all necessary requirements for the Commission to take official action on approval or rejection of the proposed designation. Ms. Harris noted over the past several years, the Commission has inducted 12 scenic routes across Missouri. There are other byways identified in the state, however, they did not run through MoDOT’s process and are not included within the department’s jurisdiction. Ms. Harris explained the detailed process of becoming a scenic byway begins with an application submitted by an individual or a group of individuals that want to promote two of the six required intrinsic qualities in a specific location, such as recreational, agricultural, or historical. MoDOT’s role is to facilitate the submittal and guide the

applicant through the process and obtain local governmental and public approval as set out within the Code of State Regulations. After approval of local agencies and the public is obtained, the Scenic Byway Advisory Committee makes a recommendation to the Missouri Highways and Transportation Commission for official approval and designation.

Gidget Koestner, Policy and Innovations Engineer, stated the U.S. Bicycle Route System (USBRS) is national network of officially designated, numbered, and signed routes that use existing roads, trails, and other facilities appropriate for bicycles. The nationwide plan, which will eventually reach 50,000 miles; it currently has 23,186 miles as of November 2024. The American Association of State Highway and Transportation Officials (AASHTO) and Adventure Cycling signed a memorandum of understanding in February 2021, formalizing a longstanding partnership to create a national bicycle route network. Ms. Koestner explained that twice each year, the AASHTO Special Committee on U.S. Route Numbering accepts applications for USBRS consideration. AASHTO requires the applications be submitted by the state departments and must include letters of support by adjoining states. She noted that as suggested by the partnership, this endeavor is largely driven by cycling enthusiasts and local bicycle groups. In Missouri, the Missouri Bicycle and Pedestrian Federation does the brunt of the outreach and planning which the department then utilizes for the application. Prior to submitting an application, the department ensures letters of support have been received from adjoining states and each entity along the path. When an application results in a U.S. Bicycle Route System designation, MoDOT is committed to indicating the route on the official state map.

Ms. Koestner reported that prior to the fall of 2024, Missouri had two U.S. Bicycle Routes; USBR 76 and USBR 66 are largely east/west routes as shown on the 2021 official state map. U.S. Bicycle Route 76 was established in May 2013 as Missouri's first U.S. Bicycle Route and follows a portion of the TransAmerica Bike Route. Missouri's U.S. Bicycle Route 66 was approved in May 2018, and follows along Historic Route 66 across the state. Missouri was the first state to attain a designation for USBR

66. California and Oklahoma followed with two other sections in 2021 and 2022 respectively. USBR 51 was added to the system in the fall of 2024 as Missouri's third U.S. Bicycle Route. This route is a north/south route beginning at U.S. 69 on the Missouri/Iowa state line and ending on U.S. 71 at the Missouri/Arkansas state line where it connects to USBR 51 in Arkansas. This route utilizes Missouri's state and local roadways and incorporates established trails and facilities across the state. Missouri Bicycle and Pedestrian Federation is currently requesting MoDOT apply for an additional U.S. Bicycle Route in April 2025. Proposed USBR 251 would provide a more direct option to travel from Springfield to the Arkansas state line and a spur from Bolivar to Willard. Missouri's portion of Proposed USBR 251 would connect to a segment that the Arkansas Department of Transportation will be submitting for consideration in April 2025. MoDOT will be supplying a letter of support for their effort. In continued support of expanding non-motorized transportation alternatives actively sought and supported by Missouri citizens, MoDOT plans to move forward with the application after review and assurance that all necessary letters of support are secured.

Jennifer Hall, Outdoor Advertising Manager, reported the Outdoor Advertising section is responsible for the regulation and control of outdoor advertising and junkyards under the Highway Beautification Act of 1965. This is to promote highway safety, convenience, and enjoyment of highway travel, while preserving the natural scenic beauty of highways in adjacent areas. Under the act, states are required to achieve effective control through enacting legislation, entering into a federal/state agreement, and enforcing state control. Enforcement authority was given to state department of transportations. Outdoor advertising, also referred to as off-premises advertising, includes signs located on private property that advertise for or direct the public to something other than what is located on that property. Ms. Hall clarified that signs that are considered on-premise are not regulated through the department. Under federal law, the department is required to regulate and control outdoor advertising along the national highway system, the interstate system, and highways classified as federal aid primary as of June 1, 1991.

Ms. Hall reported that 9,143 center lane miles are regulated for outdoor advertising with 10,592 permitted signs along these routes. Under Missouri revised statutes enacted in 2012, there is a moratorium of new outdoor advertising permits along sections of highway scheduled for construction or reconstruction where funding for right of way acquisition is approved by the Commission under the Statewide Transportation Improvement Program (STIP). She noted the moratorium halts new permits from being issued throughout the duration of the project.

Ms. Hall provided explanations of junk and junkyards, which are regulated by the department. She explained that a junkyard does not have to be a commercial or industrial business activity, it can be any place where junk is kept or stored. Junk can be any type of scrap material, waste, or debris, including dismantled or wrecked vehicles. Properties within 1,000 feet of a controlled route that meet the definition of a junkyard must be screened unless they are located in a zoned industrial area. Screening can be a fence, earth berm, or natural surroundings and plantings. The department regulates the national highway system, the interstate system, and state primary system. Ms. Hall reported that 8,953 center lane miles are regulated for junkyards with 248 junkyards identified along these routes. Ms. Hall concluded by noting that failure to provide effective control could cause the department to lose a percentage of its annual share of Federal Highway Administration (FHWA) construction funds.

Commissioner Smith thanked staff for their report and presentation. Commissioner Slay thanked staff for their presentation and work on these issues. The responsibility of this team may not immediately come to mind when thinking about MoDOT, but it shows the breadth of what the organization does.

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SPEED LIMIT GUIDELINES AND CONSIDERATIONS

On behalf of the Director, Jon Nelson, State Highway Safety and Traffic Engineer, and Ray Shank, Traffic Liaison Engineer, provided an overview on the impacts of speed limits as well as provided insight into the processes and guidelines MoDOT uses when determining appropriate speed limits on Missouri

roadways. The department fulfills its mission to provide a transportation system that is both safe and reliable is by properly managing speeds. When the department sets a speed limit, one of the goals is to accommodate a uniform and efficient flow of traffic. Providing a transportation system that is reliable lets customers know approximately how long it should take to get from Point A to Point B. The more uniformity that can be provided across various drivers on the highway system, the more likely MoDOT will be able to keep the system operating as it was intended and designed to do. Missouri is a diverse state and not all roads are the same, not all roadways have the same features or the same landscape, and sometimes there may be curves, hills, or narrow sections of roadway that have to be accommodated in the design. Roads are typically designed to operate at a certain speed based on those field conditions and those real-world circumstances. Speed limits help ensure that the traveling public know what speed it is that a driver can reasonably navigate that roadway and remain safe. The safety of all road users is the Commission and department's top priority and drivers reaching their destination safely, regardless of who is using the system or where they are driving.

Mr. Nelson explained that speed plays a significant role in both the frequency and the severity of crashes and sometimes the difference between a crash and no crash or the difference between an injury and no injury is just a matter of speeding. He provided a video displaying the impacts of speeding, showing that one driver could not stop and avoid an impact in time. The department's highway safety messaging is with the four messages that are regularly repeated: Buckle Up, Phone Down, Slow Down, and Drive Sober. While all four of these issues have a significant impact on highway safety, excessive speed is consistently year after year the number one contributing factor to fatal traffic crashes in Missouri. On average, approximately 35 percent of the fatalities in Missouri involve excessive speed and in more recent years that has been as high as 40 percent. Mr. Nelson reiterated this substantially important message: exceeding the speed limit or driving too fast for conditions combined contribute to almost twice as many

traffic fatalities in Missouri as alcohol and drugs. Furthermore, certain road users like pedestrians, bicyclist, or other form of non-motorized transportation are especially vulnerable to excessive speeds.

In 1995, the national 55 mile per hour (mph)max speed limit was lifted. The Insurance Institute for Highway Safety study suggest that for every 5 mph increase in speed, the fatality rate can be expected to increase by 8.5 percent. This does not imply that all speed limits should be lowered or that an individual speed limit should be raised, as there are many considerations when establishing speed limits. Mr. Nelson reported that anytime a speed limit change is being considered, staff are also considering the safety features of other factors and the impacts expected on the overall performance of the system.

Ray Shank, Traffic Liaison Engineer, provided information about the Commission's authority to establish speed limits and the department's process. Missouri statute provides guidance on maximum speed limits for interstates and freeways, expressways, lettered routes, and all other roadways. The commission has the authority to set higher or lower speed limits, if recommended by the chief engineer or designee to approve speed limits on the state highway system. Policies and processes have been established for consistent application of setting speed limits, which are typically initiated by speed limit improvements. This could be when a completed project changes the context of a roadway such as a constructing additional lanes or changes roadways alignment. Cities and counties also frequently request MoDOT to review speed limits which is appropriate as the roadway environment can change over time such as with new development or changes with land use. Once these requests are received, speed studies are performed by staff that will go out into the field to review the specific site in question and collect a sample of individual vehicle speed data to determine prevailing speed.

Mr. Shank stated that cities and counties may set speed limits on state routes within their areas by ordinance with the approval of the Commission. There may be instances where the Commission would void these ordinances if such speed limit were not necessarily designed to expedite traffic flow or if its primary purpose is producing revenue for the entity. If a speed limit is set too low with the intent of

improving safety, it can create unintended consequences such as frustration amongst drivers and lead to aggressive driving behaviors. Driver behavior must also be considered as part of this process. Speeding is the number one contributing factor to roadway fatalities in Missouri. Speed limits are only one piece of this decision. The Commission and department rely on some partnerships to educate the public about the impacts of speeding. Active engagement by enforcement partners can help deter speeding behaviors. Furthermore, planning partners engage with public and along with MoDOT identify improvements to align the roadway's design to match the needs of the community and their desired speed by the local communities. Mr. Shank concluded by stating speed has a direct impact on safety and speed limits can influence this impact.

Commissioner Hegeman thanked Mr. Nelson and Mr. Shank for their report and presentation and appreciates the thoughtful process the department utilizes to address safety concerns and speed limits. Commissioner Baker thanked Mr. Nelson and Mr. Shank for the work they do, and it is critically important. Combining risk factors of speeding with inattention, it is very frightening. Commissioner Erdman noted this is important duty to do on behalf of the Commission. He thanked them for the information and criteria that is taken into consideration when establishing speed limits.

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

On behalf of the Director, Eric Schroeter, Deputy Director/Chief Engineer, and Shannon Kellner, Project Director, described the project that will replace or long-term rehabilitate poor condition bridges in the northwest half of the Southwest District.

Project Goals

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

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

MoDOT's Business Development and Compliance Office established a 10 percent disadvantaged business enterprise goal for construction activities and a 12 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 5.6 percent minority and 6.9 percent women.

Procurement Process

By Commission action on February 14, 2024, the Commission approved the use of design-build for the Kaysinger Basin Bridge Design-Build Project. Since then, MoDOT's design-build team has been working through the procurement process. Three teams were prequalified on September 27, 2024, to compete for the contract. The Request for Proposals was issued on November 15, 2024. The MoDOT Design-Build team held five confidential discussions with each team over a period of ten weeks to discuss their proposal ideas. Final proposals were submitted by the teams on February 7, 2025. The MoDOT design-build team reviewed and evaluated the proposals. The two teams that submitted responsive proposals include:

- *Capital – Horner & Shifrin Team – major participants include Capital Paving and Construction, LLC, and Horner & Shifrin.*
- *ESS Team – major participants include Emery Sapp & Sons, Inc. and Bartlett & West.*

Evaluation

The items that were evaluated by the MoDOT design-build team included: bridge definition (65 points available), bridge quality and longevity (20 points available), and maintenance of traffic (15 points available) for a total of 100 points. Project Director Kellner provided a summary of the proposals submitted by each team and the total points awarded to each team as outlined below.

- *Capital – Horner & Shifrin Team – 75.8 points*
- *ESS Team – 91.4 points*

Commission Consideration and Action

Project Director Kellner recommended the ESS Team as the best value proposer. Their proposal included:

- Twenty locations.
- Two locations removed from the National Bridge Inventory (NBI) as box culverts.
- Eleven low maintenance concrete structures, four of those being single span.
- Three low maintenance steel structures.
- Four re-decks extending the life of the existing structure by 50 years.
- Total of 103,018 square foot of existing bridge deck replaced.

After discussion and consideration, Commissioner Erdman moved that the Commission adopt staff recommendations to award the ESS design-build team for submitting the best value proposal for the Kaysinger Basin Bridge Design-Build Project; authorize the director, deputy director/chief engineer, or their designee to negotiate and execute a contract with the ESS Team 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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ADMINISTRATIVE RULES/POLICIES

REPORT AND RECOMMENDATION REGARDING FINAL ORDER OF 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 the proposed changes to the Breath Alcohol Ignition Interlock Device Certification and Operational Requirements administrative rules, Title 7, Code of State Regulations (CSR), 60-2.010 and 7 CSR 60-2.030, that will be accomplished via a proposed permanent, amended rule. Changes to the rule are being made to amend the definition of a temporary lockout in 7 CSR 60-2.010 that would reduce the number of failed breath samples that shall result in a temporary lockout of the motor vehicle from three (3) failed attempts to two (2) failed attempts within a ten (10) minute period to be consistent with current language for a temporary lockout in 7 CSR 60-2.030. Also, 7 CSR 60-2.030 is proposed for amendment to clarify the requirement that the ignition interlock manufacturer shall report as a violation in the event of two (2) temporary lockout occurrences within a 30-day period. Under section 536.175, RSMo, the Commission is required to review each of its rules in the *Code of State Regulations*. As a result of this review, these rule changes are being proposed for implementation.

The public had an opportunity to submit comments in support of or in opposition to the proposed, permanent, amended rulemaking during the January 15, 2025 through February 14, 2025 public comment period. No public comments were received.

After consideration, the Commission, via approval of the consent agenda, unanimously approved the final orders of rulemaking to complete the rulemaking process, and authorized the Secretary to the Commission to file the proposed final orders of rulemaking with Joint Committee on Administrative Rules and Secretary of State for publication in the *Missouri Register*, and authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, Chief Administrative Officer, or Chief Safety and Operations Officer to execute documents to complete the final rulemaking process.

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BUSINESS ISSUES

RECOMMENDATION FOR BANKING SERVICES PROVIDER

The Missouri Highways and Transportation Commission may hold and maintain checking and investment accounts outside the State Treasury for the Local Fund Account, the Medical and Life Insurance Plan and the Self Insurance Plan. The Missouri Transportation Finance Corporation (Corporation) is also authorized to deposit and hold the Corporation's funds outside the State Treasury. The Commission's current banking services agreement for these funds and accounts expires on March 31, 2025; Central Trust Bank is the current banking services provider. The department completed the Request for Proposal (RFP) process to identify a financial institution to provide these banking services for the Commission and for the Corporation. The department received one responsive proposal from the RFP.

On behalf of the Director, Brenda Morris, Chief Financial Officer, recommended the Commission approve Central Trust Bank as the service provider for banking services for the checking and investment accounts maintained for the Local Fund Account, the Medical and Life Insurance Plan, the Self Insurance Plan, and the Missouri Transportation Finance Corporation. She also recommended the Commission authorize the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to exercise a three-year (with two one-year extensions) Commercial Banking, Investment Management and Security Safekeeping Services Agreement with Central Trust Bank. Ms. Morris also requested the Commission authorize the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to independently exercise, without Commission approval, the two one-year extension options through March 31, 2030.

Via approval of the consent agenda, the Commission unanimously approved the Central Trust Bank as the service provider for banking services for the checking and investment accounts maintained for the Local Fund Account, the Medical and Life Insurance Plan, the Self Insurance Plan, and the

Missouri Transportation Finance Corporation. The Commission authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to exercise a three-year (with two one-year extensions) Commercial Banking, Investment Management and Security Safekeeping Services Agreement with Central Trust Bank, subject to approval as to form by the Chief Counsel's Office. The Commission also authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to independently exercise, without Commission approval, the two one-year extension options through March 31, 2030, subject to approval as to form by the Chief Counsel's Office.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Danica Stovall-Taylor, Assistant State Design Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month. She noted Call F01 has local funding, as noted in Table I below, and the department has received all the necessary concurrences.

Ms. Stovall-Taylor recommended: (1) award of contracts to the lowest responsive bidders for bids received at the February 21, 2025, letting, as recommended, and noted in Table I below; (2) award of contracts to the lowest responsive bidders for Call F01, contingent upon receiving additional funding from the local entity; (3) rejection of Call G04 for bids received at the February 21, 2025, letting, due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II below; and (4) declare the bid of Hardy Construction for Call D01 from the September 20, 2024 Letting as non-responsive per Section 108.10(a) of the Missouri Standard Specification for Highway Construction, following Hardy Construction's self-declaration of default of the contract, and award Call D01 to E&C Bridge, LLC as the second lowest responsive bidder as the next lowest bidder declined the contract, as noted in Table III below.

**Table I
Award of Contracts
February 21, 2025, Bid Opening**

| Call No. | Route | County | Job No. | Bid Amount | Non-Contractual Costs | Contractor | Description |
|-----------------|-----------------|----------------|----------------|-------------------|------------------------------|--|---|
| A01 | 46, W | Worth | JNW0020 | \$4,309,993.80 | \$0.00 | Emery Sapp & Sons, Inc. | 2 Bridge Replacements |
| B01 | J | Macon | J2S2160 | \$1,825,000.00 | \$0.00 | Gene Haile Excavating, Inc. | Bridge Replacement |
| B02 | A | Warren | J2S3438 | \$13,760,877.66 | \$0.00 | Emery Sapp & Sons, Inc. | Bridge Replacement |
| | E | Montgomery | J2S3439 | | | | |
| B03 | K | Montgomery | JNE0053 | \$3,932,448.55 | \$0.00 | Gene Haile Excavating, Inc. | Bridge Replacement |
| | | | JNE0154 | | | | |
| B04 | D, D | Pike, Ralls | JNE0181 | \$370,424.00 | \$0.00 | Omega Coatings & Construction, LLC | 2 Bridge Paintings |
| B05 | 136, 11, P, 156 | Clark, Knox | JNE0182 | \$514,431.09 | \$0.00 | Omega Coatings & Construction, LLC | 4 Bridge Paintings |
| B06 | 36 | Marion, Shelby | JNE0210 | \$11,282,681.45 | \$0.00 | Magruder Paving, LLC | Resurface |
| B07 | 47 | Warren | JNEM0062 | \$42,125.00 | \$0.00 | Meyer Electric Company, Inc. | Relocate Signal Cabinet |
| C01 | T | Ray | J3S3178 | \$700,698.49 | \$8,500.00 | Realm Construction Inc. | Bridge Replacement |
| C02 | 50 | Johnson | JKR0136 | \$9,062,329.70 | \$0.00 | Clarkson Construction Company | Intersection Improvements and Add J-Turns |
| | | | JKR0137 | | | | Intersection Improvement |
| C03 | 273 | Platte | JKU0009 | \$1,197,788.51 | \$10,000.00 | Leavenworth Excavating & Equipment Company, Inc. | Intersection Turn Lanes |
| D01 | C | Washington | J5S3506 | \$2,088,206.38 | \$292.60 | Robertson Contractors, Inc. | Bridge Replacement |
| D02 | OR 44 | Crawford | J5S3533 | \$579,282.50 | \$0.00 | E & C Bridge, LLC | Bridge Deck Replacement |
| D03 | Beamer Lane | Crawford | J5S3545 | \$1,396,000.00 | \$0.00 | Kozeny-Wagner, Inc. | Bridge Rehabilitation |
| | C | | J5S3550 | | | | |
| | FF | | J5S3579 | | | | |

| Call No. | Route | County | Job No. | Bid Amount | Non-Contractual Costs | Contractor | Description |
|----------------------------------|------------|---|---------|------------------------|-----------------------|---|--|
| D04 | 41 | Cooper | JCD0062 | \$120,760.00 | \$0.00 | Louis-Company, LLC | Bridge Rehabilitation |
| D05 | I-70, I-44 | Boone, Callaway, Cooper, Crawford, Laclede, Phelps, Pulaski | JCD0091 | \$633,975.25 | \$0.00 | Advanced Highway Sign and Supply, LLC | Sign Replacement |
| D06 | SOR 44 | Laclede | JCD0101 | \$1,232,889.34 | \$0.00 | Don Schnieders Excavating Company, Inc. | Bridge Replacement |
| F01*+ | 100 | Franklin, St Louis | J6P3635 | \$14,297,770.00 | \$0.00 | Pace Construction Company, LLC | Coldmill and Resurface |
| | | St Louis | JSL0091 | | | | J-Turn |
| | | | JSL0092 | | | | Turn Lanes |
| F02^ | Various | Franklin, St Louis | JSL0206 | \$1,575,629.55 | \$0.00 | Parking Lot Maintenance, LLC | Fixed Price Variable Scope Pavement Repair |
| F03 | 67 | St Louis | J6S3669 | \$6,235,624.65 | \$0.00 | Plattin Creek Excavating, LLC dba PCX Construction, LLC | 2 Bridge Deck Replacements and 1 Bridge Rehabilitation |
| H01 | 5 | Douglas, Wright | J9P3605 | \$13,367,024.32 | \$0.00 | APAC-Central, Inc. | Resurface |
| | | Laclede, Wright | J9P3697 | | | | |
| | F | Wright | J9S3695 | | | | Resurface and 3 Bridge Rehabilitations |
| H02 | HH | Scott | J9S3744 | \$736,955.80 | \$0.00 | J M Scheidle, LLC | Intersection Turn Lanes |
| H03 | B | St Francois | JSE0152 | \$2,135,000.00 | \$0.00 | Pace Construction Company, LLC | Scrub Seal and Shoulders |
| TOTAL BID AMOUNT: | | | | \$91,397,916.04 | \$18,792.60 | | |
| EXCESS OVER PROGRAM CAP^: | | | | \$75,629.55 | -- | | |
| TOTAL AWARD AMOUNT: | | | | \$91,322,286.49 | -- | | |

* Call F01 – Funding by City of Wildwood – \$3,004,636.12 (JSL0091 and JSL0092)

+ Award contingent upon receipt of additional funding from local entity

**Table II
Rejection of Bid
February 21, 2025, Bid Opening**

| Call No. | Route | County | Job No. | Description |
|----------|---------|---|----------|---|
| G04 | Various | Barry, Barton, Dade, Jasper, Lawrence, McDonald, Newton | JSRM0074 | Job Order Contract for Signal and Lighting Repair |
| | | Bates, Benton, Cedar, Henry, Hickory, St. Clair, Vernon | JSRM0075 | |
| | | Christian, Dallas, Greene, Polk, Stone, Taney, Webster | JSUM0076 | |

**Table III
Award of Contract
September 20, 2024, Bid Opening**

| Call No. | Route | County | Job No. | Bid Amount | Non-Contractual Costs | Contractor | Description |
|----------|-------|--------|--------------|----------------|-----------------------|-------------------|---|
| D01 | 5 | Howard | J5P3498 | \$2,922,915.92 | \$0.00 | E & C Bridge, LLC | Bridge Replacement and ADA Improvements |
| | | | TOTAL | \$2,922,915.92 | \$0.00 | | |

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received at the February 21, 2025, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown in the above tabulation.
2. Rejected Call G04 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II above.
3. Declared the bid of Hardy Construction for Call D01 from the September 20, 2024 Letting as non-responsive per Section 108.10(a) of the Missouri Standard Specification for Highway Construction following Hardy Construction’s self-declaration of default of the contract, and awarded Call D01 to E&C Bridge, LLC as the second lowest responsive bidder as the next lowest bidder declined the contract, as noted in Table III above.

4. Authorize the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Erdman abstained from Call C04. Commissioner Hegeman abstained from Call C04.

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2025-2029 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

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

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

| District County Job No. | Route | Description of Improvement/Location | Tentative Award State Fiscal Year | Change in Construction and Right of Way Funds <i>(Dollars in Thousands)</i> | Change in Engineering Funds <i>(Dollars in Thousands)</i> |
|-------------------------------|---------------------|--|---|---|--|
| NW Buchanan JNW0152 | IS 29 | Upgrade dynamic message sign 0.7 mile south of Rte. O on northbound lanes. \$150,000 Highway Safety and Traffic Division Operation funds. | 2025 CN | \$150 | \$16 |
| KC Jackson JKU0042 | MO 78 | Pavement resurfacing from I-435 to Rte. 291. | 2026 CN | \$5,003 | \$277 |
| CD Maries JCD0262 | CST BALL PARK RD | Bridge replacement over Fly Creek. Design, right of way and inspection by Maries County. \$700,000 Bridge Replacement and Rehabilitation and Bridge Formula Program, \$100,000 Maries County funds. Project involves bridge 0290040. | 2025 CN | \$800 | \$2 |
| SL St. Charles JSL0112 | OR 64 | Bridge replacement and add pedestrian facilities over Dardenne Creek. Project involves bridge A1458. \$771,266 O'Fallon and \$657,798 Transportation Alternatives funds. | 2025 CN | \$1,253 | \$109 |

| 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) |
|--|--------------|--|--|---|---|
| SL St. Charles JSL0246 | US 67 S | Clearing and wildlife barrier from Riverlands Way to the Missouri River. | 2026 CN | \$439 | \$33 |
| SL St. Charles J6P3459 | Various | Job Order Contracting for guardrail repair at various locations in St. Charles County. | 2025 CN | \$1,000 | \$179 |
| SL St. Louis J6S3215B | RT D | Pavement resurfacing, reduce lanes and upgrade pedestrian facilities to comply with the ADA Transition Plan from west of Pennsylvania Avenue to west of Skinker Parkway and bridge rehabilitation over Metrolink. Project involves bridge A5328. | 2026 CN 2025 RW | -\$3,533 | -\$239 |
| SL Various J6P3462 | Various | Job Order Contracting for guardrail repair at various locations in Franklin and Jefferson Counties. | 2025 CN | \$1,000 | \$179 |
| SW Cedar J7P3485B | MO 39 | Bridge replacement over Cedar Creek. Project involves bridge X0190. | 2027 CN | \$2,140 | \$798 |
| SW Henry JSR0338 | MO 18 | Upgrade pedestrian facilities to comply with the ADA Transition Plan in Clinton, Windsor, and Montrose. | 2026 CN 2025 RW | \$695 | \$328 |
| SW Jasper JSR0337 | RT P | Upgrade pedestrian facilities to comply with the ADA Transition Plan in Joplin, Carl Junction, Jasper, Sarcoxie, Diamond, and Mount Vernon. | 2026 CN 2025 RW | \$814 | \$387 |
| | | | TOTAL: | \$9,761 | \$2,069 |

**Table 2
Section 6 – Special Programs
March Amendment
Recreational Trails Program - FY2024 Grant Recipients**

| <u>Grant Number</u> | <u>Project Sponsor and Scope of Work</u> | <u>Grant Award</u> | <u>Project Cost</u> |
|--------------------------------|---|---------------------------|----------------------------|
| 2024-02 | Finger Lakes State Park Equipment Purchase - Non-Motorized Trail Purchasing motorized trail and trailhead maintenance equipment for the off road vehicle (ORV) trail system. Equipment includes a skid loader, hydra bucket, and a 5-in-1 attachment. <i>Sponsor: MSP – Finger Lakes</i> | \$79,200 | \$19,800 |
| 2024-03 | VTRA Equipment Storage, Event Sign-Up Container, Herbicides, & Trail Maintenance Equipment Upgrades - Motorized Trail Purchase of herbicides, 40 feet shipping container for storage, 20 feet shipping container for event sign-up registration, 66 inch root grapple bucket attachment, and mini track skid steer. <i>Sponsor: Midwest Trail Riders Association</i> | \$54,014 | \$13,503 |

| <u>Grant Number</u> | <u>Project Sponsor and Scope of Work</u> | <u>Grant Award</u> | <u>Project Cost</u> |
|---------------------|--|--------------------|---------------------|
| 2024-04 | Flower City Park Multi-Use Trail Phase I - Non-Motorized Trail Construction of 2,800 linear feet, 9 feet wide, ADA concrete trail. The trail will connect to the existing parking lot at the southwest corner. Installation of 3 culverts and planting of 40 trees along the trail. <i>Sponsor: City of Palmyra</i> | \$250,000 | \$151,360 |
| 2024-05 | City of Perryville Viola Blechle Park Paved Trail– Non-Motorized Trail Construction of 0.33 mile, 10 feet wide, concrete trail. The trail will connect to a soccer complex with other trails. Installation of 2 benches along the trail. <i>Sponsor: City of Perryville</i> | \$250,000 | \$149,900 |
| 2024-06 | Owl Creek Park Project, Phase III – Non-Motorized Trail Construction of 4,100 linear feet, 10 feet wide, 6-inch ADA/ABA asphalt multi-use trail connector. Installation of amenities includes 9 benches, 9 trash cans, trail markers, and signage. <i>Sponsor: St. Francois County</i> | \$250,000 | \$367,896 |
| 2024-08 | City of Joplin Trail Amenities – Non-Motorized Trail Construction of 80, 4 x 6.5 concrete pads, with installation of 80, 6 feet ADA benches. Installation of other amenities include 48 bicycle racks, 8 bicycle repair stations, 21 trail signs. <i>Sponsor: City of Joplin</i> | \$147,210 | \$98,140 |

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

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APPROVAL OF PLANS FOR CONDEMNATION

On behalf of the Director, Danica Stovall-Taylor, Assistant 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> |
|---------------|--------------|-------------------|
| Jackson | 24 | JKU0226 |
| Jackson | 350 | JKU0404 |
| Lincoln | 47 | JNE0003 |

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

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REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN ON HIGHWAYS

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

Job No. JSE0145

Public Hearing Held November 14, 2024

Public Comments Received Until December 5, 2024

The proposed improvements involve widening Route 95 to include a center left-turn lane from near the U.S. 60 Interchange to Business 60 and a 5-lane roadway from the Route 60 eastbound ramps to 17th Street in Mountain Grove, Missouri. The project also includes the construction of two roundabouts at the intersections of 3rd Street/Route 95 and at Route 95 and the eastbound on/off ramps. To improve safety, access points along the corridor will be removed for the purpose of access management. Sidewalks will be improved in compliance with the current standards of the Americans with Disabilities Act (ADA). The project length is approximately 1.31 miles, and the purchase of right of way will be required.

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

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

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REPORTS

The Commission received the following written reports.

MODOT BRIEFING REPORT

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

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MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2025

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date January 31, 2025, with budget and prior year comparisons.

* * * * *

CONSULTANT SERVICES CONTRACT REPORT

Danica Stovall-Taylor, Assistant State Design Engineer, submitted a written report of consultant contracts executed in the month of January 2025, 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 770 active contracts held by individual engineering consultant firms prior to January 1, 2025. Seventeen engineering consultant services contracts were executed in January 2025, for a total of \$14,275,346. There were no non-engineering consultant contracts executed in January 2025.

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

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

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

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**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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March 4, 2025

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

A special meeting of the Missouri Highways and Transportation Commission was held on Tuesday, March 4, 2025, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri. W. Dustin Boatwright, P.E., Chairman, called the meeting to order at 2:00 p.m. The following Commissioners were present: Gregg C. Smith, Warren K. Erdman, and Ann Marie Baker. Daniel J. Hegeman and Francis G. Slay were present via WebEx.

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

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

* * * * *

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

-- CLOSED MEETING --

VOTE TO CLOSE MEETING

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

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

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

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

The Commission met in closed session on Tuesday, March 4, 2025, at 2:05 p.m. and adjourned at 5:30 p.m.

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

* * * * *

* * * * *

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

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

* * * * *



Director's Report

Director's Report

APRIL 2, 2025



Improve I-70: Warrenton to Wentzville

Video to be played.



American Council of Engineering Companies (ACEC) – Missouri

2025 Honor Awards



- Broadway over I-44

- FARM Bridge Program

- Route 25/K Intersection Safety Improvements



American Council of Engineering Companies (ACEC) – Missouri

2025 Grand Awards



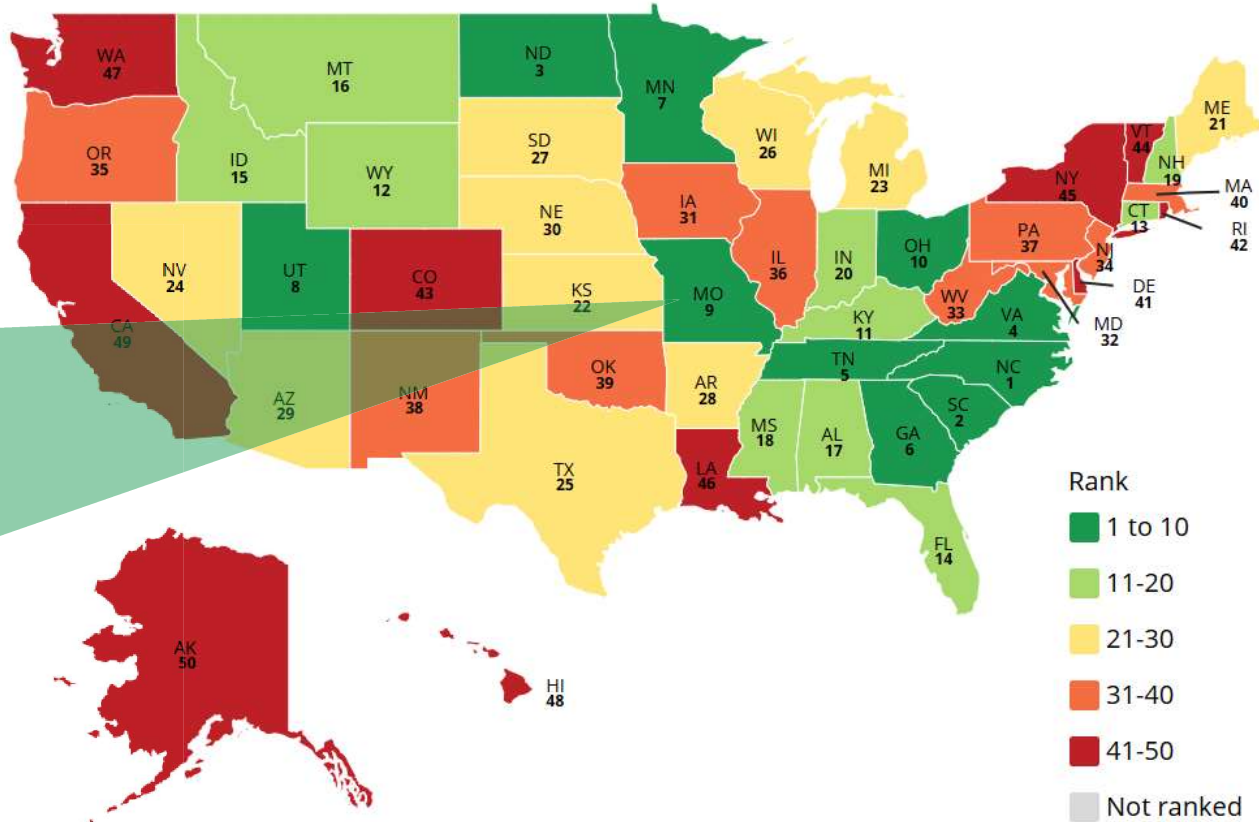
- I-70 EIS NEPA Re-evaluation
- MoDOT Guardrail
- Rex Whitton Expressway and Lafayette Interchange Mitigation
- I-49 and Route 7 Interchange Improvement
- I-270 North Design-Build Project



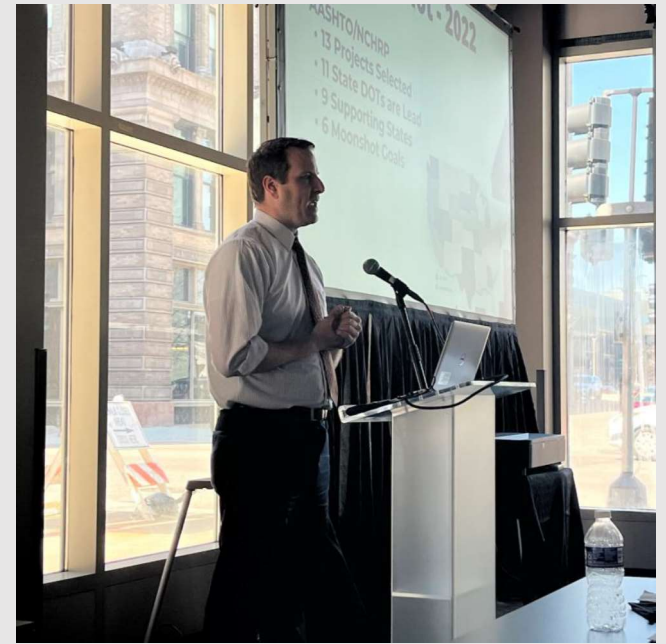
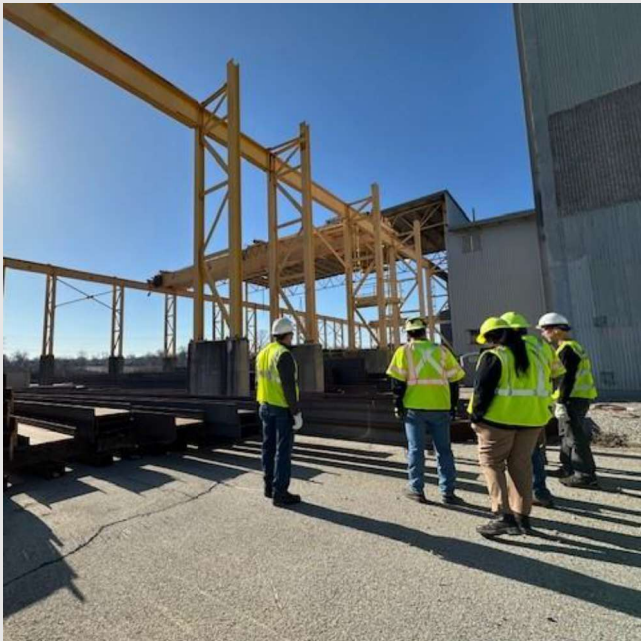
REASON FOUNDATION'S

Annual Highway Report

9th in highway performance & cost-effectiveness



TEAM Conference





Innovations Showcase



1

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

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

ISSUE: The Commission approves contracts for transportation improvements.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

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

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Highways – Construction – Contract Awards.

OTHER PERTINENT INFORMATION:

- Low Bid Summary of the March 14, 2025, Bid Opening (Attachment 1).
- Project location map (Attachment 2).
- Budget Update (Attachment 3).

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

SUMMARY OF BID OPENING

March 14, 2025

| CALL NO. | COUNTY | RTE. | JOB NO. | ADT | DESCRIPTION | BID | LENGTH | MAXIMUM TERM WITH EXTENSIONS | FED FUND % | PROGRAM AMOUNT | NO. OF BIDS | DBE % |
|----------|--|---------|---------|------------|--------------------------------|--|---------|------------------------------|------------|----------------|-----------------|-------|
| A02 | NODAWAY | NN | JNW0071 | 79 | BRIDGE REPLACEMENT | | 0.125 | | 80% | | | |
| | LOW LOUIS-COMPANY, LLC | | | | | \$2,198,877.50 | | | | \$2,300,000.00 | 1 | 3 |
| A03 | ANDREW, ATCHISON, BUCHANAN, CLINTON, DEKALB, HOLT, NODAWAY | VARIOUS | JNW0148 | 45 - 1,433 | SCRUB SEAL | | 178.807 | | 80% | | | |
| | LOW VANCE BROTHERS, LLC | | | | | \$4,844,774.44 | | | | \$5,000,000.00 | 1 | 0 |
| A04 | CHARITON | UU | JST0131 | 183 | RESURFACE | | 3.371 | | STATE | | | |
| | LOW CAPITAL PAVING & CONSTRUCTION, LLC ABOVE AND BELOW CONTRACTING, LLC | | | | | \$458,685.60 \$486,500.16 | | | | \$336,000.00 | 2 | n/a |
| A05 | SULLIVAN | DD | JST0132 | 30 | RESURFACE | | 7.592 | | STATE | | | |
| | LOW ABOVE AND BELOW CONTRACTING, LLC W. L. MILLER COMPANY | | | | | \$791,022.28 \$817,225.99 | | | | \$752,000.00 | 2 | n/a |
| A06 | HARRISON | YY | JST0133 | 10 | RESURFACE | | 2.930 | | STATE | | | |
| | LOW HERZOG CONTRACTING CORP. ABOVE AND BELOW CONTRACTING, LLC | | | | | \$285,586.16 \$476,110.10 | | | | \$262,000.00 | 2 | n/a |
| B01 | ADAIR, SCHUYLER | V,M,K,W | JNE0145 | 47 - 382 | ADA IMPROVEMENTS | | 0.380 | | 80% | | | |
| | LOW STANTON CONTRACTING, LLC | | | | | \$448,567.00 | | | | \$450,000.00 | 1 | 3 |
| B02 | AUDRAIN, MONROE | Y | JST0128 | 421 | RESURFACE | | 11.885 | | STATE | | | |
| | LOW EMERY SAPP & SONS, INC. CHRISTENSEN CONSTRUCTION CO. ABOVE AND BELOW CONTRACTING, LLC | | | | | \$1,342,724.08 \$1,469,959.80 \$1,672,795.93 | | | | \$1,480,000.00 | 3 | n/a |
| C01 | LAFAYETTE | 24 | J3P3158 | 3,577 | RESURFACE AND ADA IMPROVEMENTS | | 18.547 | | 80% | | | |
| | LOW EMERY SAPP & SONS, INC. IDEKER, INC. CAPITAL PAVING & CONSTRUCTION, LLC | 24 | JKR0249 | 3,577 | RESURFACE | | 16.035 | | 80% | | \$15,372,000.00 | 3 |
| C03 | JOHNSON | 50 | JKR0134 | 17,300 | J-TURNS AND NEW CROSSOVERS | | 1.430 | | 90% | | | |
| | LOW LEAVENWORTH EXCAVATING & EQUIPMENT COMPANY, INC. RADMACHER BROTHERS EXCAVATING CO., INC. CLARKSON CONSTRUCTION COMPANY GUNTER CONSTRUCTION COMPANY | | | | | \$1,904,946.53 \$2,028,359.40 \$2,667,839.57 \$2,879,525.60 | | | | \$2,437,000.00 | 4 | 7 |

SUMMARY OF BID OPENING

March 14, 2025

| CALL NO. | COUNTY | RTE. | JOB NO. | ADT | DESCRIPTION | BID | LENGTH | MAXIMUM TERM WITH EXTENSIONS | FED FUND % | PROGRAM AMOUNT | NO. OF BIDS | DBE % |
|----------|---|--|---------|----------------|--|--|--------|------------------------------|----------------|----------------|-------------|-------|
| KC | C05 | JOHNSON, LAFAYETTE, PETTIS, SALINE | VARIOUS | JKR0412 | VARIOUS | JOB ORDER CONTRACT FOR BRIDGE REPAIR | | 0.000 | 80% | | | |
| | LOW | CONCRETE STRATEGIES, LLC | | | | \$1,750,000.00 | | 1 | | \$1,000,000.00 | 1 | 0 |
| | C06 | CLAY, JACKSON, PLATTE | VARIOUS | JKU0014 | VARIOUS | OVERHEAD SIGN REPLACEMENTS | | 0.000 | 80% | | | |
| | LOW | COLLINS & HERMANN, INC. JAMES H. DREW CORPORATION MAR-JIM CONTRACTING, LLC | | | | \$912,000.00 \$947,754.94 \$1,134,042.50 | | | | \$1,500,000.00 | 3 | 0 |
| | C07 | JACKSON | 24 | JKU0040 | 6,900 | 4 BRIDGE REHABILITATIONS | | 0.707 | 80% | | | |
| | LOW | CONCRETE STRATEGIES, LLC | | | | \$1,492,496.71 | | | | \$1,941,000.00 | 1 | 6 |
| | C08 | JACKSON, PLATTE, RAY | VARIOUS | JKU0113 | VARIOUS | IMPACT ATTENUATOR REPLACEMENTS | | 0.000 | 90% | | | |
| | LOW | COLLINS & HERMANN, INC. MAR-JIM CONTRACTING, LLC | | | | \$198,000.00 \$198,163.74 | | | | \$1,000,000.00 | 2 | 0 |
| | C11 | VARIOUS | VARIOUS | JKU0306 | VARIOUS | JOB ORDER CONTRACT FOR FENCE REPAIR | | 0.000 | STATE | | | |
| | LOW | COLLINS & HERMANN, INC. MAR-JIM CONTRACTING, LLC | | | | \$1,200,000.00 \$1,599,600.00 | | 2 | | \$400,000.00 | 2 | n/a |
| | C12 | VARIOUS | VARIOUS | JKU0318 | VARIOUS | JOB ORDER CONTRACT FOR ASPHALT PAVEMENT REPAIR | | 0.000 | 80% | | | |
| | LOW | SUPERIOR BOWEN ASPHALT COMPANY, LLC | | | | \$2,596,000.00 | | 1 | | \$2,000,000.00 | 1 | 0 |
| | C13 | JOHNSON | YY | JST0130 | 280 | RESURFACE | | 5.701 | STATE | | | |
| | LOW | EMERY SAPP & SONS, INC. CAPITAL PAVING & CONSTRUCTION, LLC | | | | \$675,994.90 \$710,675.82 | | | | \$796,000.00 | 2 | n/a |
| C14 | CLAY, JACKSON | VARIOUS | JKU0370 | 17,813-112,722 | HIGH FRICTION SURFACE TREATMENT | | 0.878 | 90% | | | | |
| LOW | WJ SURFACE TREATMENTS, LLC THE TRUESDELL CORPORATION OF WISCONSIN, INC. DBA TRUESDELL CORPORA | | | | \$306,131.79 \$439,439.00 | | | | \$500,000.00 | 2 | 0 | |
| CD | D01 | PHELPS | 63 | J5P3537 | 5,187 | BRIDGE DECK REPLACEMENT | | 0.304 | 80% | | | |
| LOW | UDT, LLC KOZENY-WAGNER, INC. LOUIS-COMPANY, LLC WEST PLAINS BRIDGE & GRADING, LLC DBA WEST PLAINS BRIDGE & GRADING | | | | \$971,791.44 \$1,560,000.00 \$1,622,193.54 \$1,635,000.00 | | | | \$2,130,000.00 | 4 | 5 | |

SUMMARY OF BID OPENING

March 14, 2025

| CALL NO. | COUNTY | RTE. | JOB NO. | ADT | DESCRIPTION | BID | LENGTH | MAXIMUM TERM WITH EXTENSIONS | FED FUND % | PROGRAM AMOUNT | NO. OF BIDS | DBE % |
|----------|--|---------|----------|--------------|--|---|--------|------------------------------|------------|-----------------|-------------|-------|
| D03 | PHELPS | CR 8490 | J5S3547 | 268 | BRIDGE REHABILITATION | | 0.045 | | 80% | | | |
| | PHELPS | D | J5S3549 | 1,503 | BRIDGE REHABILITATION | | 0.098 | | 80% | | | |
| | PHELPS | E | J5S3541 | 10,431 | BRIDGE REHABILITATION | | 0.051 | | 80% | | | |
| | PHELPS | J | J5S3548 | 1,011 | BRIDGE REHABILITATION | | 0.075 | | 80% | | | |
| | PHELPS | LP 44 | J5S3563 | 12,492 | BRIDGE REHABILITATION | | 0.060 | | 80% | | | |
| | PULASKI | 28 | J5S3480B | 5,321 | BRIDGE REHABILITATION | | 0.085 | | 90% | | | |
| LOW | CONCRETE STRATEGIES, LLC KOZENY-WAGNER, INC. | | | | | \$3,948,366.99 \$4,115,000.00 | | | | \$3,448,000.00 | 2 | 5 |
| D04 | WASHINGTON | 47 | J5S3540 | 3,526 | BRIDGE DECK REPLACEMENT | | 0.136 | | 80% | | | |
| LOW | UDT, LLC WIDEL, INC. PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC | | | | | \$588,737.59 \$716,371.30 \$902,971.00 | | | | \$782,000.00 | 3 | 4 |
| D06 | BOONE, CALLAWAY, COOPER | I-70 | JCD0008 | 42,215 | CONCRETE PAVEMENT REPAIR | | 85.226 | | 90% | | | |
| LOW | GEROMINI CONCRETE PAVING, LLC DBA GC PAVING APLEX, INC. EMERY SAPP & SONS, INC. | | | | | \$503,496.30 \$709,429.00 \$844,677.29 | | | | \$2,000,000.00 | 3 | 0 |
| D07 | BOONE, CALLAWAY, OSAGE, PHELPS | VARIOUS | JCD0076 | 581 - 16,367 | ADA IMPROVEMENTS | | 3.529 | | 80% | | | |
| LOW | APLEX, INC. S & A EQUIPMENT & BUILDERS, LLC CONCRETE SOLUTION LLC UDT, LLC | | | | | \$967,082.30 \$1,096,917.94 \$1,199,104.50 \$1,265,834.81 | | | | \$1,366,000.00 | 4 | 5 |
| F01 | ST LOUIS | AC | J6I3573B | 17,221 | BRIDGE REHABILITATION AND ADA IMPROVEMENTS | | 0.120 | | 80% | | | |
| LOW | KOZENY-WAGNER, INC. CONCRETE STRATEGIES, LLC | | | | | \$1,922,080.11 \$1,951,234.00 | | | | \$793,000.00 | 2 | 9 |
| F02 | JEFFERSON | MM | J6S3575 | 17,117 | COLDMILL AND RESURFACE | | 4.399 | | 80% | | | |
| LOW | N.B. WEST CONTRACTING COMPANY BYRNE & JONES ENTERPRISES, INC. DBA BYRNE & JONES CONSTRUCTION GERSHENSON CONSTRUCTION CO., INC. PACE CONSTRUCTION COMPANY, LLC | | | | | \$1,998,000.00 \$2,219,243.69 \$2,392,389.97 \$2,424,000.00 | | | | \$3,351,000.00 | 4 | 9 |
| F03 | ST LOUIS | D | J6S3626 | 32,015 | 2 BRIDGE REPLACEMENTS | | 0.556 | | 80% | | | |
| LOW | KOZENY-WAGNER, INC. PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC MILLSTONE WEBER, LLC KCI CONSTRUCTION COMPANY PACE CONSTRUCTION COMPANY, LLC | | | | | \$11,260,000.00 \$11,845,781.70 \$12,162,396.80 \$13,467,364.00 \$13,900,000.00 | | | | \$10,376,000.00 | 5 | 8 |

SUMMARY OF BID OPENING

March 14, 2025

| CALL NO. | COUNTY | RTE. | JOB NO. | ADT | DESCRIPTION | BID | LENGTH | MAXIMUM TERM WITH EXTENSIONS | FED FUND % | PROGRAM AMOUNT | NO. OF BIDS | DBE % | |
|----------|---|--|-----------------|---------|-------------|---------------------------------|----------------|------------------------------|------------|----------------|----------------|-------|-----|
| SL | F04 | FRANKLIN | V | JST0134 | 2,155 | RESURFACE | | 7.670 | STATE | | | | |
| | LOW | BYRNE & JONES ENTERPRISES, INC. DBA BYRNE & JONES CONSTRUCTION | | | | | \$607,363.65 | | | | \$1,000,000.00 | 4 | n/a |
| | | N.B. WEST CONTRACTING COMPANY | | | | | \$609,000.00 | | | | | | |
| | | PACE CONSTRUCTION COMPANY, LLC | | | | | \$680,800.00 | | | | | | |
| | GERSHENSON CONSTRUCTION CO., INC. | | | | | \$699,727.86 | | | | | | | |
| SW | G03 | GREENE | CRD 127 | J8S3156 | 2,182 | BRIDGE REPLACEMENT | | 0.167 | 80% | | | | |
| | LOW | HARTMAN AND COMPANY, INC. | | | | | \$4,610,000.00 | | | | \$4,165,000.00 | 3 | 3 |
| | | KCI CONSTRUCTION COMPANY | | | | | \$4,889,439.01 | | | | | | |
| | | RADMACHER BROTHERS EXCAVATING CO., INC. | | | | | \$6,179,960.03 | | | | | | |
| | FUNDING BY CITY OF SPRINGFIELD & GREENE COUNTY - \$187,578.50 | | | | | | | | | | | | |
| SW | G04 | LAWRENCE, MCDONALD, TANEY | I-49, 76, F, 39 | JSR0098 | 603 - 9,087 | HIGH FRICTION SURFACE TREATMENT | | 3.711 | 90% | | | | |
| | LOW | WJ SURFACE TREATMENTS, LLC | | | | | \$986,919.57 | | | | \$1,326,000.00 | 4 | 0 |
| | | THE TRUESDELL CORPORATION OF WISCONSIN, INC. DBA TRUESDELL CORPORA | | | | | \$1,191,191.00 | | | | | | |
| | | LOUIS-COMPANY, LLC | | | | | \$1,234,111.42 | | | | | | |
| | AMERICAN CIVIL CONSTRUCTORS WEST COAST, LLC | | | | | \$1,765,000.00 | | | | | | | |
| SE | G05 | POLK | FF | JST0135 | 250 | RESURFACE | | 5.925 | STATE | | | | |
| | LOW | APAC-CENTRAL, INC. | | | | | \$451,710.56 | | | | \$565,000.00 | 3 | n/a |
| | | EMERY SAPP & SONS, INC. | | | | | \$512,521.84 | | | | | | |
| | | BLEVINS ASPHALT CONSTRUCTION COMPANY, INC. | | | | | \$530,442.16 | | | | | | |
| SE | H01 | ST FRANCOIS | 8 | J9P3448 | 14,186 | ROUNDBOUT | | 0.189 | 80% | | | | |
| | LOW | PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC | | | | | \$3,440,171.15 | | | | \$1,800,000.00 | 2 | 5 |
| | | GERSHENSON CONSTRUCTION CO., INC. | | | | | \$3,539,868.95 | | | | | | |
| | | | | | | | | | | | | | |
| SE | H02 | MISSISSIPPI | 102 | J9S3680 | 498 | BRIDGE REPLACEMENT | | 0.047 | 80% | | | | |
| | | NEW MADRID | E | JSE0127 | 215 | BRIDGE REPLACEMENT | | 0.080 | 80% | | | | |
| | | STODDARD | O | JSE0116 | 1,148 | BRIDGE REPLACEMENT | | 0.189 | 80% | | | | |
| | LOW | PENZEL CONSTRUCTION COMPANY, INC. | | | | | \$2,288,285.88 | | | | \$2,799,000.00 | 6 | 4 |
| | PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC | | | | | \$2,499,382.08 | | | | | | | |
| | ROBERTSON CONTRACTORS, INC. | | | | | \$2,615,175.01 | | | | | | | |
| | JOE'S BRIDGE & GRADING, INC. | | | | | \$2,648,476.10 | | | | | | | |
| | LOUIS-COMPANY, LLC | | | | | \$2,999,913.99 | | | | | | | |
| | PUTZ CONSTRUCTION, LLC | | | | | \$3,201,575.19 | | | | | | | |
| SE | H03 | STE GENEVIEVE | O | J9S3699 | 1,304 | RESURFACE | | 6.171 | 80% | | | | |
| | LOW | N.B. WEST CONTRACTING COMPANY | | | | | \$984,000.00 | | | | \$947,000.00 | 3 | 5 |
| | | PACE CONSTRUCTION COMPANY, LLC | | | | | \$1,110,000.00 | | | | | | |
| | | LEAD BELT MATERIALS COMPANY, INC. | | | | | \$1,154,647.25 | | | | | | |

SUMMARY OF BID OPENING

March 14, 2025

| CALL NO. | COUNTY | RTE. | JOB NO. | ADT | DESCRIPTION | BID | LENGTH | MAXIMUM TERM WITH EXTENSIONS | FED FUND % | PROGRAM AMOUNT | NO. OF BIDS | DBE % |
|----------|---|-------------------|---------|------------|---|--|--------|------------------------------|------------|----------------|-------------|-------|
| H04 | DUNKLIN | 412 | JSE0058 | 7,297 | COLDMILL AND RESURFACE | | 1.342 | | 80% | | | |
| LOW | PACE CONSTRUCTION COMPANY, LLC | | | | | \$789,000.00 | | | | \$867,000.00 | 1 | 0 |
| H06 | VARIOUS | VARIOUS | JSE0110 | VARIOUS | JOB ORDER CONTRACT FOR EROSION CONTROL | | 0.000 | | STATE | | | |
| LOW | H.R. QUADRI CONTRACTORS, LLC PUTZ CONSTRUCTION, LLC | | | | | \$1,068,000.00 \$1,247,000.00 | | 1 | | \$1,000,000.00 | 2 | 0 |
| H07 | VARIOUS | I-55, I-155, I-57 | JSE0112 | VARIOUS | JOB ORDER CONTRACT FOR ASPHALT PAVEMENT REPAIR | | 0.000 | | 90% | | | |
| LOW | APEX PAVING CO. | | | | | \$417,500.00 | | 1 | | \$250,000.00 | 1 | 0 |
| H08 | STODDARD | BB | JSE0122 | 940 | RESURFACE | | 9.337 | | 80% | | | |
| LOW | APEX PAVING CO. PACE CONSTRUCTION COMPANY, LLC | | | | | \$1,128,055.15 \$1,260,000.00 | | | | \$1,242,000.00 | 2 | 5 |
| H09 | SCOTT | H | JSE0123 | 2569, 3890 | RESURFACE | | 7.990 | | 80% | | | |
| LOW | PACE CONSTRUCTION COMPANY, LLC APEX PAVING CO. | | | | | \$1,475,000.00 \$1,491,631.90 | | | | \$1,545,000.00 | 2 | 4 |
| H10 | VARIOUS | I-55, I-155, I-57 | JSE0134 | VARIOUS | JOB ORDER CONTRACT FOR CONCRETE PAVEMENT REPAIR | | 0.000 | | 90% | | | |
| LOW | PUTZ CONSTRUCTION, LLC FRONABARGER CONCRETTERS, INC. | | | | | \$552,500.00 \$650,000.00 | | 1 | | \$500,000.00 | 2 | 0 |
| H11 | VARIOUS | VARIOUS | JSE0135 | VARIOUS | JOB ORDER CONTRACT FOR CONCRETE PAVEMENT REPAIR | | 0.000 | | 80% | | | |
| LOW | PUTZ CONSTRUCTION, LLC FRONABARGER CONCRETTERS, INC. | | | | | \$599,000.00 \$775,000.00 | | 1 | | \$500,000.00 | 2 | 0 |
| H12 | VARIOUS | VARIOUS | JSE0137 | VARIOUS | JOB ORDER CONTRACT FOR GUARDRAIL/GUARD CABLE REPAIR | | 0.000 | | 80% | | | |
| LOW | JAMES H. DREW CORPORATION COLLINS & HERMANN, INC. | | | | | \$990,000.00 \$1,020,000.00 | | 1 | | \$500,000.00 | 2 | 0 |
| H13 | WAYNE | 67 | JSE0198 | 7,419 | BRIDGE REHABILITATION | | 0.172 | | 80% | | | |
| LOW | CONCRETE STRATEGIES, LLC ROBERTSON CONTRACTORS, INC. WEST PLAINS BRIDGE & GRADING, LLC DBA WEST PLAINS BRIDGE & GRADING | | | | | \$376,051.05 \$408,169.62 \$491,550.00 | | | | \$350,000.00 | 3 | 4 |

SUMMARY OF BID OPENING

March 14, 2025

| CALL NO. | COUNTY | RTE. | JOB NO. | ADT | DESCRIPTION | BID | LENGTH | MAXIMUM TERM WITH EXTENSIONS | FED FUND % | PROGRAM AMOUNT | NO. OF BIDS | DBE % |
|---|--|-------------------|----------|-------------|-------------------|----------------------------------|--------|------------------------------|----------------|------------------------|-------------|-------|
| H14 | MISSISSIPPI, NEW MADRID NEW MADRID | OO, AA, O, U E | JST0129 | 112 - 1,109 | RESURFACE | | 15.210 | | STATE STATE | | | |
| | | | JST0126 | 533 | RESURFACE | | 17.989 | | | | | |
| LOW | APEX PAVING CO. PACE CONSTRUCTION COMPANY, LLC | | | | | \$3,021,561.44 \$3,080,000.00 | | | | \$3,003,000.00 | 2 | n/a |
| H15 | MADISON | 67 | JSEM0084 | 6,698 | PAVEMENT GROOVING | | 0.320 | | STATE | | | |
| LOW | CLARKSON CONSTRUCTION COMPANY DIAMOND SURFACE, INC. | | | | | \$83,781.31 \$93,856.05 | | | | \$74,000.00 | 2 | n/a |
| H5A | BUTLER | M | JSE0090 | 3,486 | RESURFACE | | 7.471 | | 80% | | | 4 |
| H5B | BUTLER | OR 67 | JSE0092 | 334 | RESURFACE | | 1.524 | | STATE | | | 0 |
| LOW | APEX PAVING CO. PACE CONSTRUCTION COMPANY, LLC | | | | | \$1,197,887.69 \$1,288,000.00 | | | | \$1,421,000.00 | 2 | |
| LOW BID TOTAL | | | | | | \$79,957,651.97 | | | | \$85,626,000.00 | 108 | |
| NOTE: AWARD AMOUNT FOR JOB ORDER CONTRACTS (PROGRAM CAP) | | | | | | \$6,150,000.00 | | | | | | |
| NOTE: TOTAL AWARD AMOUNT CHANGED TO REFLECT PROGRAM CAP ON JOB ORDER CONTRACTS | | | | | | \$76,934,651.97 | | | | | | |
| | | | | | | % DIFFERENCE | | | -10.2% | | | |
| | | | | | | PRGRM VS BID | | | | | | |

SUMMARY OF BID OPENING
 April 18, 2024 - City of Lake St. Louis

| COUNTY | RTE. | JOB NO. | ADT | DESCRIPTION | BID | LENGTH | MAXIMUM TERM WITH EXTENSIONS | PROGRAM AMOUNT | NO. OF BIDS | DBE % |
|--|---|--------------------------------|-----|---|----------------|--------|------------------------------|----------------|-------------|-------|
| ST CHARLES | OLD HWY N | J6S3508 | | RESURFACE AND ADD TURN LANES, PEDESTRIAN FACILITIES AND SIGNALS | | 0.430 | | | | |
| SL | LOW | KARRENBROCK CONSTRUCTION, INC. | | | \$2,364,760.75 | | | \$2,511,193.00 | 6 | 12 |
| | PAVEMENT SOLUTIONS, LLC | | | \$2,744,247.07 | | | | | | |
| | GERSHENSON CONSTRUCTION CO., INC. | | | \$2,900,559.45 | | | | | | |
| | PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC | | | \$3,021,242.51 | | | | | | |
| | K.J.U., INC. DBA K.J. UNNERSTALL CONSTRUCTION CO. | | | \$3,048,383.50 | | | | | | |
| | R. V. WAGNER, INC. | | | \$3,340,498.70 | | | | | | |
| MoDOT Maximum Contribution - \$475,000 | | | | | | | | | | |

SUMMARY OF BID OPENING
 November 14, 2024 - City of O'Fallon

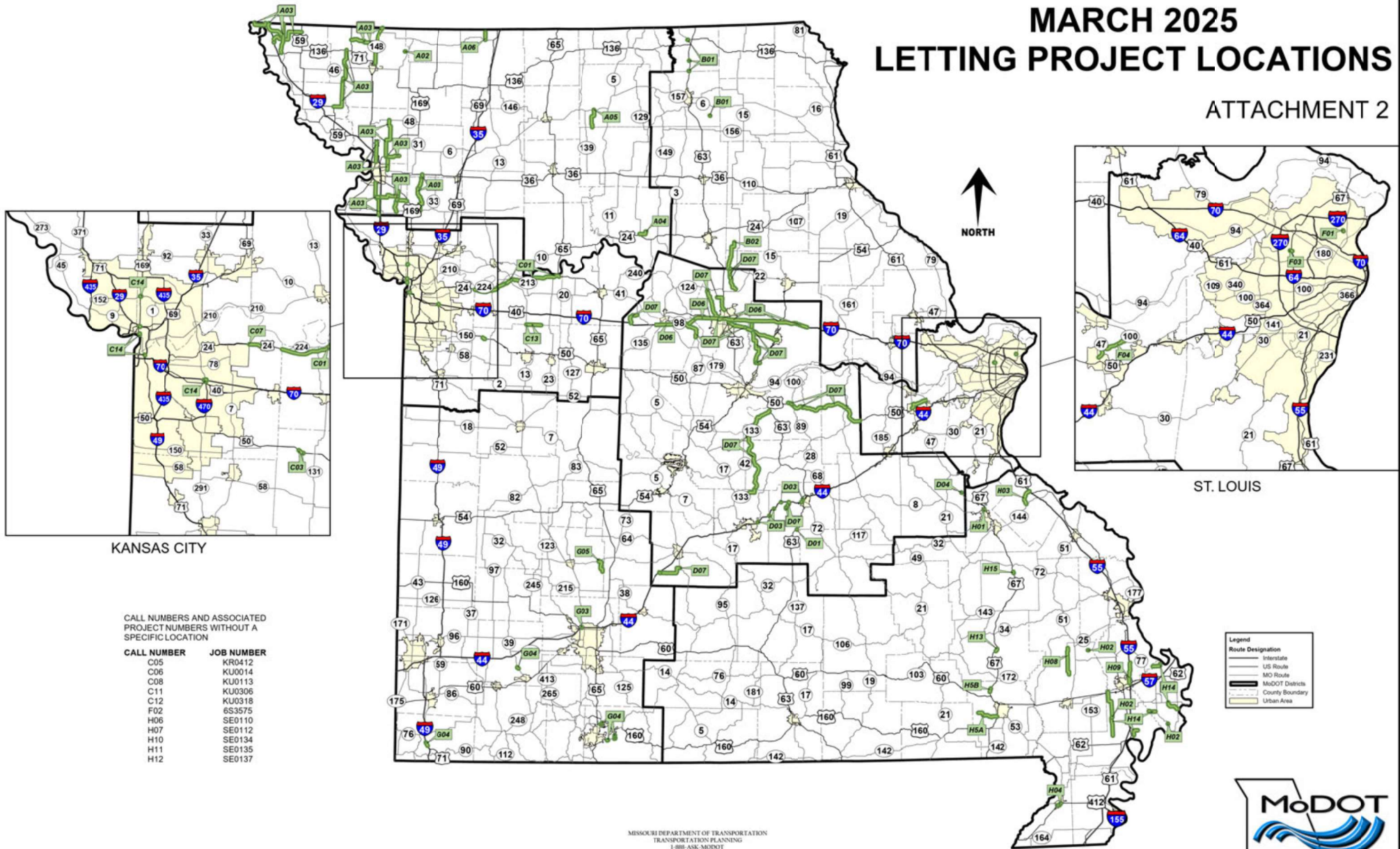
| COUNTY | RTE. | JOB NO. | ADT | DESCRIPTION | BID | LENGTH | MAXIMUM TERM WITH EXTENSIONS | PROGRAM AMOUNT | NO. OF BIDS | DBE % |
|--|-------------------------|------------------------------------|-----------------|---------------------------|----------------|--------|------------------------------|----------------|-------------|-------|
| ST CHARLES | K, N | J6S3668 | 45,001 / 10,603 | INTERSECTION IMPROVEMENTS | | 0.125 | | | | |
| SL | LOW | LAMKE TRENCHING & EXCAVATING, INC. | | | \$1,539,637.99 | | | \$1,060,000.00 | 2 | 8 |
| | PAVEMENT SOLUTIONS, LLC | | | \$1,702,609.65 | | | | | | |
| MoDOT Maximum Contribution - \$655,000 | | | | | | | | | | |

SUMMARY OF BID OPENING
 December 3, 2024 - City of Washington

| COUNTY | RTE. | JOB NO. | ADT | DESCRIPTION | BID | LENGTH | MAXIMUM TERM WITH EXTENSIONS | PROGRAM AMOUNT | NO. OF BIDS | DBE % |
|--|---|------------------------------------|-------|----------------|--------------|--------|------------------------------|----------------|-------------|-------|
| FRANKLIN | 100 | JSL0180 | 2,881 | ADD TURN LANES | | 0.279 | | | | |
| SL | LOW | LAMKE TRENCHING & EXCAVATING, INC. | | | \$919,010.73 | | | \$1,268,000.00 | 3 | 6 |
| | K.J.U., INC. DBA K.J. UNNERSTALL CONSTRUCTION CO. | | | \$944,608.50 | | | | | | |
| | GERSHENSON CONSTRUCTION CO., INC. | | | \$1,161,214.55 | | | | | | |
| MoDOT Maximum Contribution - \$1,625,000 | | | | | | | | | | |

MARCH 2025 LETTING PROJECT LOCATIONS

ATTACHMENT 2



KANSAS CITY

ST. LOUIS

CALL NUMBERS AND ASSOCIATED PROJECT NUMBERS WITHOUT A SPECIFIC LOCATION

| CALL NUMBER | JOB NUMBER |
|-------------|------------|
| C05 | KR0412 |
| C06 | KU0014 |
| C08 | KU0113 |
| C11 | KU0306 |
| C12 | KU0318 |
| F02 | 6S3575 |
| H06 | SE0110 |
| H07 | SE0112 |
| H10 | SE0134 |
| H11 | SE0135 |
| H12 | SE0137 |

Legend

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



OFFICIAL MoDOT AWARDS

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

| February 21, 2025 Letting (March 5, 2025 Awards, SFY 2025) | | | | |
|---|----------------------|--|---------------------------------|--------------|
| | Number of Projects | Program Construction Estimate with Contingencies | Award Amount with Contingencies | % Difference |
| TOTAL ALL PROJECTS | 32 | \$107,720,160 | \$93,148,732 | -13.5 |
| STIP PROJECTS | 31 | \$107,648,760 | \$93,105,765 | -13.5 |
| FUNDING BY OTHERS | 2 | \$3,004,636 | | |
| | Number of Projects | Program Construction Estimate | Award Amount | % Difference |
| DESIGN BUILD PROJECTS | 1 | \$28,175,000 | \$28,175,000 | 0.0 |
| PROJECTS LET BY OTHERS | | | | |
| PROJECTS LET BY DISTRICT | | | | |
| Awards Year-to-Date for SFY 2025 | | | | |
| | Number of Projects | Program Construction Estimate with Contingencies | Award Amount with Contingencies | % Difference |
| TOTAL ALL PROJECTS | 320 | \$1,956,021,083 | \$1,877,803,013 | -4.0 |
| STIP PROJECTS | 311 | \$1,941,703,343 | \$1,867,066,425 | -3.8 |
| FUNDING BY OTHERS | 18 | \$18,402,792 | | |
| * Includes Design Build Projects | | | | |
| Completed Projects Year-to-Date for SFY 2025 | | | | |
| | Program Constr. Est. | Final Project Cost | Difference | % Difference |
| STIP PROJECTS | \$667,171,000 | \$733,865,000 | \$66,694,000 | 0.1 |

Completed Projects as Reported in the Annual Accountability Report

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

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

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



2

WORK ZONE AWARENESS

-- Presented by Jon Nelson, State Highway Safety and Traffic Engineer, 573-751-5417 and Alex Wassman, Traffic Liaison Engineer, 573-526-0121.

ISSUE: MoDOT's mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri. To fulfill this mission, the department delivers hundreds of projects each year resulting in a significant amount of work zones throughout the state. While work zones are necessary, MoDOT continually seeks ways to minimize disruptions to the everyday lives of citizens. More importantly, MoDOT's top priority is to provide a work zone that is safe for highway workers and the traveling public. This presentation will highlight the steps MoDOT has taken to make work zones in Missouri safer for all.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- MoDOT administers hundreds of projects each year resulting in hundreds of work zones.
- The safety of highway workers and the traveling public is of utmost importance.
- In the last 5 years, more than 5,000 people have been injured in Missouri work zones.
- In 2024, 23 people were killed in Missouri work zones, and 90 more were seriously injured.
- A MoDOT protective vehicle was struck 35 times in 2024.
- Speed, distraction, and other risky driving behaviors compromise the safety of work zones.
- MoDOT takes a comprehensive approach to making work zones safe, including strategies for standards and typical applications, advanced warning, vehicle and work zone visibility, real-time traveler information, enforcement, public awareness, and new technologies.
- MoDOT partners with the Missouri State Highway Patrol and local law enforcement agencies to help protect work zones and enforce speed limits.

OTHER VIEWS:

- Missouri contractors and the traveling public expect work zones that are safe and easy to navigate.

MHTC POLICY:

- Highways – Highway Safety – Work Zones.

OTHER PERTINENT INFORMATION:

- None.

SOURCE OF FUNDING: Not applicable.



WORK WITH US

You **play a role** in work zone safety

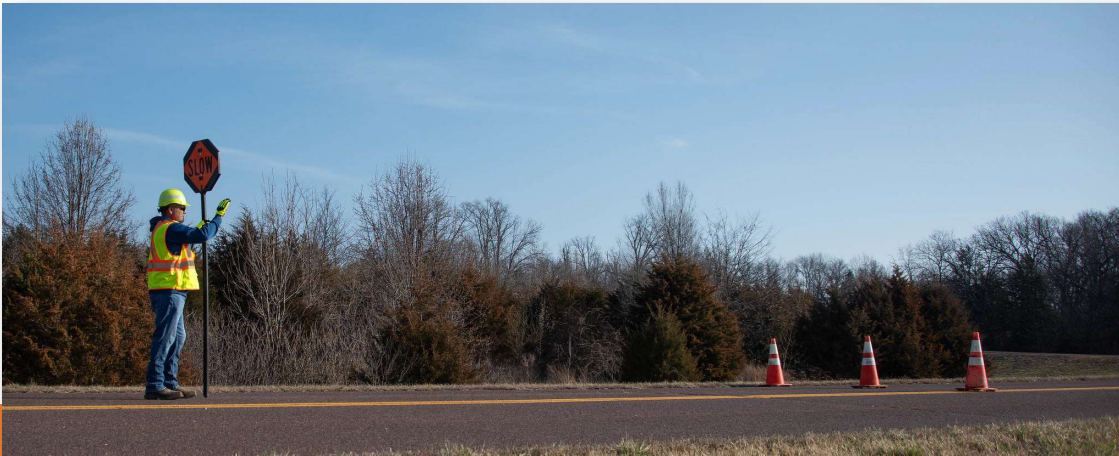
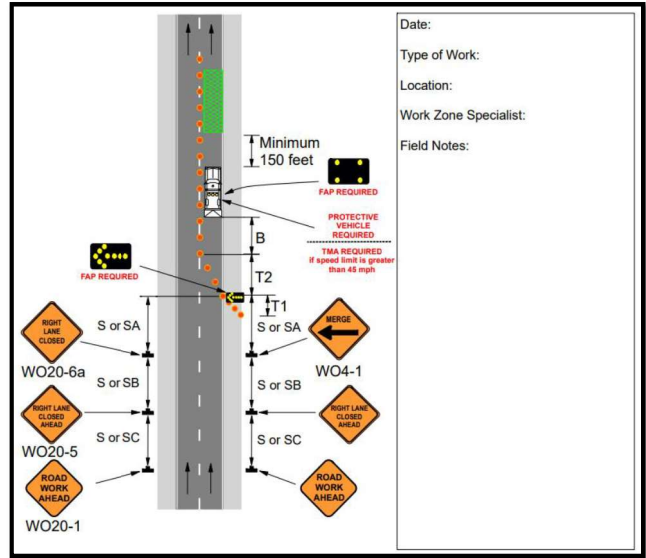
WORK ZONE AWARENESS WEEK

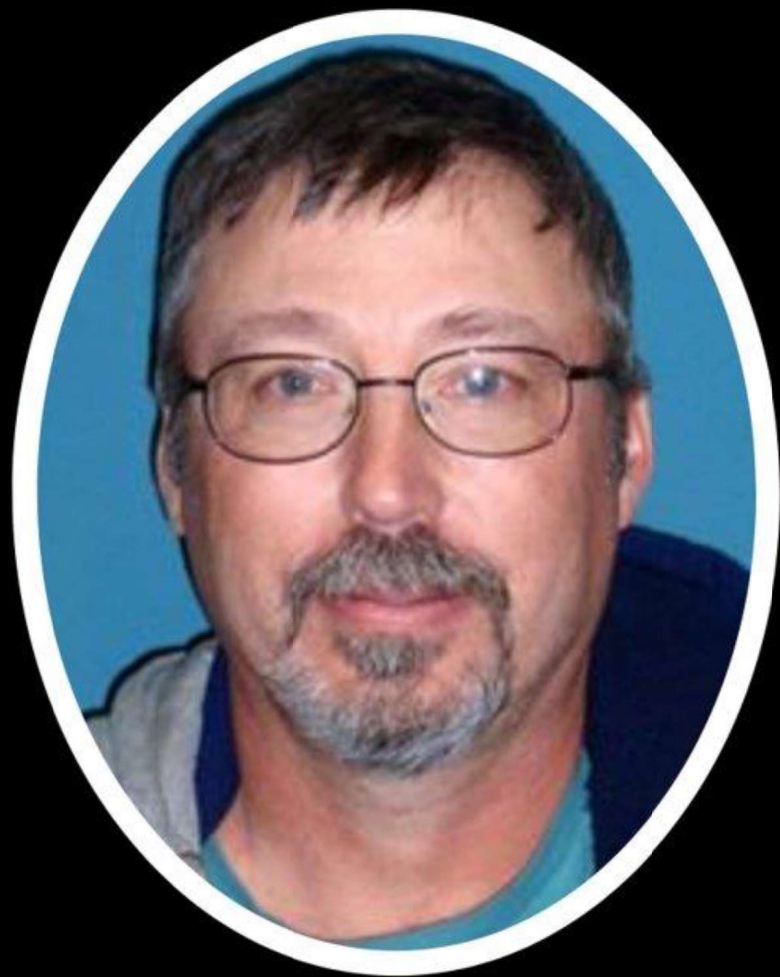
Jon Nelson - *State Highway Safety and Traffic Engineer*

Alex Wassman - *Traffic Liaison Engineer*



WORK WITH US





Remembering
Senior Maintenance Worker

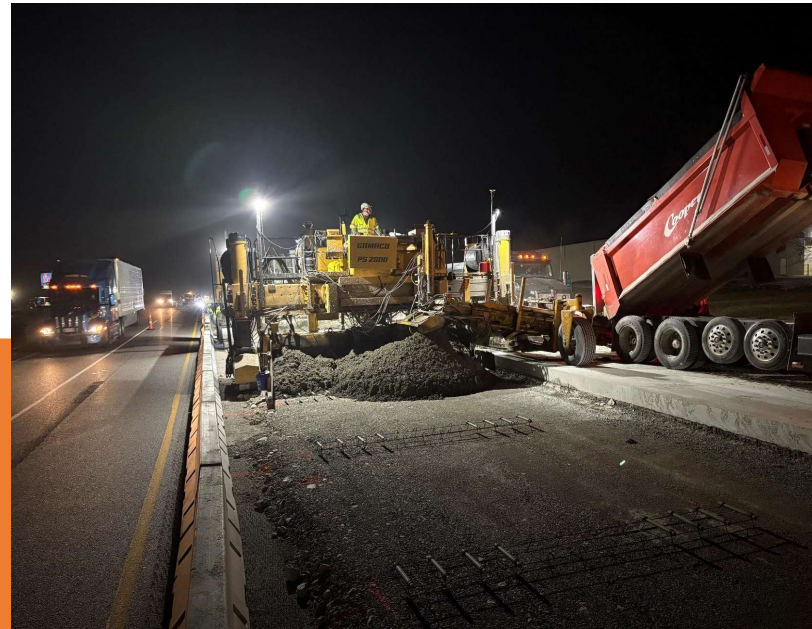
Jay
Bone

1964-2024



A dedicated worker and friend
who will be forever missed





THE REALITY

- **Over 5 years (2020-2024)**
 - 5,059 people have been injured in work zone crashes
- **In 2024 Missouri Work Zones:**
 - 23 people were killed
 - 90 people were seriously injured
 - 35 TMA/PVs were struck



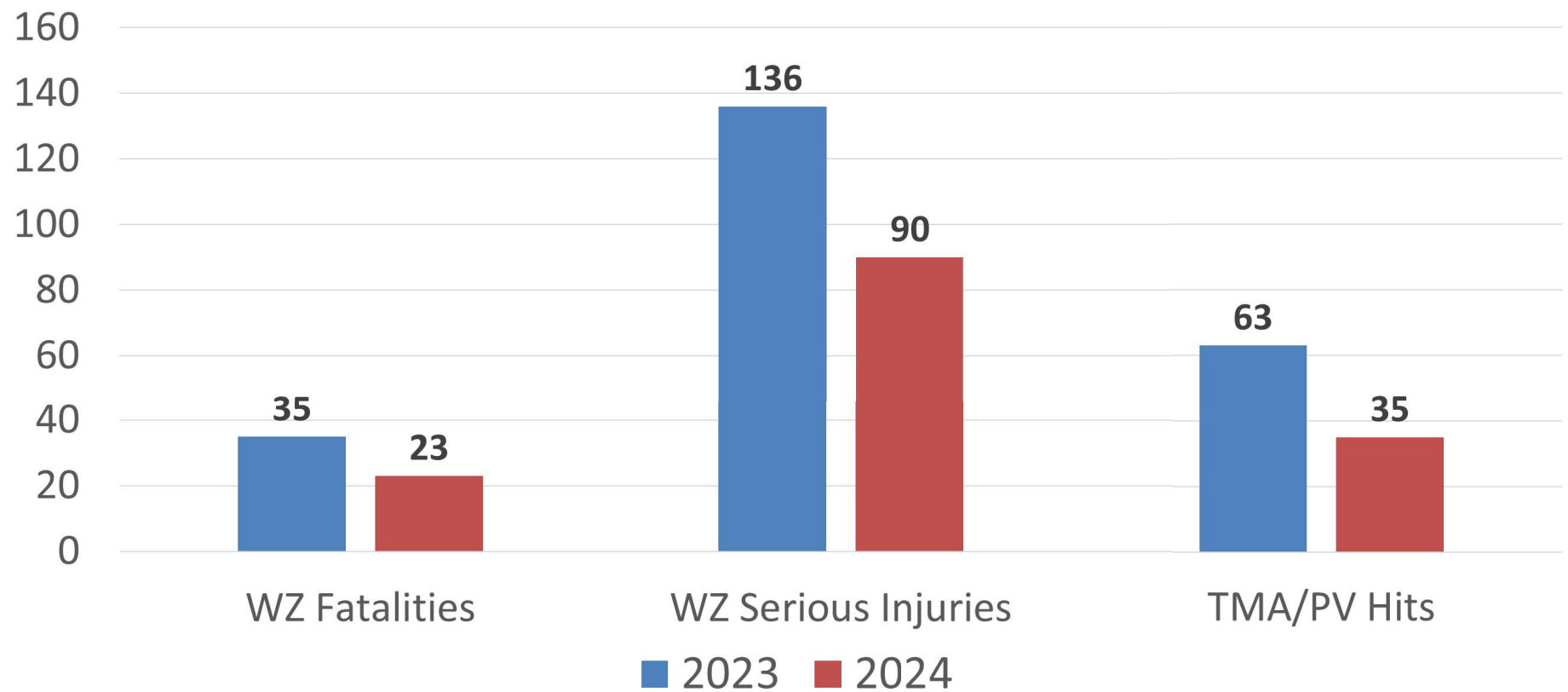
DISTRACTED DRIVING IN WORKZONES

Video to be played.





Missouri Work Zone Crashes



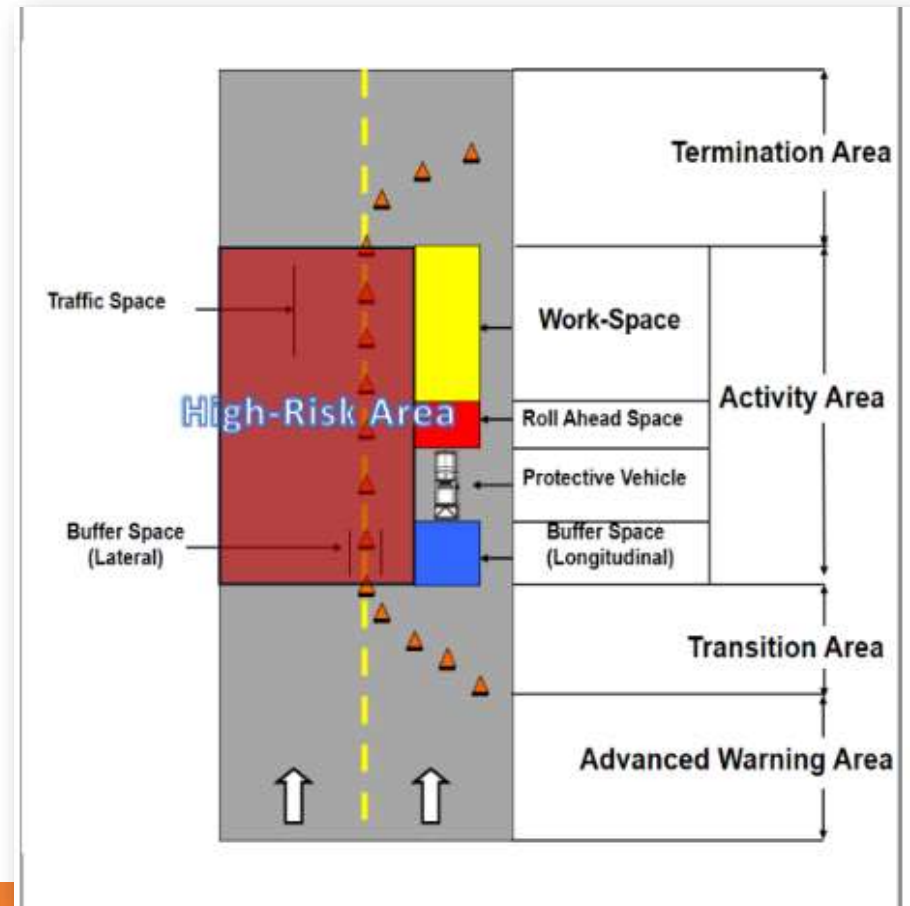
THE CONCERN

- **AGGRESSIVE DRIVING**
 - Involved in 50% of work zone crashes
- **DISTRACTED DRIVING**
 - Contributed to 356 work zone crashes
- **I-270 North (18 hours)**
 - 3,243 drivers at 10 mph over speed limit
 - 1,296 distracted drivers



WORK ZONE STRATEGIES – MoDOT PROCESSES

- Risk Based Assessments
- Typical Applications (TAs)



WORK ZONE STRATEGIES – DRIVER INFORMATION

- Real Time Digital Alerts
- Real Time Lane Closure Information



WORK ZONE STRATEGIES – BETTER VISIBILITY

- Advance Warning Vehicles
- Truck-Mounted Attenuators
- Automated Panic Lights



WORK ZONE STRATEGIES – BETTER EQUIPMENT

- Automated Flagger Assistance Devices (AFAD)



- Road Rakes

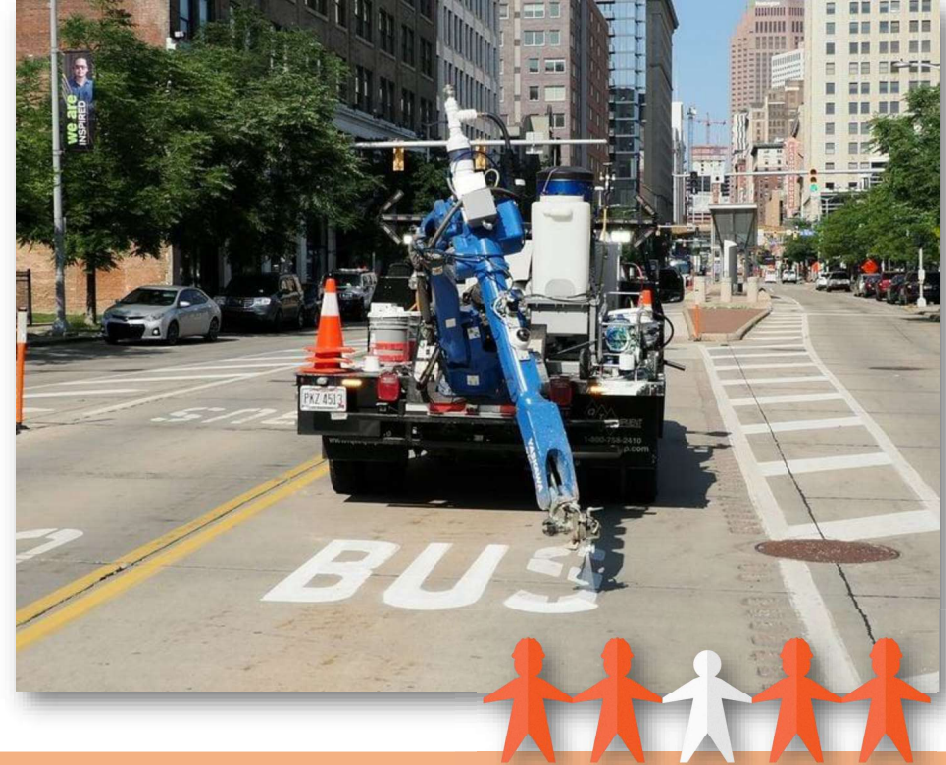


WORK ZONE STRATEGIES – BETTER EQUIPMENT

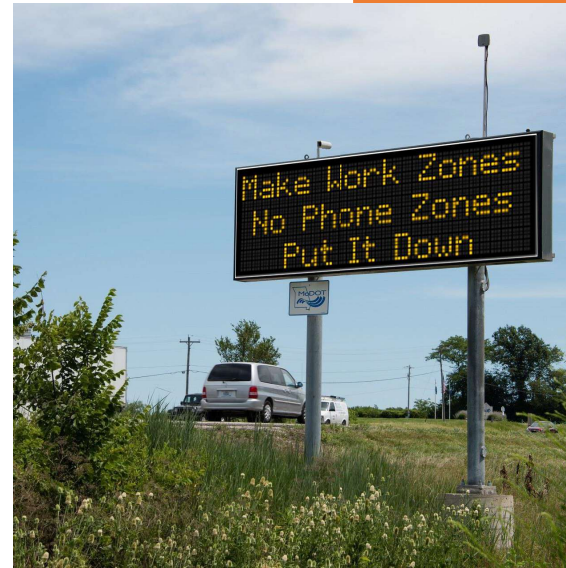
- Pothole Patchers



- Pavement Marking Truck



WORK ZONE STRATEGIES – PUBLIC AWARENESS



Phone Down
It's the Law

EFFECTIVE AUGUST 28, 2023





Video to be played.



WORK WITH US



NATIONAL WORK ZONE AWARENESS WEEK

- April 21-25, 2025 – Columbia, MO



WORK WITH US

WORK WITH US

You play a role in work zone safety





3

MULTIMODAL OPERATIONS DIVISION FUNDING

-- Presented by Jerica Holtsclaw, Multimodal Operations Director, 573-751-2467.

ISSUE: This presentation will provide an overview of the various funds used by the Multimodal Operations Division.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- Multimodal includes non-highway modes of transportation such as transit, aviation, railroads, waterways, and freight.
- Unlike highways and bridges, MoDOT does not own multimodal facilities. Instead, MoDOT's role is to administer funding, provide an oversight role for multimodal investments, and help promote safety across all modes of transportation.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Commission – Meetings – Department Presentations.
- Commission – Guiding Principles – Transportation System – Multimodal Perspective.
- Multimodal – Railroads – Uncontested Administrative Orders.
- Multimodal – Railroads – Execution of Documents.
- Multimodal – Railroads – Railroad Safety – Rules and Regulations.
- Multimodal – Transit – Missouri Elderly and Handicapped Transportation Assistance Program – Rules and Regulations.

OTHER PERTINENT INFORMATION:

- The MoDOT Multimodal team of 40 full-time employees and 1 temporary part-time employee helps promote safety, service, and stability by partnering with agencies statewide to deliver multimodal transportation options.
- The multimodal transportation system is an economic engine for the state.
- Providing transportation options is an essential public service that helps improve the quality of life for many Missourians.
- MoDOT's long-range transportation plan resulted in the following five goals for the state's transportation system, and multimodal investment supports each of these goals:
 - Take care of the transportation system and services we enjoy today;
 - Keep all travelers safe – no matter the mode of transportation;
 - Invest in projects that spur economic growth and create jobs;
 - Give Missourians better transportation choices; and
 - Improve reliability and reduce congestion on Missouri's transportation system.

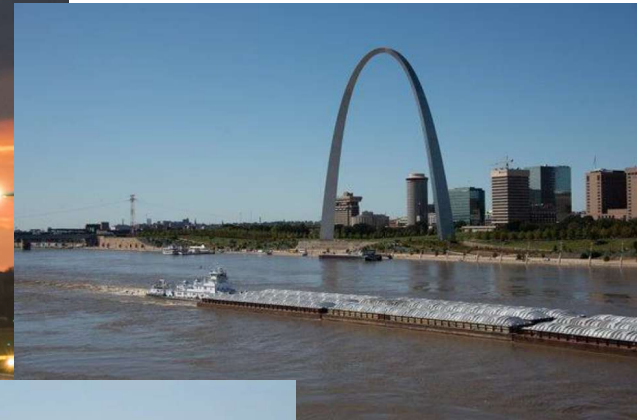
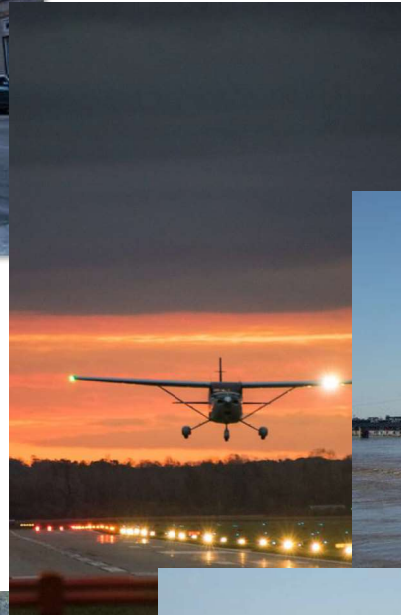
SOURCE OF FUNDING: Various department funds.



MoDOT

Multimodal Operations Division

Funding



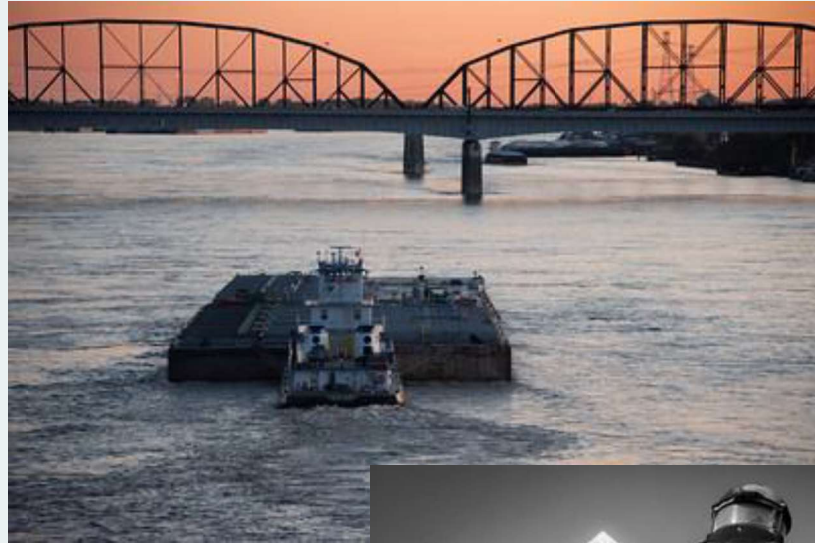
Multimodal Operations



Funding

State Funding Sources

- Aviation Trust Fund: \$6M
- Railroad Expense Fund: \$2M
- Grade Crossing Safety Account: \$1.5M
- State Transportation Fund: \$6M
- State Road Fund
- General Revenue
 - Legislative Designated Projects
 - Core Budget Items
 - Waterways/Ports Trust Fund



Funding

Federal Funding Sources

- Transit – 5 Different Programs
- Aviation – 10 Federal Funding Streams
- State Safety Oversight (Light Rail)
 - Metrolink, KC Streetcar, Delmar Loop Trolley
- Railroad – FHWA Highway-Rail Safety Funds
- Rail/Port/Freight – Federal Grants
- Federal Ferry Boat Program

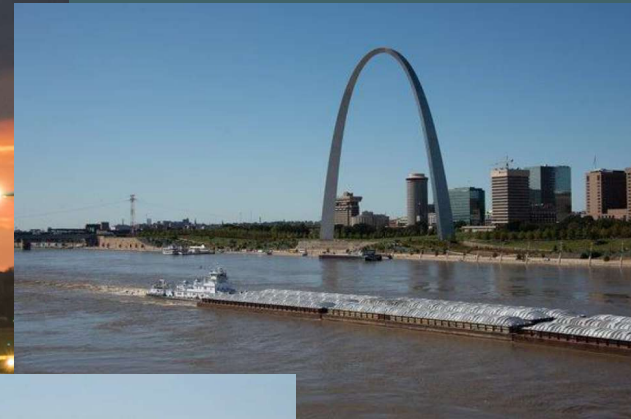
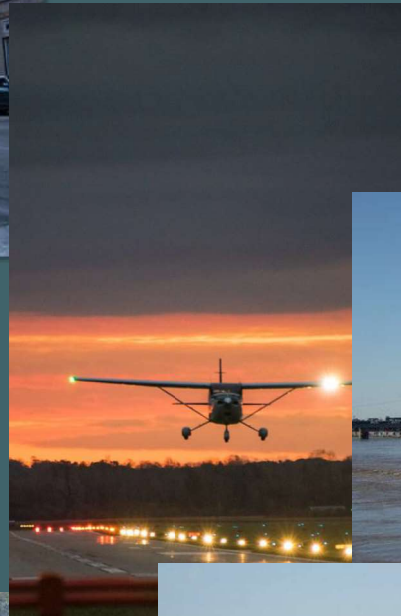


Federal Funding Snapshot

| <u>Mode</u> | <u>Available Funds</u> | <u>Under Grant</u> | <u>Spent</u> | <u>Appropriation</u> |
|-------------|------------------------|--------------------|--------------|----------------------|
| Aviation | \$126M | \$86M | \$32M | \$84M |
| Transit | \$141M | \$82M | \$30M | \$75M |



Multimodal Operations





1

REPORT AND RECOMMENDATION REGARDING FINAL ORDER OF RULEMAKING – CONTRACTOR PREQUALIFICATION

-- Presented by Mark Croarkin, Assistant Chief Engineer, 573-751-4586.

ISSUE:

- Section 227.105, RSMo requires the Department to promulgate rules which determine a contractor's minimum qualifications for the contractor's bid to be acceptable for a highway project in excess of two million dollars.
- As a result, proposed amended rulemaking for Title 7 Code of State Regulations (**CSR**) 10-15, Contractor Prequalification, is required to address the following issues:
 - Provide clarity by removing who the law does not pertain to;
 - Streamline and simplify the process by making the submittal electronic format; condensing two (2) forms into one (1); and requiring a response for each field;
 - Verify correct information annually for contractors with awarded contracts in the previous twelve (12) months, and, if not awarded a contract, requiring an updated form be submitted, but not a full form every year; and
 - Acknowledge the contractor can obtain insurance if awarded a contract but not requiring certification of insurance at the time of prequalification. Insurance is contract specific now.
- On December 4, 2024, the Commission approved and authorized staff to file the proposed amended rule with the Joint Committee on Administrative Rules (**JCAR**) and the Secretary of State (**SOS**), who published the proposed amendment in the *Missouri Register* for public comment. No comments were received during the thirty (30) day comment period.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- The Department believes the Contractor Prequalification rule should reflect current state statutory requirements and processes, be as clear and concise as possible without redundancy, and continue to be necessary and up-to-date.

OTHER VIEWS:

- **General Assembly:** By enacting Section 536.175, RSMo in 2012, state legislators want state agencies to regularly review their administrative rules and repeal those rules that are obsolete or unnecessary and amend those rules to reduce regulatory burdens on individuals, businesses, or political subdivisions or eliminate unnecessary paperwork.
- **Stakeholder Comment Period:** On September 24, 2024, draft copies of the proposed amended rule were distributed to Associated General Contractors of Missouri (**AGCMo**) to share with their members. On September 26, 2024, the following stakeholders met with

staff to discuss and provide comments: Alan Reinkemeyer, AGCMo; Jeremy Bexten, Emery Sapp & Sons, Inc.; Steve Bubanovich, H.R. Quadri Contractors, LLC; Doug Fronick, APAC-Central, Inc.; and Kyle Phillips, Herzog.

- In general, industry representatives showed support of the proposed rule change.
- Industry inquired why the prequalification process is required and MoDOT staff explained it is required by Section 227.105, RSMo.
- Industry inquired about changes to companies' abilities (i.e., available equipment, work type, etc.). MoDOT staff and industry discussed the renewal and verification process.
- Industry shared concerns about changes to domain names for an all-electronic process reliant on email. MoDOT staff explained that processes are in place to verify by other means as necessary.
- **Governor Approval:** On March 11, 2025, MoDOT staff sent a copy of the final order of rulemaking to the Governor's Office for its review and approval. MoDOT staff received the Governor's Office approval on March 27, 2025.
- **Public Comment Period:** There were no comments received regarding the permanent rulemaking during the *Missouri Register* public comment period from January 15, 2025 to February 14, 2025.

MHTC POLICY:

- Commission – Policies and Administrative Rules – Administrative Rules (Code of State Regulations).
- Commission – Highways – Construction – Contractor Prequalification.

OTHER PERTINENT INFORMATION:

- Under Section 226.130.1(2), RSMo, the Commission shall prescribe rules and regulations not inconsistent with law fixing the duties of all persons employed by the Commission. There is a very thorough and lengthy process involved in preparing and reviewing administrative rules:
 - Prior to preparing administrative rules for the Commission's consideration, Department staff will draft a rule and review it with affected stakeholders and industry to receive their input and address any concerns.
 - The administrative rules are then submitted to the Commission for consideration and approval.
 - Once approved by the Commission, the Department submits the proposed rulemaking to the SOS and the JCAR.
 - Thirty (30) to forty-five (45) days later, the rules are published in the *Missouri Register*.
 - Following publication, there is a public comment period for a minimum of thirty (30) days.
 - Once the public comment period is closed, the Department addresses the comments, if any are made, and submits the final order of rulemaking to the Commission for consideration again. Sometimes changes will be made from the initial proposal to the final proposal; occasionally no changes are made.
 - Following Commission approval, the Department submits the final order of rulemaking to JCAR.

- JCAR has thirty (30) days to review the final order of rulemaking.
- After JCAR review, the Department submits the final order of rulemaking to SOS.
- The rules are incorporated and published in the *Code of State Regulations* and become effective thirty (30) days after publication.
- Once a rule becomes effective, it has the force and effect of law.

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

**Title 7—DEPARTMENT OF TRANSPORTATION
Division 10—Missouri Highways and Transportation Commission
Chapter 15—Contractor Prequalification**

ORDER OF RULEMAKING

By the authority vested in the Missouri Highways and Transportation Commission under sections 226.130 and 227.105, RSMo, the commission amends a rule as follows:

7 CSR 10-15.010 Prequalification to Bid of Certain Contractors **is amended.**

A notice of proposed rulemaking containing the text of the proposed amendment was published in the *Missouri Register* on January 15, 2025 (50 MoReg 76-80). No changes have been made to the text of the proposed amendment, so it is not reprinted here. This proposed amendment becomes effective thirty (30) days after publication in the *Code of State Regulations*.

SUMMARY OF COMMENTS: No comments were received.



2

COMMISSION POLICY REVISION – EMPLOYEES-GENERAL-DIVERSITY AND INCLUSION

-- Presented by Jennifer Jorgensen, Secretary to the Commission, 573-751-3704.

ISSUE: On February 6, 2019, the Commission reaffirmed the EMPLOYEES – General – Diversity and Inclusion policy. A policy revision is needed to clarify responsibilities.

RECOMMEND that the Commission:

- Approve the revised policy, EMPLOYEES – General – Diversity and Inclusion, as indicated in Attachment 2.

DEPARTMENT VIEW:

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

OTHER VIEWS:

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

MHTC POLICY:

- EMPLOYEES – General – Diversity and Inclusion.

OTHER PERTINENT INFORMATION:

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

SOURCE OF FUNDING: Not applicable.



Missouri Highways and Transportation Commission Policies

Category: EMPLOYEES
Subcategory: General
Sub-Subcategory: ~~Diversity and Inclusion~~ Involvement and Connection

~~DIVERSITY AND INCLUSION~~ INVOLVEMENT AND CONNECTION

The Commission values the positive outcomes that result from a wide range of backgrounds and perspectives and charges the Director with the responsibility to put in place such policies and processes as are necessary to ensure a ~~diverse and inclusive~~ workforce that is welcoming and respectful of all employees.

Effective Date: ~~November 7, 2013~~ April 2, 2025

Supersedes Policy Dated:

Last Reaffirmed: February 6, 2019

Date of Origin: November 7, 2013

Related Commission Minutes: November 7, 2013 – Comprehensive Policy Review. February 6, 2019 – Reaffirmed during comprehensive policy review. April 2, 2025 – Revised to clarify responsibilities.



Missouri Highways and Transportation Commission Policies

Category: EMPLOYEES
Subcategory: General
Sub-Subcategory: Involvement and Connection

INVOLVEMENT AND CONNECTION

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3

REPORT AND RECOMMENDATIONS REGARDING THE ROUTE 291 MISSOURI RIVER BRIDGES PROJECT (J4P3471) IN JACKSON COUNTY, INCLUDING AUTHORITY FOR DESIGN-BUILD AND DELEGATION OF AUTHORITY

– Presented by Jeff Hardy, Kansas City Assistant District Engineer, 816-607-2282.

ISSUE: The Route 291 Missouri River Bridges in Jackson County cross over the Missouri River near Independence, Missouri. The historic northbound bridge was opened in 1949 and was originally constructed for the US 71 Highway Bypass, which was a 2-lane highway when opened. In 2001, a twin structure was constructed to the west of the original bridge to accommodate two additional lanes of traffic and convert Route 291 into a 4-lane facility. The 1949 bridge to be replaced carries northbound traffic, and the bridge built in 2001 carries southbound traffic. The northbound bridge has 2 eleven-foot lanes, with narrow shoulders, and no pedestrian accommodations. The northbound bridge is reaching the end of its useful life, and as its deterioration continues, there have been many instances over the past decade where the bridge has had to be closed for repairs. The southbound bridge is also in need of routine maintenance and repair after over 20 years of service. The purpose of this project is to replace the deficient northbound Route 291 River Bridge with a new modern river crossing that also allows for safe pedestrian crossing of the Missouri River, and to rehabilitate the southbound Route 291 River Bridge to extend its life.

Design-Build is an alternative contracting method that allows the design and construction of a project to occur under one contract. This method has been successfully utilized by MoDOT staff to design and construct major river crossings, and has been shown to save time and money on many different award winning river bridge projects across the state. The design-build contracting approach facilitates collaboration, provides opportunities for additional innovative solutions, faster construction completion, and promotes succession planning by developing MoDOT staff.

The Route 291 Missouri River Bridges Project procurement process will begin in fall 2025 with award of the project to the Best Value Proposer in winter of 2025/spring 2026. To allow the process to advance as smoothly and quickly as possible, the Chief Engineer is recommending delegation of authority for some items to the Route 291 Missouri River Bridges Project Director.

Delegation of Authority: As identified in the MHTC Policy “Delegation of Authority for Approval and Execution of Documents” and subject to the provisions therein, the Director, Chief Engineer, Chief Financial Officer, and Assistant Chief Engineer are each authorized to approve and execute documents and expend funds on behalf of the Missouri Highways and Transportation Commission as identified in the Commission’s Delegation of Authority and Execution of Documents Policy.

RECOMMEND that the Commission:

- Approve the Kansas City District Route 291 Missouri River Bridges Project as a Design-Build Project.
- Approve authority to be delegated to the Chief Engineer or his designee to approve and execute documents and expend funds on behalf of the Missouri Highways and

Transportation Commission for the following items on the Kansas City District Route 291 Missouri River Bridges Project:

- **Escrow of Bid Documents** – Approve authority to execute agreements, affidavits, and related documents and expend funds for costs associated with the escrow of bid documents on the project.
- **Agreements** – Approve authority to execute agreements with local governments including other entities for cost-share, enhancements, use of property, environmental mitigations, utilities, etc. on the project, subject to approval as to form by Chief Council’s Office (CCO) and Commission Secretary’s Office (CS) attestation.
- **Railroad Agreements** – Approve authority to execute agreements pertaining to railroads, subject to approval as to form by CCO and CS attestation.
- **Construction Change Orders** – Approve authority to approve construction change orders on the project.
- **Consultant Engineering Services** – Approve authority to execute contracts for engineering services needed subject to approval as to form by CCO and CS attestation and in keeping with the Brooks Act, 40 USC 1101 et seq. and 23 CFR 172.5 as well as Section 8.285, RSMo.
- **Other** – Approve authority to expend funds for the project, as well as approve, execute, sign and seal project specific documents.
- **Design Exceptions** – Approve authority to sign design exceptions specific to the design of the project currently delegated to the State Design Engineer and the State Bridge Engineer, subject to consultation with the department’s technical experts.
- Project changes resulting from this delegation will not exceed the cap of 2 percent over the programmed cost or those changes will be taken back to the Commission.

DEPARTMENT VIEW:

- The Kansas City District has identified the Route 291 Missouri River Bridges project in the district for replacement or rehabilitation.
- Design-Build will enable this project to be built as quickly and efficiently as possible. The flexible procurement process provides the most competition and innovation to maximize the scope with the available limited funds.

OTHER VIEWS:

- The bridges in this project are anticipated to be alternatively closed during construction with traffic managed by one lane in each direction via median crossovers to the companion open structure. MoDOT staff will work with the communities and adjacent stakeholders for mitigating impacts.
- A public meeting was held on October 22, 2024 to inform the public of the upcoming project.

MHTC POLICY:

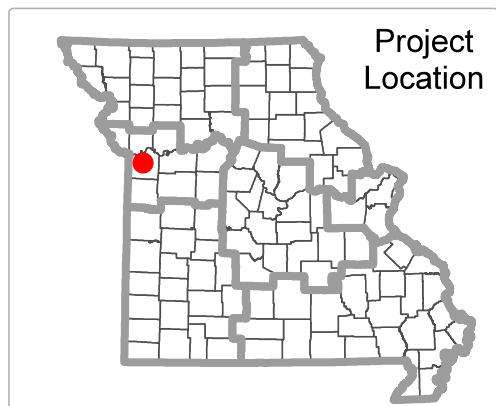
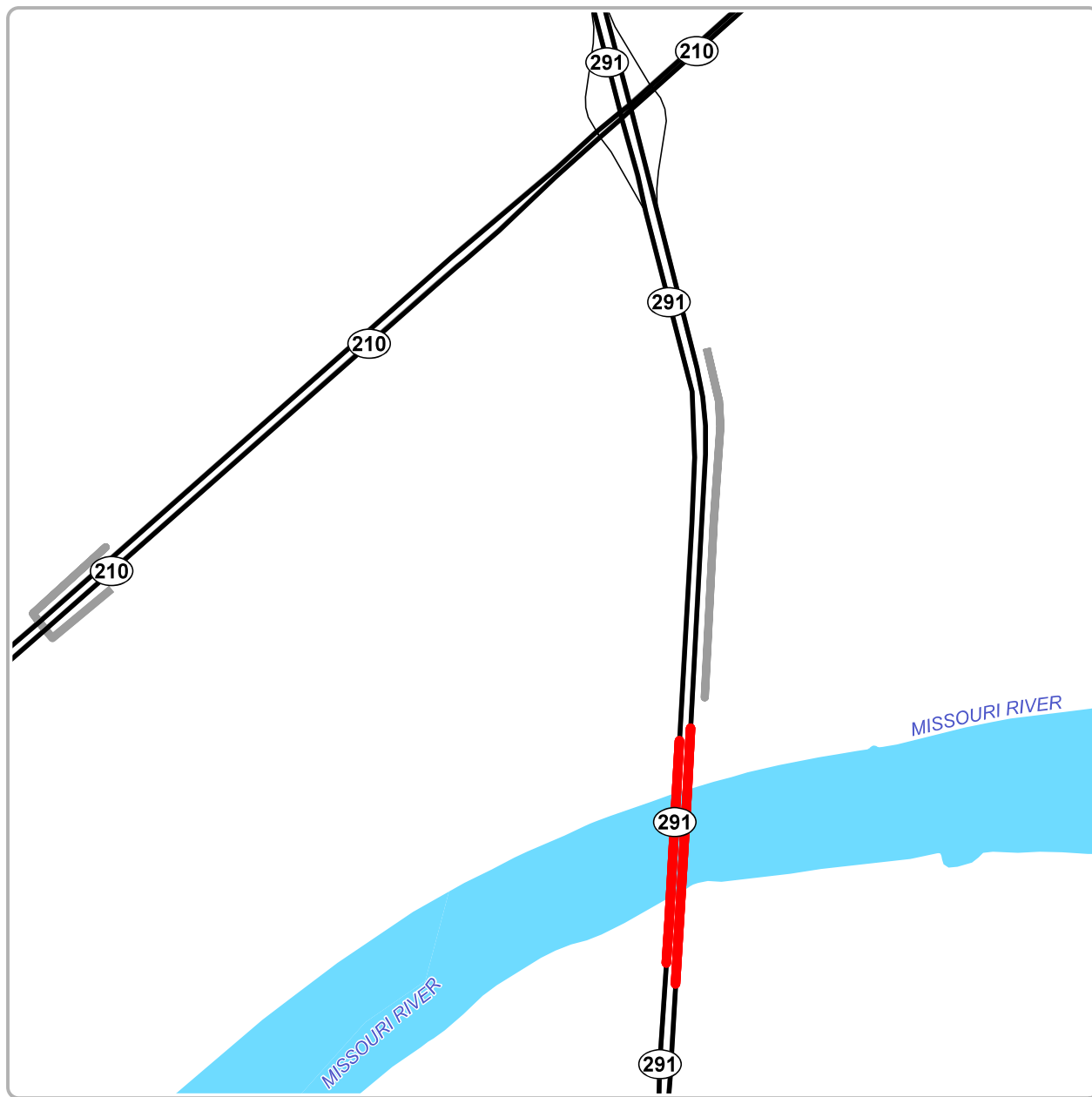
- Execution of Documents.
- Highways – Construction – Bidding Process – Escrowing Bid Documents.
- State and Local Governmental Entities – General.

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

OTHER PERTINENT INFORMATION:

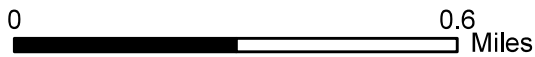
- The bridges are also known as the Liberty Bend Bridge.
- The project is adjacent to LaBenite Park, which is a popular park purchased by the City of Sugar Creek using Federal Land and Water Conservation funds.
- LaBenite Park is a popular recreational park that includes a boat ramp to the river and hosts 4th of July events. Construction of the bridge may impact access to the park.
- There are water and petroleum lines attached to the existing structure that will need to be mitigated as part of this project.
- The United States Corps of Engineers manages levees on both sides of the river near the bridges.

SOURCE OF FUNDING: Funds to accomplish this improvement have been included in the the 2025-2029 Statewide Transportation Improvement Program (STIP) in the amount of \$98.2 million. Additional funds are proposed to be committed in the 2026-2030 STIP. The project was awarded \$2 million in suballocated STP funds through the Mid America Regional Council Alternative Transportation Committee for a pedestrian path on the new northbound bridge.



 **Project Locations**

**DESIGN-BUILD DELEGATION
OF AUTHORITY FOR
J4P3471
ROUTE 291
JACKSON COUNTY**





4

APPROVAL OF PLANS FOR CONDEMNATION

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

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

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

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

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Highways – Right of Way – Acquisition.

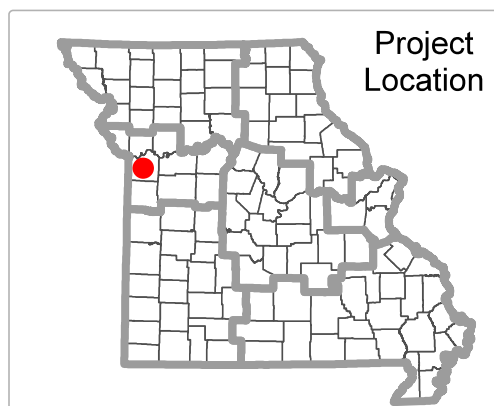
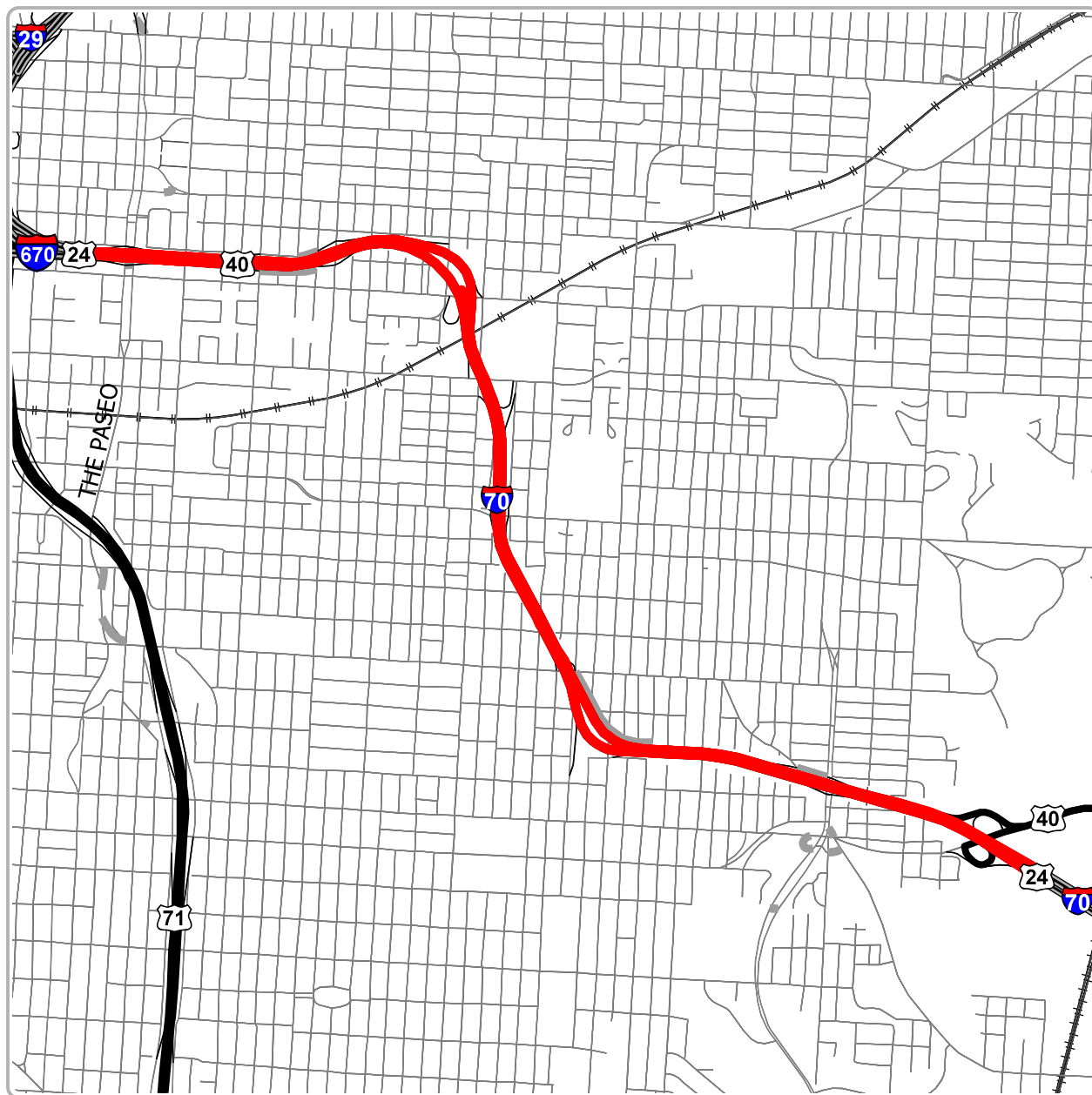
OTHER PERTINENT INFORMATION:

| <u>County</u> | <u>Route</u> | <u>Job Number</u> |
|---------------|--------------|-------------------|
| Jackson | I-70 | J4I1486D |
| St. Louis | 67 | J6P3623 |

PROJECT DESCRIPTION:

- Route I-70, Jackson County – A highway improvement project including improving safety and reliability, maintaining the serviceability of bridges and pavement, improving accessibility for the local community, and minimizing the overall traffic impacts along the corridor, together with any incidental work on the above state road from Paseo Boulevard to US 40 / 31st Street.
- Route 67, St. Louis County – A highway improvement project including resurfacing, ADA sidewalk, drainage, and guardrail, together with any incidental work on the above state road from Route AC to Missouri 367.

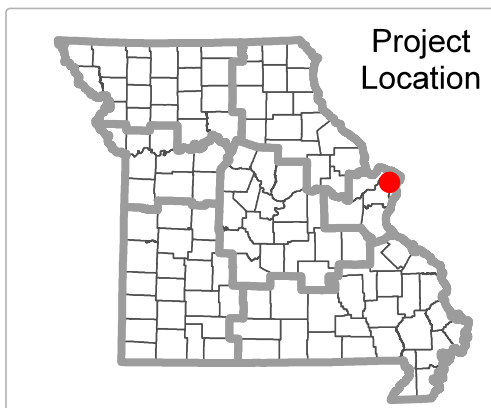
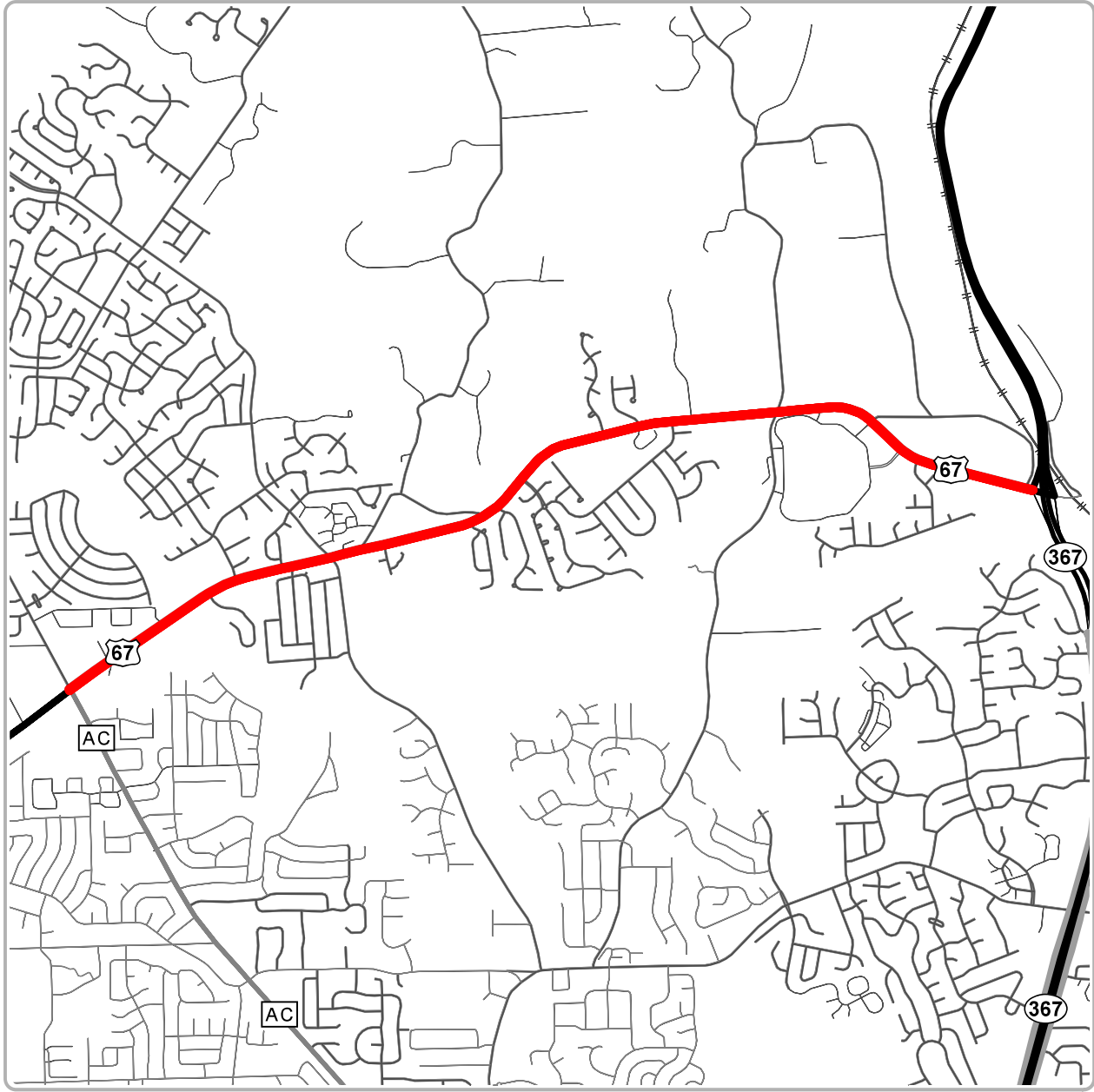
SOURCE OF FUNDING: Funding for these improvements has already been committed in the Commission approved FY2022-FY2026 Statewide Transportation Improvement Program.



Project Location

**CERTIFICATION OF
RIGHT OF WAY PLANS
J411486D
I-70
JACKSON COUNTY**





 **Project Location**

**CERTIFICATION OF
RIGHT OF WAY PLANS
J6P3623
ROUTE 67
ST. LOUIS COUNTY**





5

REQUEST FOR APPROVAL OF LOCATION AND DESIGN OF HIGHWAYS

– Presented by Eric Kopinski, Improve I-70 Program Director, 314-415-0964.

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

- **Location:** Interstate 70 from Warrenton to I-64 in Wentzville and I-64 from I-70 to Route K, Warren and St. Charles Counties.
- **Project Description:** This project will add a third lane to I-70 from Warrenton to I-64 and to I-64 from I-70 to Route K. The project will also reconstruct all mainline I-70 pavement within the project limits, reconstruct five interchanges, and make pavement repairs to I-64. This is the second project in the Improve I-70 Program. The project has a fixed cost of \$600 million.
- **Project Length:** 30 miles
- **Right of Way Type:** Fully controlled and normal access right of way.
- **Traffic:** Construction will be phased. Two lanes will remain open on I-70 and I-64 during peak hours. Ramp and bridge closures will be necessary at various locations with clearly marked detours provided. Adequate signing will be provided to control traffic flow in the area and will be augmented through public information and outreach efforts to advise motorists of the various traffic situations.
- **Hearings Held:**
Monday, February 3, 2025, 5:00 p.m. - 7:00 p.m.
Warrenton High School Commons Area
803 Pinckney Street, Warrenton, MO 63383

Thursday, February 6, 2025, 5:00 p.m. - 7:00 p.m.
Progress Park Recreation Center
968 Meyer Road, Wentzville, MO 63385

Online Hearing Held:
February 3, 2025 – March 6, 2025
- **Attendance:** 158 in person attendees of the public hearing in Warrenton
165 in person attendees of the public hearing in Wentzville
2,700 unique visitors of the online hearing (4,500 total visitors)
- **Job No.:** JST0020 and J6I3033

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- The project is the next step in the Improve I-70 Program that will improve safety and reliability, maintain the serviceability of bridges and pavement, improve accessibility for local community, and minimize overall traffic impacts along the corridor.

OTHER VIEWS:

- Public was in favor of adding a third lane to both I-70 and I-64.
- Public was in favor of reconstructing I-64/I-70/US 61 interchange in Wentzville.
- Public was in favor of reconstructing Route Z interchange in Wentzville.
- Public was in favor of reconstructing Route 47 interchange in Warrenton.
- Public was in favor of reconstructing Routes F/J/Elm interchange in Wright City to provide full access.
- Public was in favor of reconstructing Route T/W interchange in Foristell.
- Several questions were received relating to desired new access at Stracks Church Road in Warren County.
- Several questions were received concerning the function of the proposed divergabout at Route T/W in Foristell.
- Several questions and concerns were received related to the length of the construction schedule, mobility throughout the projects, and detour routes. MoDOT is committed to a robust public information campaign to provide advance notice of all stages of construction.

MHTC POLICY:

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

OTHER PERTINENT INFORMATION:

- The project does include funds from the legislatively funded Improve I-70 Program.
- The Revised Statutes of Missouri charge the Commission with the responsibility for approving roadway locations and/or designs; based on that approval, property needed for the improvement is acquired by negotiations and/or condemnation.

SOURCE OF FUNDING: Total funding for the project is \$634 million. The Design-Build contract has a not-to-exceed project cost of \$600 million. The remaining funds outside of the Design-Build contract will be used for Stipends, Contingency, Construction Engineering, and Preliminary Engineering.

Of this funding, \$394.3 million is from state funds legislatively designated for the Improve I-70 Program, \$181.4 million is from Statewide Transportation Improvement Program (STIP) projects previously programed, \$14.3 million is from the recently awarded INFRA federal grant, \$4 million is from the Economic Development Cost Share Program for the interchange at Foristell, and \$40 million is from the state Budget Stabilization Fund for an interchange and outer roads within Warren County.



1

MEDICAL AND LIFE INSURANCE PLAN: Missouri Department of Transportation and Missouri State Highway Patrol Medical and Life Insurance Plan Report

-- Presented by Brandon Denkler, Assistant to Chief Administrative Officer – Employee Health & Wellness, Medical and Life Insurance Plan Board Chairman, 573-751-7463.

ISSUE: Attached are reports that provide MoDOT and MSHP Medical and Life Insurance Plan (Plan) financial and claims data. Graphs are provided for July through December 2024 and for the most recent 5 calendar years.

RECOMMEND that the Commission:

- No action is required.

DEPARTMENT/PATROL VIEW:

- These reports are provided to update the Commission on the cost and utilization of the Plan. The Commission Policy guidelines require the Plan to provide updates on a semi-annual basis.

OTHER VIEWS:

- Employees and retirees have an interest in this information.

MHTC POLICY:

- Employees – Medical and Life Insurance – Guidelines for Board of Trustees.

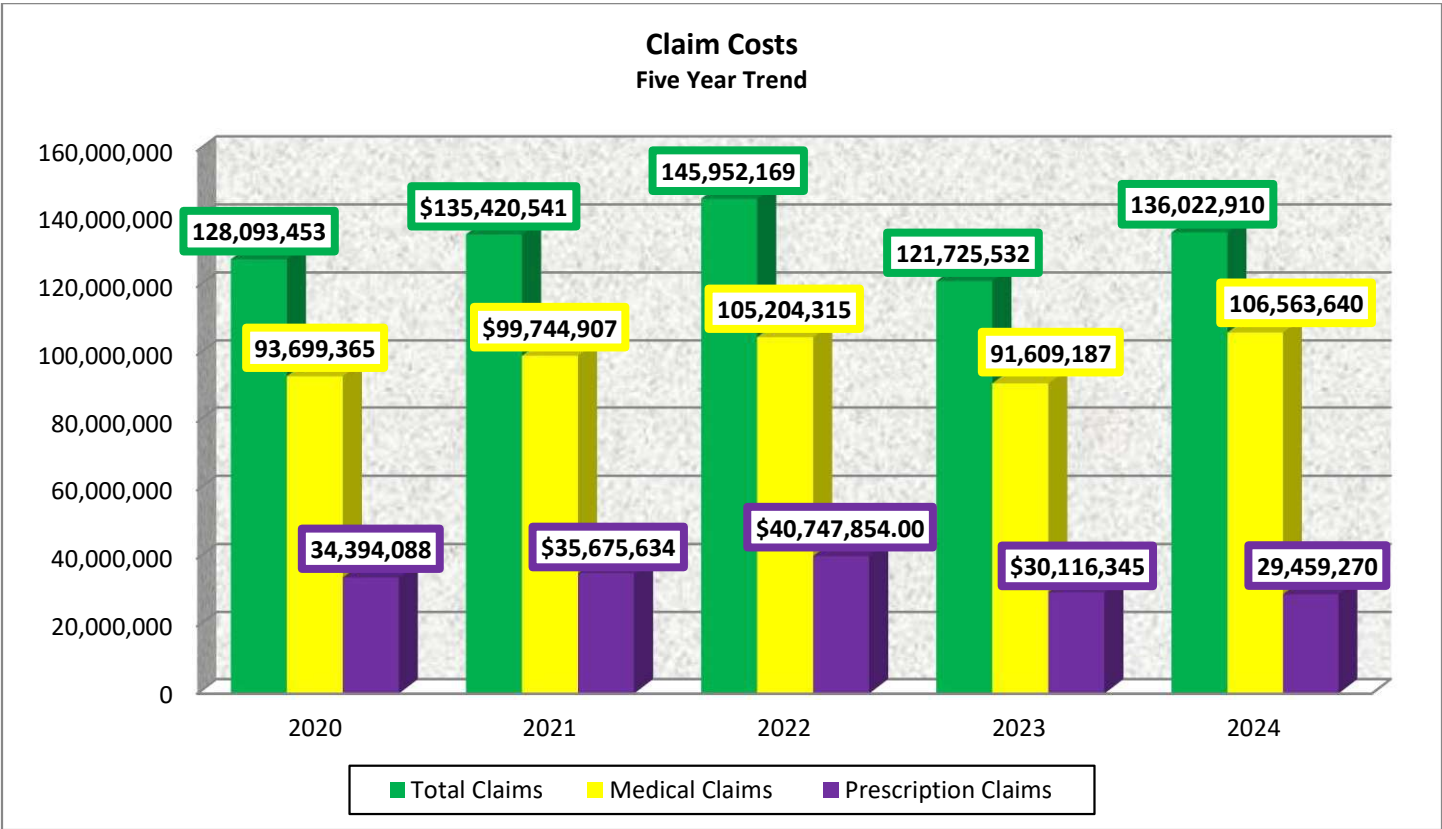
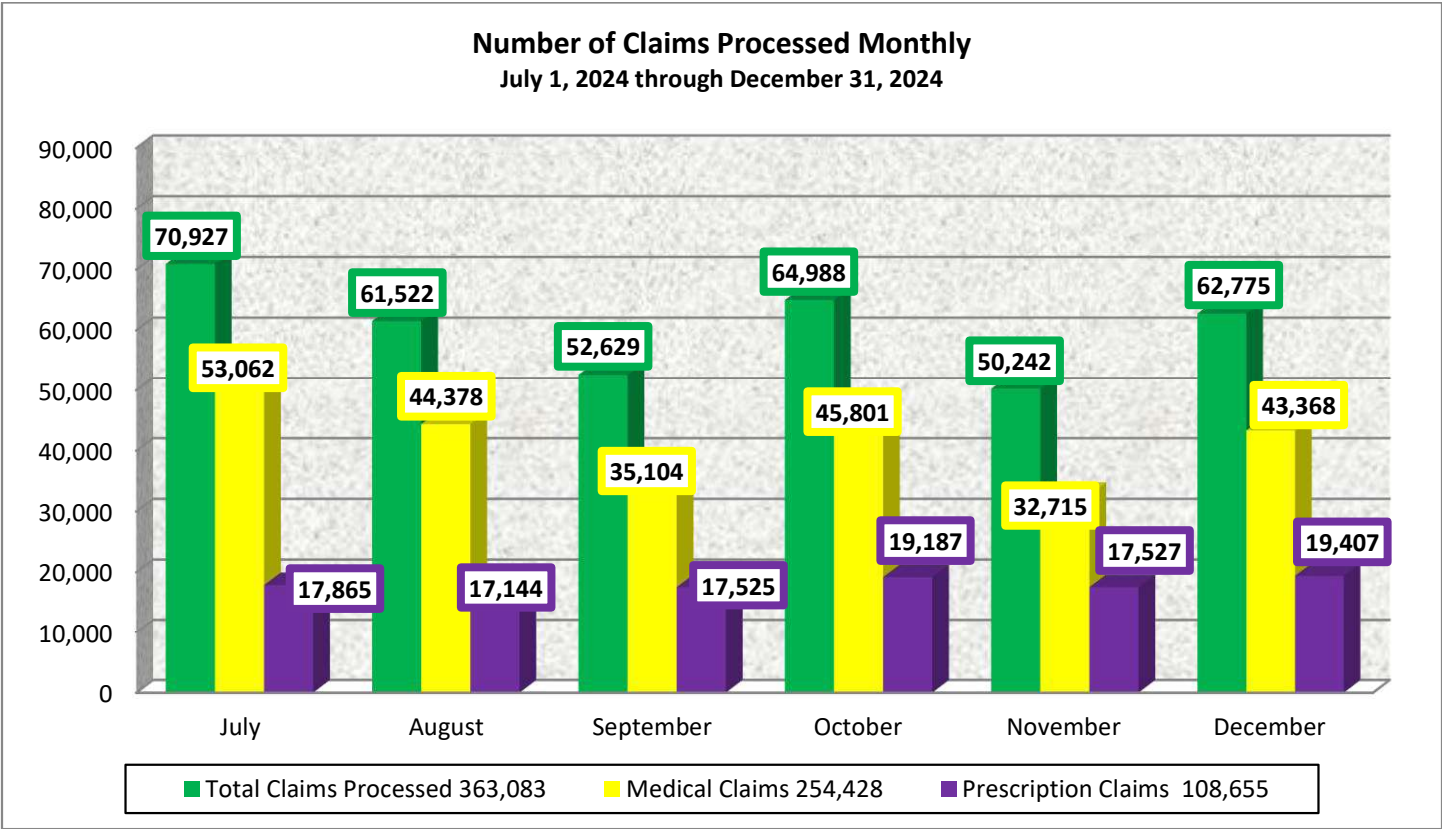
OTHER PERTINENT INFORMATION:

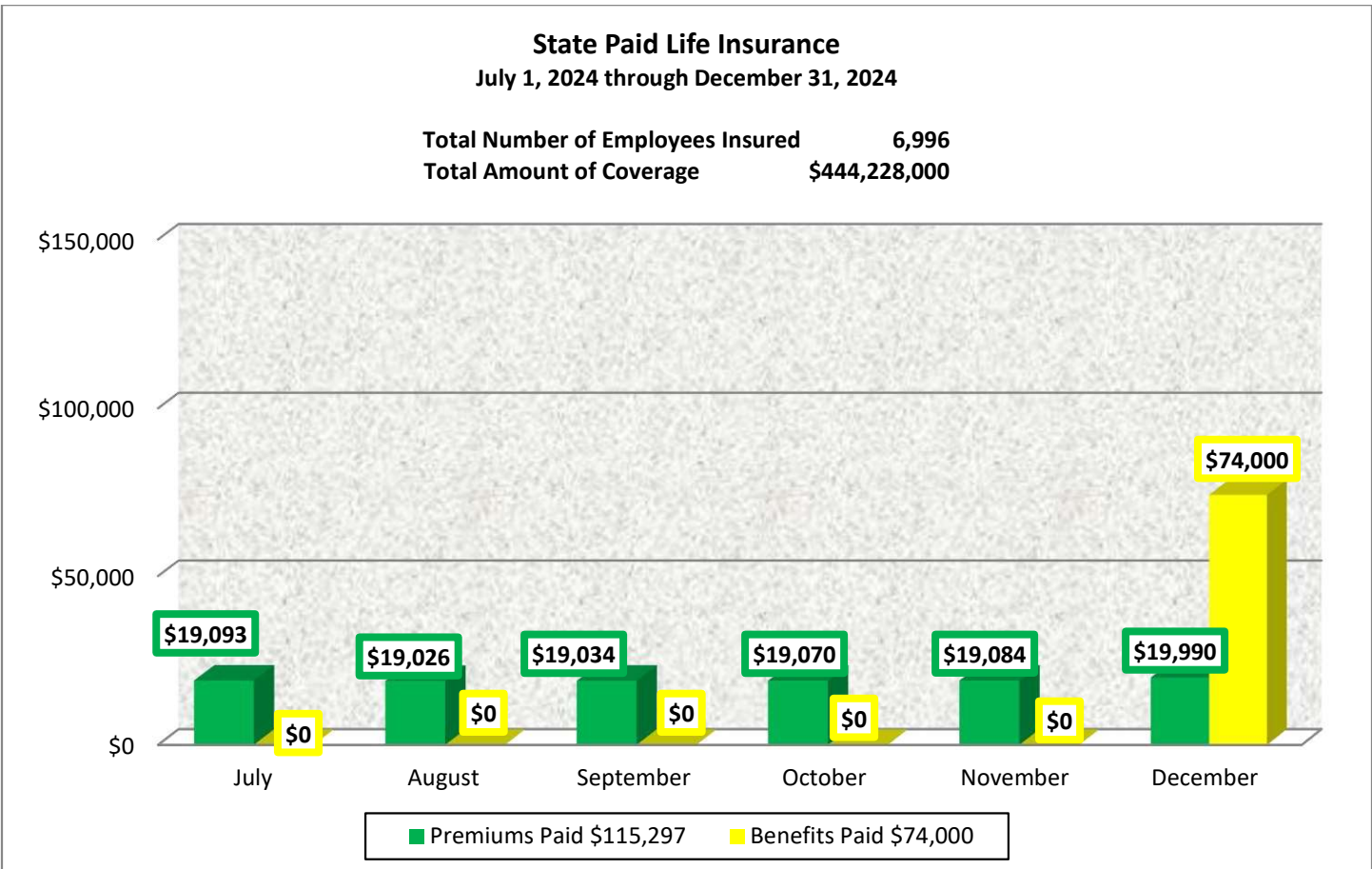
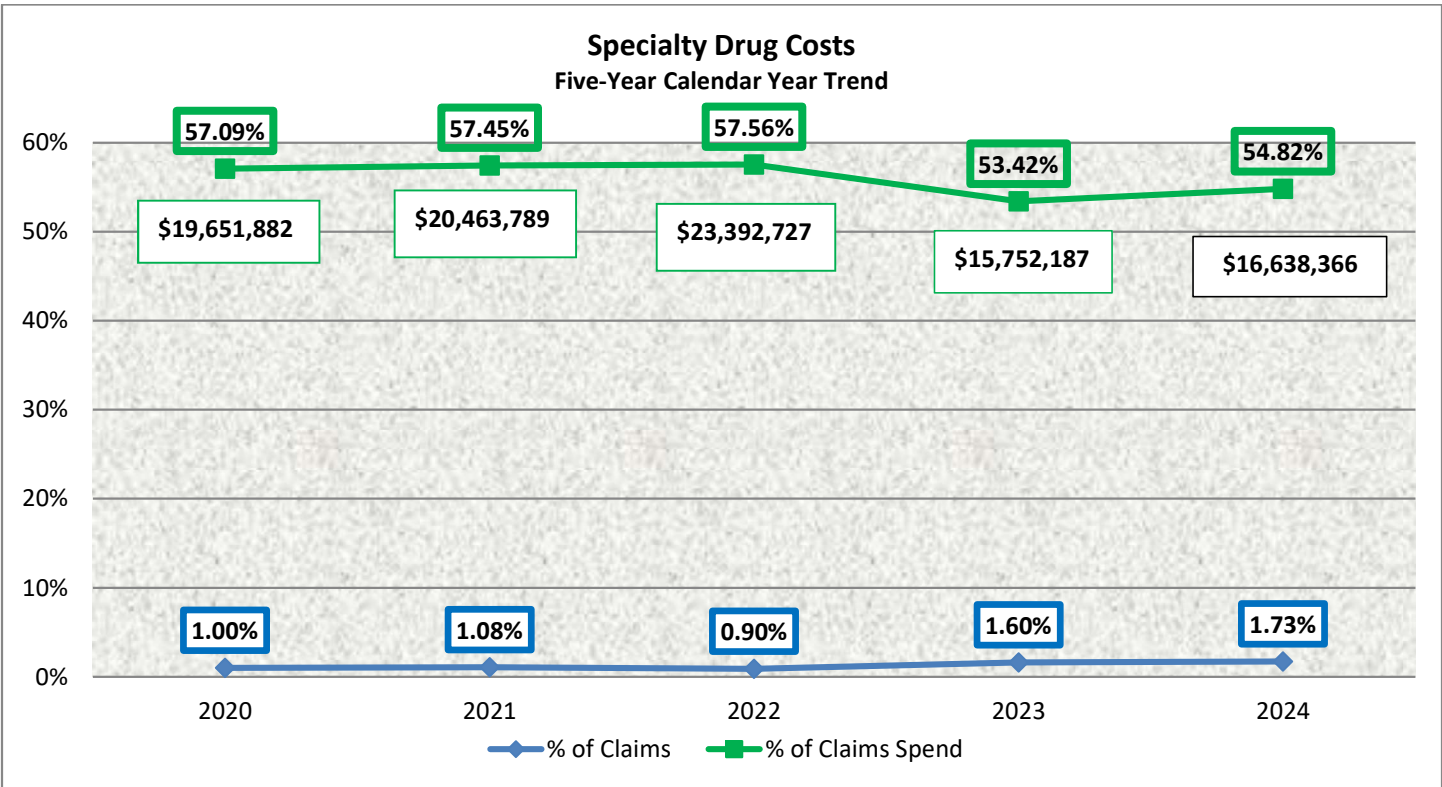
- The first chart in Attachment 1 reflects the Number of Claims Processed Monthly; there was an increase of 0.51 percent in the total number of claims processed when compared to the calendar year 2023. There was an increase of 0.93 percent in medical claims, and a decrease of 0.46 percent in pharmacy claims processed.
- The Claim Costs chart illustrates an increase of 11.7 percent in total claims expense when compared to calendar year 2023. Medical claim costs increased 16.3 percent while pharmacy claims decreased 2.2 percent when compared to 2023.
- The Specialty Drug Costs chart shows the costs in specialty has increased to 54.82 percent in calendar year 2024, while the volume continues to account for just over 1.5 percent of all pharmacy claims.
- The State Paid Life Insurance program provides a death benefit equal to the employee's annual salary (rounded up to the next thousand). If the death is work-related, this benefit is three times the employee's annual salary. This benefit is provided at no cost to the employee. For 2024, there were 7 active employee deaths (5 MoDOT employees and 2 MSHP employees).
- The Optional Life Insurance program is voluntary, and the premium is paid in full by the employee/retiree. The available life insurance is capped at six times the annual salary (rounded up to the next thousand).
- In Attachment 2, the Statements of Revenues, Expenses and Changes in Net Position, Medicare Part D Coverage Gap is a component of the Patient Protection and Affordable Care Act. The Plan covers the initial cost of prescriptions at the point of sale. The Plan

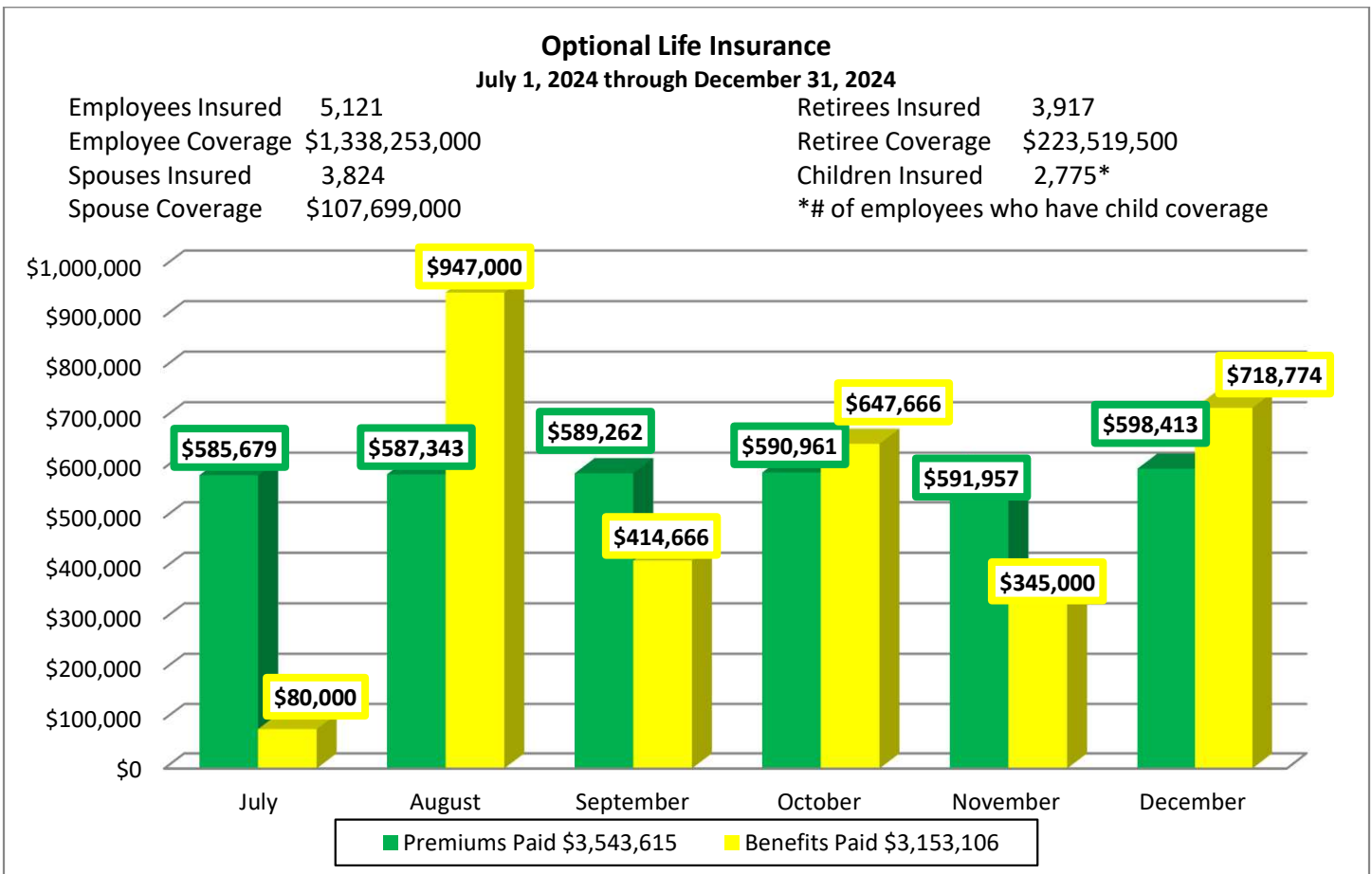
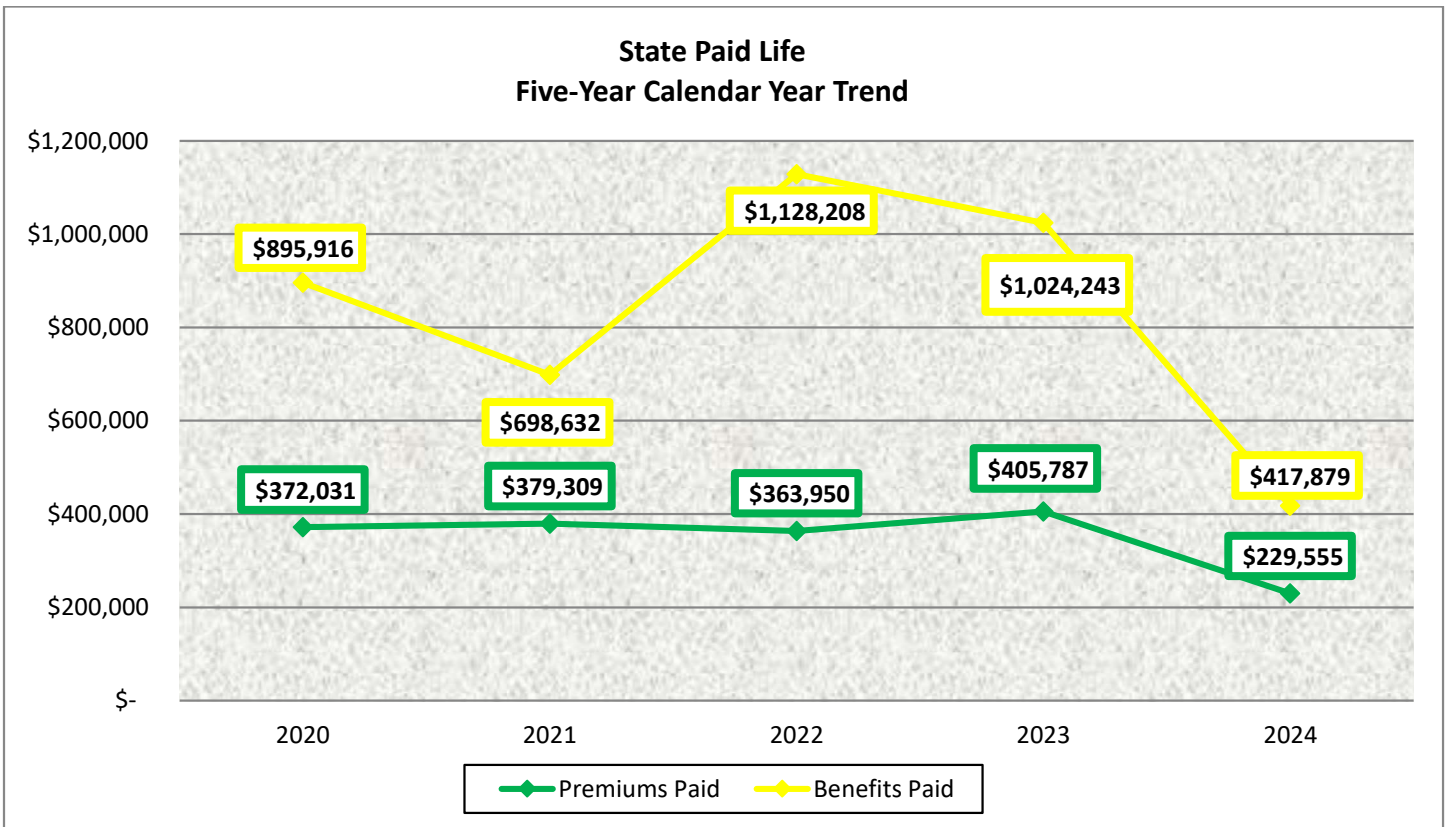
receives reimbursement from drug manufacturers. This is the reason “Medicare Part D Coverage Gap” is listed on the Plan financial statements as both a revenue and an expense.

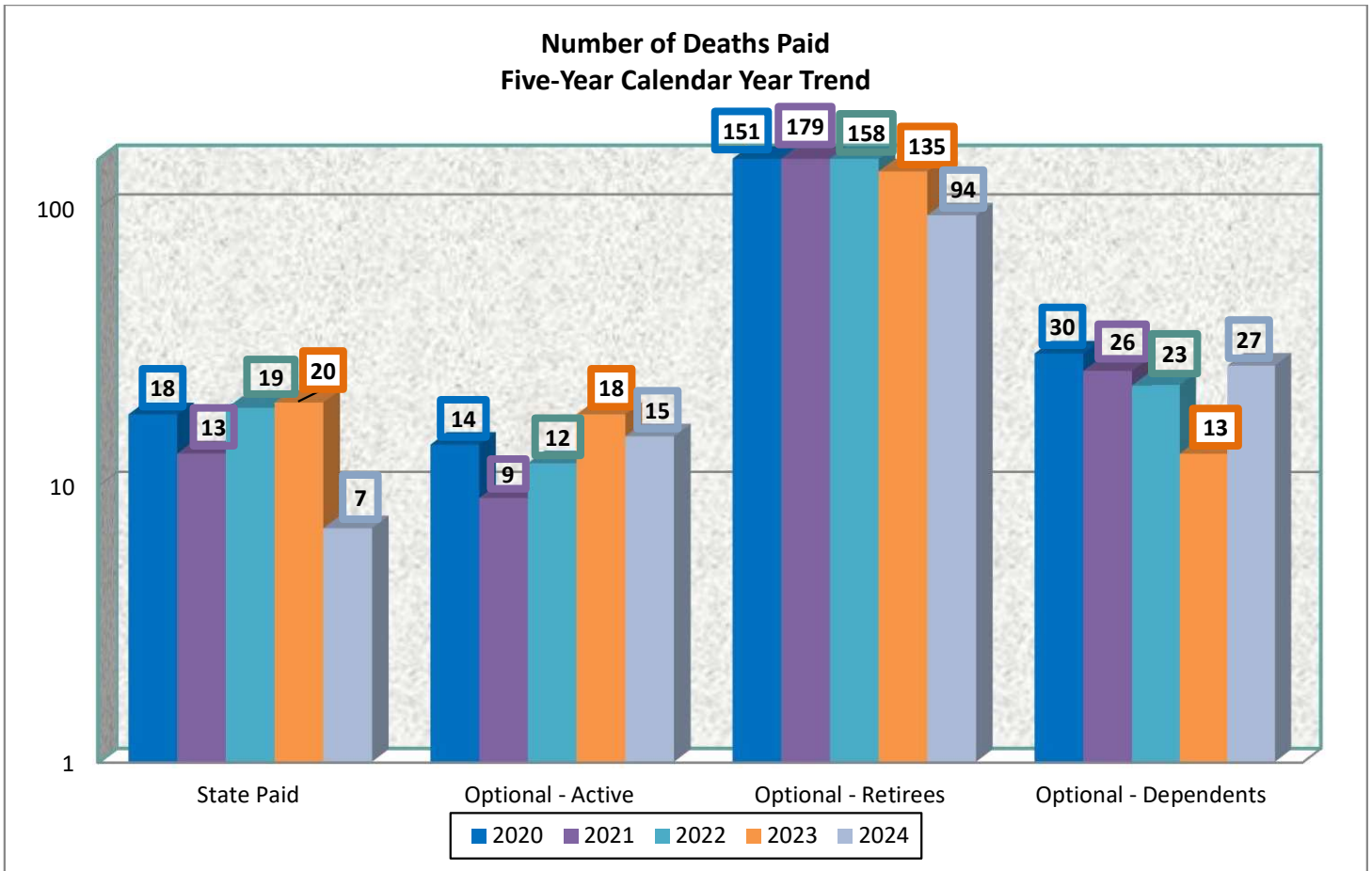
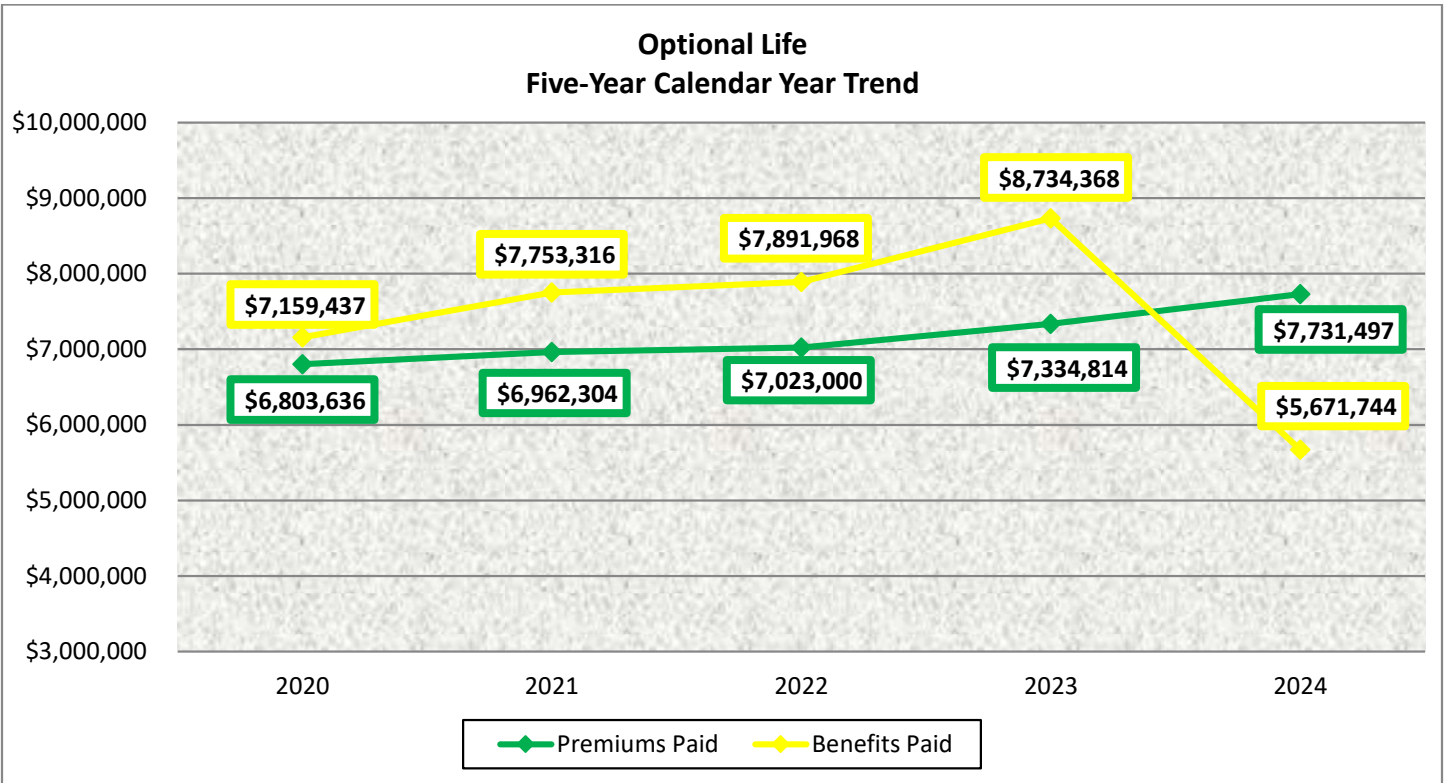
- The Total Operating Revenues increased 11.3 percent compared to 2023. This is primarily the result of there being a medical premium increase in 2024.
- The Medical Plan had a loss of \$6,991,206 in 2024, resulting in Net Position of \$27,477,819 as of December 31, 2024.

SOURCE OF FUNDING: Operating budget and member premiums.









**Statements of Net Position
December 31, 2024 and 2023**

| | <u>2024</u> | <u>2023</u> |
|---------------------------------------|---------------------|---------------------|
| ASSETS | | |
| Cash and Cash Equivalents | \$ 8,979,579 | \$ 6,160,190 |
| Investments | 33,565,793 | 40,385,933 |
| Medical Insurance Premiums Receivable | | |
| MoDOT – Member | 703 | 6,971 |
| Highway Patrol – Member | 1,699 | 2,021 |
| MoDOT – State | 1,714,199 | 1,600,757 |
| Highway Patrol – State | 690,366 | 624,245 |
| Other Receivable | --- | 1,601,975 |
| Investment Interest Receivable | <u>60,163</u> | <u>104,027</u> |
| TOTAL ASSETS | <u>45,012,502</u> | <u>50,486,119</u> |
| LIABILITIES | | |
| Unearned Revenue | | |
| MoDOT – Member | 1,479,193 | 1,489,814 |
| Highway Patrol – Member | 740,098 | 714,818 |
| MoDOT – State | 3,338,927 | 3,338,927 |
| Highway Patrol – State | 1,892,767 | 1,911,479 |
| Accounts payable | | |
| Medical Claims | 3,698 | 57,056 |
| Incurred But Not Reported Claims | <u>10,080,000</u> | <u>8,505,000</u> |
| TOTAL LIABILITIES | <u>17,534,683</u> | <u>16,017,094</u> |
| TOTAL NET POSITION | <u>\$27,477,819</u> | <u>\$34,469,025</u> |

Statements of Revenues, Expenses and Changes in Net Position
Twelve Months Ended December 31, 2024 and 2023

| | Calendar Year To Date 2024 | Calendar Year To Date 2023 |
|---|---|---|
| OPERATING REVENUES | | |
| State Premiums | | |
| Medical (Employee Plans) | \$ 75,464,357 | \$ 64,283,332 |
| Medical (Retiree Plans) | 26,796,584 | 23,984,801 |
| State Paid Life | 229,555 | 405,787 |
| Member Premiums | | |
| Medical (Employee Plans) | 15,095,240 | 14,644,426 |
| Medical (Retiree Plans) | 13,044,861 | 12,022,890 |
| Optional Life (Employee Plans) | 2,180,134 | 2,002,984 |
| Optional Life (Retiree Plans) | 5,551,363 | 5,331,830 |
| Medicare Reimbursement | 1,379,692 | 1,602,932 |
| Medicare Part D Coverage Gap | --- | 68,056 |
| Subrogation Refunds | 75,331 | 204,386 |
| Prescription Formulary Rebates | 6,260,376 | 6,632,485 |
| Other Income | --- | 574 |
| | <u>146,077,493</u> | <u>131,184,483</u> |
| OPERATING EXPENSES | | |
| State Paid Life Insurance Premiums | 229,462 | 409,190 |
| Optional Life Insurance Premiums | 7,738,004 | 7,366,874 |
| Medical Claims | 106,563,640 | 91,609,187 |
| Medicare Prescription Drug Claims | --- | 483,838 |
| Medicare Part D Coverage Gap | --- | 297 |
| Prescription Drug Claims | 29,459,270 | 29,632,507 |
| Change in Incurred But Not Reported Claims | 1,575,000 | (2,357,000) |
| Administrative Services | | |
| Allsup | 900 | 15,300 |
| Medical | 9,272,713 | 8,415,056 |
| Other | 5,430 | --- |
| Prescription Drugs | --- | 419,553 |
| Professional Fees | 396,160 | 653,623 |
| Miscellaneous | 4,830 | 27,850 |
| | <u>155,245,409</u> | <u>136,676,275</u> |
| OPERATING INCOME (LOSS) | <u>(9,167,916)</u> | <u>(5,491,792)</u> |
| NONOPERATING REVENUES (EXPENSES) | | |
| Interest Income | 1,164,396 | 1,243,677 |
| Fair Value of Investments Adjustment | 1,046,333 | 1,282,389 |
| Investment Fees | (34,019) | (42,315) |
| TOTAL NONOPERATING REVENUES (EXPENSES) | <u>2,176,710</u> | <u>2,483,751</u> |
| NET INCOME (LOSS) | (6,991,206) | (3,008,041) |
| NET POSITION, January 1 | <u>34,469,025</u> | <u>37,477,066</u> |
| NET POSITION, December 31 | <u>\$ 27,477,819</u> | <u>\$ 34,469,025</u> |



2

IMPROVE I-70 PROGRAM REPORT

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

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

MoDOT has been working on the best plan to be efficient and innovative in how the 200 miles of I-70 improvements will be delivered. As of August 2024, the Improve I-70 individual project limits have been updated and now include eight total project segments across the state. The nearly 200 miles will be broken into various contracts that will be awarded through 2027. Total completion of the corridor is anticipated by the end of 2030.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

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

OTHER VIEWS:

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

MHTC POLICY:

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

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

OTHER PERTINENT INFORMATION:

- Not applicable.

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

April Commission Report

MoDOT Improve I-70 Program

Funding Summary

With the passage of the State Fiscal Year (SFY) 2024 budget on June 30, 2023, the Missouri General Assembly allocated \$2.8 billion in state funding from the General Revenue Fund for the Improve I-70 Program. The funding is to be utilized to add a third lane and rebuild/repair the existing lanes to both eastbound and westbound I-70 from Blue Springs to Wentzville for a total project length of nearly 200 miles.

Of the \$2.8 billion in funding, \$1.4 billion is General Revenue funds with transfer authority to the State Road Fund I-70 Project Fund (SRF I-70 Project Fund) to directly pay for project costs. As MoDOT is ready to issue contracts for work on I-70, the funding is transferred into the SRF I-70 Project Fund. MoDOT and the Office of Administration executed a formal funding agreement similar to the funding agreement utilized for the Governor's Focus on Bridges Program. The remaining \$1.4 billion is for debt service payments from bonds issued by the Missouri Highways and Transportation Commission (MHTC) for the Improve I-70 Program. A maximum allocation of \$136 million per year is allocated for debt service payments. With this historic investment and the funding previously authorized by the MHTC in the Statewide Transportation Improvement Program (STIP) the Improve I-70 Program is fully funded.

In SFY 2025, the Missouri General Assembly allocated \$40 million in Budget Stabilization Funds for the costs to construct an interchange and outer road improvements along I-70 in Warren County.

MoDOT has developed a funding flow chart to demonstrate how the General Revenue, Budget Stabilization, and STIP funding will be utilized for the Improve I-70 Program projects. Additionally, the MoDOT Improve I-70 Program team produces a monthly financial report. A copy of the most recent monthly report for February 2025 is included in Appendix A.

Schedule Update

MoDOT continues to keep an aggressive schedule for the Improve I-70 Program. By only having one contract procurement at a time, it allows the department to maximize competition for each project. For each project the Improve I-70 team performs a risk assessment and project delivery determination. Based on the findings from these two exercises, MoDOT determines if Design-Build or traditional design bid build is the method of delivery. A copy of the most recent statewide schedule for the program is included in Appendix B.

Columbia to Kingdom City Project Update

The Improve I-70 Columbia to Kingdom City Project was awarded at the February 2024 Commission meeting. Even with an extreme winter the project team has been able to have a productive early spring. Paving continues in the seven miles stretch between Callaway County Routes J and M. Within the next month, the additional lane for both eastbound and westbound will be completed in this area. The project team will use these new lanes while they reconstruct the existing two eastbound lanes. The eastbound lanes are scheduled to have newly constructed pavement later this summer. In fall of this year the existing two westbound lanes between Callaway County Routes J and M will be reconstructed. By December, drivers will experience three lanes in each direction with new full depth pavement on this

section of I-70. The three lanes eastbound and three lanes westbound will be separated by a permanent concrete barrier wall.

Interchange work for the improvements at I-70 and Route 63 in Columbia is also fully underway. Multiple bridges are being constructed. Significant grading in the interchange is also taking place. Within the last week, crews have also started work for the I-70 and Route 54 interchange in Kingdom City.

In addition to the construction activities, design work for the project is scheduled to be completed in the next couple of months. This project remains on schedule and on budget.

Wentzville to Warrenton Project Update

The Improve I-70 Warrenton to Wentzville Project was awarded at the November 2024 Commission meeting; this project includes adding an additional lane on I-64 from I-70 to Route K. Shortly after the award, the project team held public meetings in Warrenton and Wentzville to outline the project details. Over 300 individuals attended the meetings in person, and countless others viewed the material online. Overall, the comments for the project were extremely positive.

The design for the project has kept an extremely aggressive schedule. Weekly the project team is reviewing hundreds of plan sheets for various plan submittals. In the field, crews have begun work with utility relocations and tree clearing throughout the project. In mid-March crews started to place temporary concrete barrier wall on I-64 between Route K and Route 364. This will allow the contractor to safely work on adding the additional lane eastbound and westbound in this segment. The additional lane is expected to be completed later this year for the four-mile section. A well-attended groundbreaking ceremony was held on Thursday, March 20, to celebrate the official start of construction. This project remains on schedule and on budget.

Blue Springs to Odessa Project Update

The Improve I-70 Blue Springs to Odessa Project shortlisted five industry teams in December 2024. Since being shortlisted, each design-build team has been meeting with MoDOT every other week for confidential technical meetings. Proposals for this project are due to MoDOT on April 18. At the Commission meeting on May 7, MoDOT's Improve I-70 team will present the recommendation for best-value proposer selection for the Commission's approval.

Public meetings for this project are expected to happen for this project later in the summer. As MoDOT confirms dates and locations for the meetings, information will be shared with the public through local media and on the Improve I-70 project website. Design and construction are expected to begin this summer. This project is still on schedule to be completed by late 2028.

Rocheport to Columbia Project Update

The next project scheduled for procurement is the Improve I-70 Rocheport to Columbia Project. MoDOT is scheduled to host an industry meeting for this project on May 1, 2025. At this meeting the project team will review the project goals, project budget, project schedule, and answer any questions industry partners might have.

Following the shortlisting of industry teams, MoDOT will hold confidential one-on-one technical meetings through late summer into fall 2025. The award of this project is still on schedule to occur by

the end of the 2025. Design work will take place throughout the winter. Public meetings for this project are expected to take place in early 2026 in Rocheport and Columbia. At these meetings, the public can learn about the details from the best value Design-Build proposal as well as speak to MoDOT and the industry partners who will be delivering the project. Construction is scheduled to start in early spring of 2026.

Appendix A – Monthly Budget Report February 2025



Improve I-70 Program Financial Summary
As of February 28, 2025
 Cash Basis (Dollars in Thousands)

| | State Road Fund (0320) | | | | I-70 Project Fund (0324) ^{1,2} | | | |
|-------------------------------------|------------------------|------------------------|------------------|---------------------|---|------------------------|------------------|---------------------|
| | Budget | Obligated ⁵ | Actual | Percentage Expended | Budget | Obligated ⁵ | Actual | Percentage Expended |
| MoDOT Staff ⁶ | \$ 29,440 | \$ 35,940 | \$ 4,795 | 16.3 % | \$ - | \$ - | \$ - | - % |
| Environmental Services - COE | 460 | 460 | 307 | 66.7 | - | - | - | - |
| Environmental Services - DNR | 100 | 100 | 8 | 8.0 | - | - | - | - |
| Right of Way | - | - | - | - | - | - | - | - |
| Consultant Contracts | 6,180 | 2,050 | 589 | 9.5 | 55,000 | 25,697 | 16,825 | 30.6 |
| Construction Contracts ⁷ | | | | | | | | |
| Blue Springs to Odessa | 42,988 | - | - | - | 25,000 | - | - | - |
| Odessa to Boonville | 9,387 | - | - | - | 468,000 | - | - | - |
| Saline County Bridges | 5,297 | 5,691 | 1,336 | 25.2 | - | - | - | - |
| Boonville to Columbia | 40,851 | - | - | - | 325,000 | - | - | - |
| Columbia to Kingdom City | 129,179 | 122,839 | 9,275 | 7.2 | - | - | - | - |
| Kingdom City to Warrenton | 22,846 | - | - | - | 510,932 | - | - | - |
| Warrenton to Wentzville | 153,894 | 153,894 | 343 | 0.2 | 16,068 | - | - | - |
| Truck Parking | 30,907 | - | - | - | - | - | - | - |
| Solar Panel Use on Right-of-Way | 9,571 | - | - | - | - | - | - | - |
| Total I-70 Disbursements | \$ 481,100 | \$ 320,974 | \$ 16,653 | 3.5 % | \$ 1,400,000 | \$ 25,697 | \$ 16,825 | 1.2 % |

¹The General Assembly appropriated \$1.4 billion to the OA I-70 Project Fund. OA transferred \$25.7 million to the State Road Fund I-70 Project Fund.

²Per Internal Revenue Services (IRS) regulations the State Road Fund I-70 Project Fund cannot be used for payment of bonds.

³The General Assembly approved \$1.4 billion in bonding authority. Bond proceeds to date is \$390.2 million.

⁴The General Assembly appropriated \$40 million for interchange and outer service road improvements in the I-70 corridor in Warren County.

⁵Funds obligated for federal advance construction funds and earmarks/grants. Conversion of advance construction federal funds must be approved by FS Director.

⁶Personal Services, Fringe Benefits, Expense and Equipment

⁷Includes State Road Fund (0320) monies committed to the Improve I-70 Program in the Statewide Transportation Improvement Program (STIP)



Improve I-70 Program Financial Summary
As of February 28, 2025
 Cash Basis (Dollars in Thousands)

| | I-70 Bond Proceeds Fund (0323) ³ | | | | Budget Stabilization Fund (0522) ⁴ | | | |
|-------------------------------------|---|------------------------|-------------------|---------------------|---|------------------------|-----------------|---------------------|
| | Budget | Obligated ⁵ | Actual | Percentage Expended | Budget | Obligated ⁵ | Actual | Percentage Expended |
| MoDOT Staff ⁶ | \$ - | \$ - | \$ - | - % | \$ - | \$ - | \$ - | - % |
| Environmental Services - COE | - | - | - | - | - | - | - | - |
| Environmental Services - DNR | - | - | - | - | - | - | - | - |
| Right of Way | 1,500 | 1,500 | 1,537 | 102.5 | - | - | - | - |
| Consultant Contracts | 36,603 | 14,025 | 7,300 | 19.9 | - | - | - | - |
| Construction Contracts ⁷ | | | | | | | | |
| Blue Springs to Odessa | 295,012 | - | - | - | - | - | - | - |
| Odessa to Boonville | 141,931 | - | - | - | - | - | - | - |
| Saline County Bridges | - | - | - | - | - | - | - | - |
| Boonville to Columbia | 250,000 | - | - | - | - | - | - | - |
| Columbia to Kingdom City | 295,660 | 287,726 | 73,446 | 24.8 | - | - | - | - |
| Kingdom City to Warrenton | 9,017 | - | - | - | - | - | - | - |
| Warrenton to Wentzville | 370,277 | 370,277 | 29,343 | 7.9 | 40,000 | 40,000 | 1,837 | 4.6 |
| Truck Parking | - | - | - | - | - | - | - | - |
| Solar Panel Use on Right-of-Way | - | - | - | - | - | - | - | - |
| Total I-70 Disbursements | \$ 1,400,000 | \$ 673,528 | \$ 111,626 | 8.0 % | \$ 40,000 | \$ 40,000 | \$ 1,837 | 4.6 % |

¹The General Assembly appropriated \$1.4 billion to the OA I-70 Project Fund. OA transferred \$25.7 million to the State Road Fund I-70 Project Fund.

²Per Internal Revenue Services (IRS) regulations the State Road Fund I-70 Project Fund cannot be used for payment of bonds.

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⁷Includes State Road Fund (0320) monies committed to the Improve I-70 Program in the Statewide Transportation Improvement Program (STIP)



Improve I-70 Program Financial Summary
As of February 28, 2025
 Cash Basis (Dollars in Thousands)

| | Total | | | Percentage Expended |
|-------------------------------------|---------------------|------------------------|-------------------|------------------------|
| | Budget | Obligated ⁵ | Actual | |
| MoDOT Staff ⁶ | \$ 29,440 | \$ 35,940 | \$ 4,795 | 16.3 % |
| Environmental Services - COE | 460 | 460 | 307 | 66.7 |
| Environmental Services - DNR | 100 | 100 | 8 | 8.0 |
| Right of Way | 1,500 | 1,500 | 1,537 | 102.5 |
| Consultant Contracts | 97,783 | 41,772 | 24,714 | 25.3 |
| Construction Contracts ⁷ | | | | |
| Blue Springs to Odessa | 363,000 | - | - | - |
| Odessa to Boonville | 619,318 | - | - | - |
| Saline County Bridges | 5,297 | 5,691 | 1,336 | 25.2 |
| Boonville to Columbia | 615,851 | - | - | - |
| Columbia to Kingdom City | 424,839 | 410,565 | 82,721 | 19.5 |
| Kingdom City to Warrenton | 542,795 | - | - | - |
| Warrenton to Wentzville | 580,239 | 564,171 | 31,523 | 5.4 |
| Truck Parking | 30,907 | - | - | - |
| Solar Panel Use on Right-of-Way | 9,571 | - | - | - |
| Total I-70 Disbursements | \$ 3,321,100 | \$ 1,060,199 | \$ 146,941 | 4.4 % |

¹The General Assembly appropriated \$1.4 billion to the OA I-70 Project Fund. OA transferred \$25.7 million to the State Road Fund I-70 Project Fund.

²Per Internal Revenue Services (IRS) regulations the State Road Fund I-70 Project Fund cannot be used for payment of bonds.

³The General Assembly approved \$1.4 billion in bonding authority. Bond proceeds to date is \$390.2 million.

⁴The General Assembly appropriated \$40 million for interchange and outer service road improvements in the I-70 corridor in Warren County.

⁵Funds obligated for federal advance construction funds and earmarks/grants. Conversion of advance construction federal funds must be approved by FS Director.

⁶Personal Services, Fringe Benefits, Expense and Equipment

⁷Includes State Road Fund (0320) monies committed to the Improve I-70 Program in the Statewide Transportation Improvement Program (STIP)

Appendix B – Current Project Schedule

| Improve I-70 - Updated Schedule | | | | | | | | | | |
|---------------------------------|-------------------------------------|------------|-----------------|---------------|-----------------------|--------------------|-------------------------------|---------------|----------------------|----------------|
| Project | Limits | Miles | GR Funds | STIP | Total | Procurement Method | Issue RFP/ Letting Process | Project Award | Completion | Duration |
| 1 | Columbia to Kingdom City | 20 | \$297m | \$123m | \$420M | DB | September 2023 | February 2024 | December 2027 | 46 Months |
| 2 | Warrenton to Wentzville | 19 | \$434m | \$210m | \$644M | DB | June 2024 | November 2024 | December 2028 | 49 Months |
| 3 | Blue Springs to Odessa | 18 | \$339m | \$28m | \$367M | DB | December 2024 | May 2025 | December 2028 | 43 Months |
| 4 | Rocheport to Columbia | 13 | \$420m | \$41m | \$461M | DB | June 2025 | November 2025 | December 2029 | 49 Months |
| 5 | Boonville to Rocheport | 12 | \$150 | \$0 | \$100M to \$150M | DBB | January 2026 | February 2026 | December 2027 | 22 Months |
| TP | Truck Parking - INFRA Grant Project | 0 | \$0 | \$0 | \$30M | DB | February 2026 | April 2026 | April 2028 | 24 Months |
| 6 | High Hill Realignment | 3 | \$70m | \$5m | \$70M to \$75M | DBB | Summer 2026 | Summer 2026 | Summer 2028 | 24 Months |
| 6 | Kingdom City to Warrenton | 47 | \$450m | \$17m | \$450M to \$500M | DB/DBB | June 2026 | November 2026 | July 2030 | 44 Months |
| 7 | Odessa to Boonville | 61 | \$680m | \$15m | \$650m to \$700m | DB/DBB | January 2027 | May 2027 | December 2030 | 43 Months |
| | Total | 193 | \$2,840m | \$439m | \$3.31 Billion | Both | - | - | December 2030 | 7 Years |



3

MoDOT BRIEFING REPORT

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

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

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

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

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

OTHER VIEWS:

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

MHTC POLICY:

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

OTHER PERTINENT INFORMATION:

- Attachment 1 is a highlight of the summary of the Reason Foundation's report ranking Missouri 9th in the nation.
- Attachment 2 is the summary report of the Reason Foundation's report ranking Missouri 9th in the nation.

SOURCE OF FUNDING: Not applicable.

Reason Foundation

28TH ANNUAL HIGHWAY REPORT SUMMARIES, March 2025

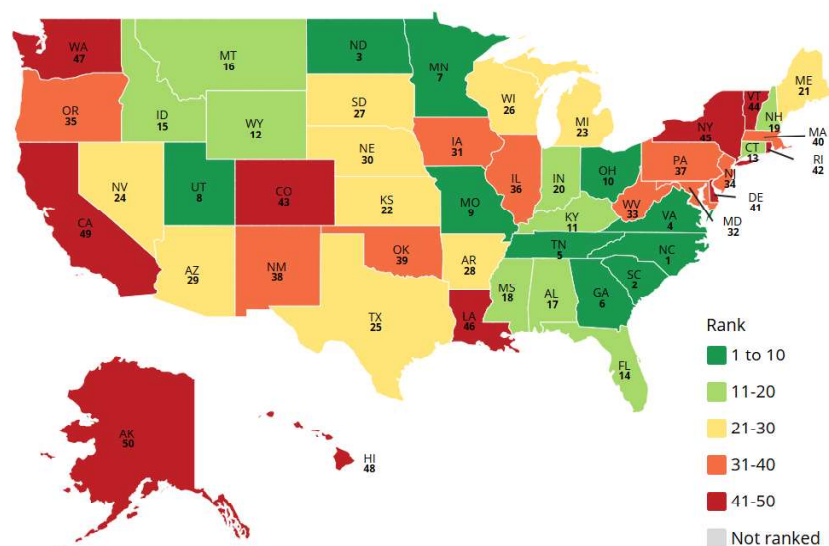
[28th Annual Highway Report - Reason Foundation](#)

Missouri Ranks 9th in the Nation in Highway Performance and Cost-Effectiveness

- Missouri’s highway system ranks 9th out of 50 states overall this year, ranked 11th in last year’s report, and was 3rd in the nation five years ago, in 2019.
- Missouri’s highway system ranks 9th in the nation in overall cost-effectiveness and condition.
- In safety and condition categories, Missouri’s highways rank 23rd in urban Interstate pavement condition, 18th in rural Interstate pavement condition, 22nd in urban arterial pavement condition, 14th in rural arterial pavement condition, 39th in structurally deficient bridges, 32nd in urban fatality rate, and 26th in rural fatality rate.
- Missouri ranks 20th out of the 50 states in traffic congestion, and its drivers spend 15 hours a year stuck in traffic congestion.
- In spending and cost-effectiveness, Missouri ranks 3rd in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Missouri ranks 27th in maintenance spending, such as the costs of repaving roads and filling in potholes. Missouri’s administrative disbursements, including office spending that doesn’t make its way to roads, ranks 5th nationwide.
- The categories in which the state improved the most from the previous report was urbanized area congestion (38th to 20th) and administrative disbursements (14th to 5th).
- Missouri worsened the most in rural Interstate pavement condition (9th to 26th).
- Compared to neighboring and nearby states, Missouri’s overall highway performance is better than Kentucky’s (11th), [Kansas](#)’ (22nd), [Arkansas](#)’ (28th), [Nebraska](#)’s (30th), Iowa’s (31st), and [Illinois](#)’ (36th).
- Comparing its overall performance to similarly populated states, Missouri ranks ahead of both [Indiana](#) (20th) and [Maryland](#) (32nd).

“In terms of improving in the road condition and performance categories, Missouri should focus on reducing maintenance and other disbursements. The state ranks in the bottom half in both categories,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the percentage of structurally deficient bridges in the state and lowering the urban fatality rate should also be priorities for Missouri, as it ranks in the bottom 20 in both of those categories.”

The following table shows the overall highway performance of the state highway systems in the 28th Annual Highway Report, primarily using data that each state directly reported to the [Federal Highway Administration](#).



MISSOURI'S RANKINGS IN THE 28TH ANNUAL HIGHWAY REPORT

| Category | Rank |
|---|------|
| Overall | 9 |
| Capital-Bridge Disbursements | 3 |
| Maintenance Disbursements | 27 |
| Administrative Disbursements | 5 |
| Other Disbursements | 27 |
| Rural Interstate Pavement Condition | 26 |
| Urban Interstate Pavement Condition | 23 |
| Rural Other Principal Arterial Pavement Condition | 14 |
| Urban Other Principal Arterial Pavement Condition | 22 |
| Urbanized Area Congestion | 20 |
| Structurally Deficient Bridges | 39 |
| Rural Fatality Rate | 26 |
| Urban Fatality Rate | 32 |
| Other Fatality Rate | 13 |

Reason Foundation's *28th Annual Highway Report* measures the condition and cost effectiveness of state-controlled highways in 13 categories, including pavement and bridge conditions, traffic fatalities, and spending. In the performance categories, ranking first implies the state has the best or lowest fatality rate and its road pavement is in the best condition. A ranking of 50th in performance categories means the state has the worst fatality rates or pavement conditions. In simplified terms, in the cost-effectiveness categories, a rank of 50 means the state spends more money, and a first-place ranking means the state spends less money than other states in that category. The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge data, and the Texas A&M Transportation Institute provides the traffic congestion data.

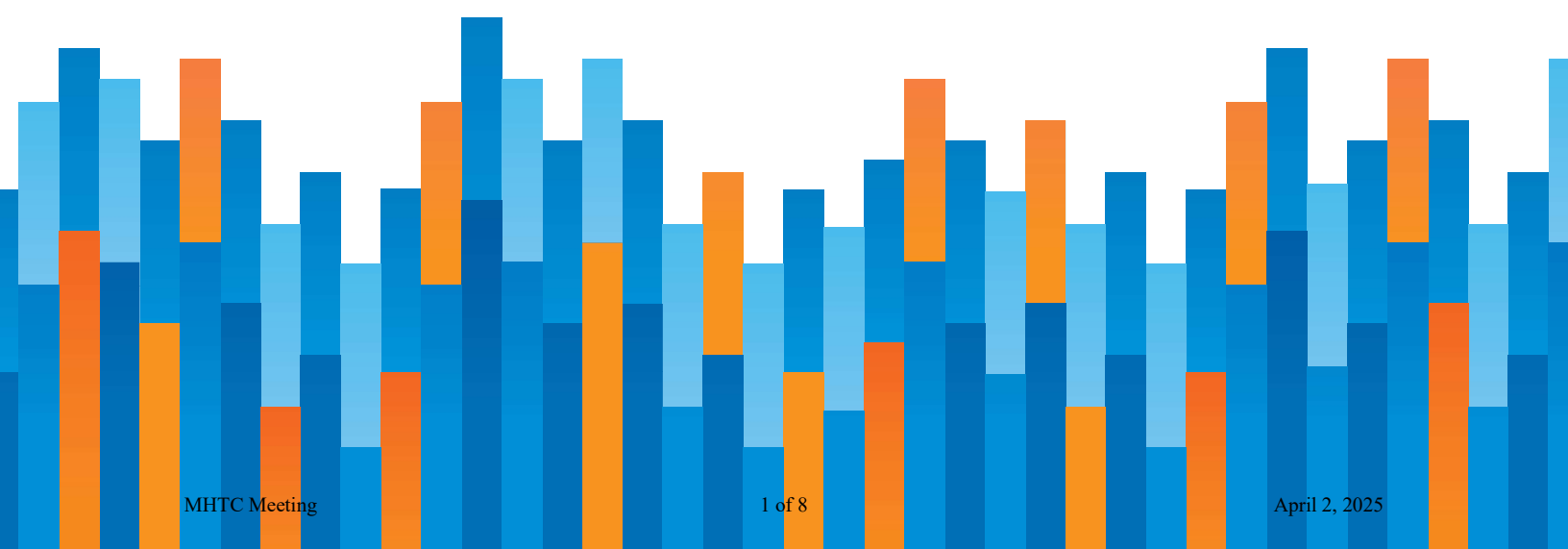


reason
FOUNDATION

28TH ANNUAL HIGHWAY REPORT SUMMARIES

by Baruch Feigenbaum, Truong Bui, Jay Derr, Thuy Nguyen,
and Nicholas Montano

March 2025





Reason Foundation’s mission is to advance a free society by developing, applying, and promoting libertarian principles, including individual liberty, free markets, and the rule of law. We use journalism and public policy research to influence the frameworks and actions of policymakers, journalists, and opinion leaders.

Reason Foundation’s nonpartisan public policy research promotes choice, competition, and a dynamic market economy as the foundation for human dignity and progress. Reason produces rigorous, peer-reviewed research and directly engages the policy process, seeking strategies that emphasize cooperation, flexibility, local knowledge, and results. Through practical and innovative approaches to complex problems, Reason seeks to change the way people think about issues, and promote policies that allow and encourage individuals and voluntary institutions to flourish.

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MISSOURI

Missouri's highway system ranks 9th in the nation in overall cost-effectiveness and condition.

According to the *Annual Highway Report* by Reason Foundation, this is a two-spot improvement from Missouri's ranking of 11th overall in the last evaluation of the condition, safety, and costs of roads and bridges in all 50 states.



In safety and condition categories, Missouri's highways rank 23rd in urban Interstate pavement condition, 26th in rural Interstate pavement condition, 22nd in urban arterial pavement condition, 14th in rural arterial pavement condition, 39th in structurally deficient bridges, 32nd in urban fatality rate, and 26th in rural fatality rate.

Missouri ranks 20th out of the 50 states in traffic congestion, and its drivers spend 15 hours a year stuck in traffic congestion.

In spending and cost-effectiveness, Missouri ranks 3rd in capital and bridge disbursements, which are the costs of building new roads and bridges and widening existing ones. Missouri ranks 27th in maintenance spending, such as the costs of repaving roads and filling in potholes. Missouri's administrative disbursements, including office spending that doesn't make its way to roads, ranks 5th nationwide.

The categories in which the state improved the most from the previous report was urbanized area congestion (38th to 20th) and administrative disbursements (14th to 5th).

Missouri worsened the most in rural Interstate pavement condition (9th to 26th).

Compared to neighboring and nearby states, Missouri's overall highway performance is better than Kentucky's (11th), Kansas' (22nd), Arkansas' (28th), Nebraska's (30th), Iowa's (31st), and Illinois' (36th).

Comparing its overall performance to similarly populated states, Missouri ranks ahead of both Indiana (20th) and Maryland (32nd).

Missouri's highway system ranks 9th out of 50 states overall this year, ranked 11th in last year's report, and was 3rd in the nation five years ago, in 2019.

“In terms of improving in the road condition and performance categories, Missouri should focus on reducing maintenance and other disbursements. The state ranks in the bottom half in both categories,” said Baruch Feigenbaum, lead author of the *28th Annual Highway Report* and senior managing director of transportation policy at Reason Foundation. “Reducing the percentage of structurally deficient bridges in the state and lowering the urban fatality rate should also be priorities for Missouri, as it ranks in the bottom 20 in both of those categories.”

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|---|------|
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The report's data are primarily information each state directly reported to the Federal Highway Administration for 2022. Better Roads and Bridges provides the deficient bridge

data, and the Texas A&M Transportation Institute provides the traffic congestion data. Please see the complete *28th Annual Highway Report* for detailed methodology and a comprehensive list of data sources.

ABOUT THE AUTHORS

Baruch Feigenbaum is the senior managing director of transportation policy at Reason Foundation, a non-profit think tank advancing free minds and free markets. Feigenbaum has a diverse background researching and implementing surface transportation policy including revenue and finance, congestion pricing, managed lanes public-private partnerships, highways operations, transit planning and operations, automated vehicles, intelligent transportation systems, and land use.

Feigenbaum has testified before Congress on funding, financing, and high-speed rail. He has appeared on NBC Nightly News and CNBC. His work has been featured in the *Washington Post* and *The Wall Street Journal*. He is a frequent contributor to the *Atlanta Journal-Constitution*.

Feigenbaum is involved with various transportation organizations. He is a member of the Transportation Research Board Managed Lanes Committee, Bus Transit Committee and Intelligent Transportation Systems Committee. He is secretary of the Bus Transit Committee and he chairs the Bus Transit Conference Subcommittee. He is a reviewer for the *Journal of the American Planning Association (JAPA)*, and a contributor to *Planetizen*.

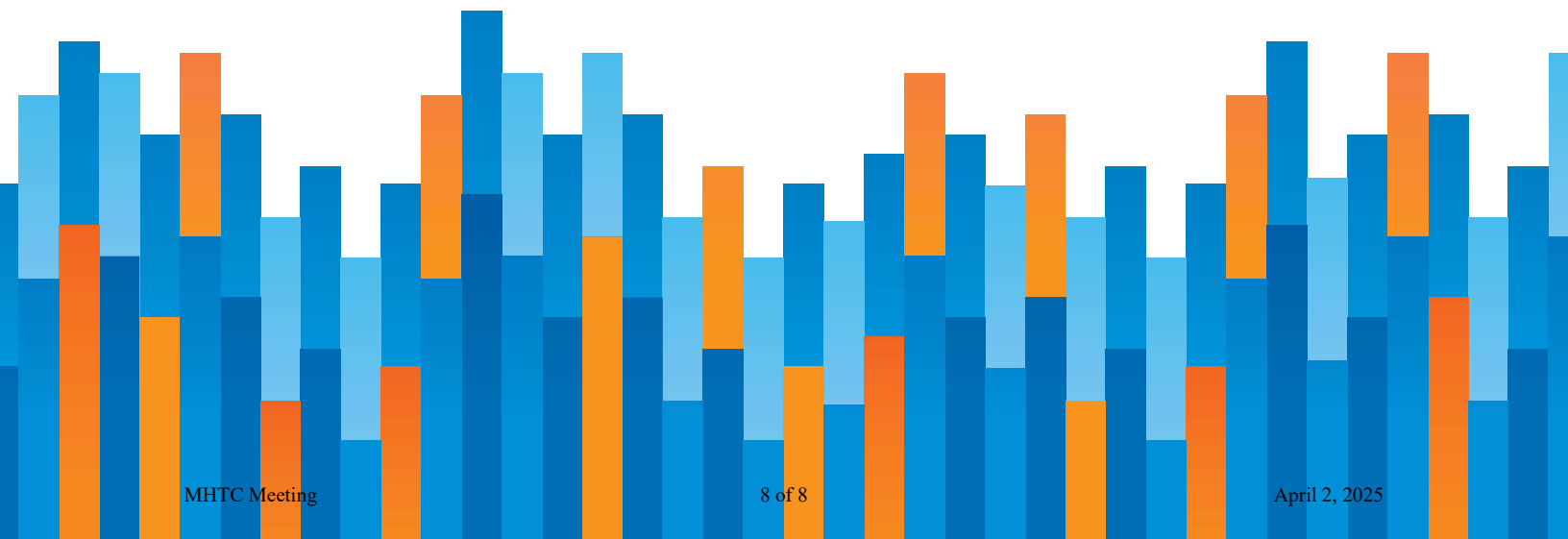
Prior to joining Reason, Feigenbaum handled transportation issues on Capitol Hill for Representative Lynn Westmoreland. He earned his master's degree in transportation planning with a focus in engineering from the Georgia Institute of Technology.

Truong Bui is director of Data Strategy and Analytics at Reason Foundation. Bui led the pension team's data and quantitative work and has contributed to numerous policy studies and data visualizations. Prior to joining Reason, Bui was a financial analyst for Thien Viet Securities, a local investment bank in Vietnam, where he specialized in business valuation and investment memo preparation. Bui graduated from RMIT University Vietnam with a bachelor's degree in commerce and received a Master of Business Administration, with an emphasis in finance, from the Drucker School of Management at Claremont Graduate University.

Jay Derr is a transportation policy associate at Reason Foundation. A Louisiana native, Derr attended Louisiana State University where he received his undergraduate degree with a major in political science and a minor in history. Prior to joining Reason, Derr began his career at the Pelican Institute for Public Policy.

Thuy Nguyen, Ph.D. is a data scientist at Reason Foundation, where she works cross-functionally with the Pension Integrity Project, government finance, and transportation teams. Prior to joining Reason, Nguyen was an editorial member at *US-Vietnam Review*, University of Oregon, following her job in development and public health advocacy in Vietnam. Nguyen holds a Ph.D. in political science from the University of Oregon, where she specializes in data science and quantitative research methods. Her doctoral project applied statistical modeling, network analysis, and text analysis. Before that, she earned a master's in public policy from The University of Tokyo, Japan.

Nicholas Montano is a transportation policy intern at Reason Foundation. Montano is an undergraduate student at Florida State University.





4

MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2025

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

ISSUE: Attached is a copy of the Financial Report for fiscal year to date February 28, 2025, with budget and prior year comparisons.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- This report is presented based on cash disbursements.
- Significant differences between the current and prior year Financial Report, Attachment 1, are described below:
 - Total MoDOT disbursements are \$128.1 million more than the same period last fiscal year. The increase is due to the net effect of increased spending in Personal Services, Fringe Benefits, Improve I-70 Program, General Assembly Designated and Funded Projects, Multimodal Program, and decreased spending in Expense and Equipment, Program Delivery Program, and Motor Carrier Refunds.
 - Personal Services and Fringe Benefits disbursements are \$18.1 million more than the same period last fiscal year due to the cost-of-living adjustments effective in July 2024 and fewer vacancies compared to the previous year.
 - Expense and Equipment disbursements are \$7.9 million less than the same period last fiscal year. The majority of the decrease is for Fleet, Facilities, and Information Systems and is due to the timing of facility projects and fleet deliveries.
 - The Program disbursements for Program Delivery decreased \$58.5 million compared to the same period last fiscal year due to the timing of contractor payments.
 - The Improve I-70 Program disbursements for Program Delivery are \$72.8 million more than the same period last fiscal year due to the project just beginning in late fiscal year 2024.
 - The General Assembly Designated and Funded Projects disbursements for Program Delivery are \$54.1 million more than the same period last fiscal year due to these projects just beginning in late fiscal year 2024.
 - The Program disbursements for Multimodal increased by \$46.9 million compared to the same period last fiscal year. The increase is due to a land acquisition for the Jefferson County Port, the delivery of transit vehicles, and the timing of reimbursement requests for aviation, transit, and rail projects.
 - The General Assembly Designated and Funded Projects disbursements for Multimodal are \$3.0 million more than the same period last fiscal year because these are new projects.
 - Motor Carrier Refunds are \$3.0 million less than the same period last fiscal year. When motor carriers purchase fuel, the price they pay includes the applicable fuel taxes. Motor carriers are assessed fuel taxes based on the state they consume the fuel. The motor carriers file a fuel tax return that shows the amount of fuel

purchased and miles traveled within each jurisdiction. The tax is then refunded to the applicable jurisdiction. The decrease in refunds can be attributed to motor carriers consuming more fuel in Missouri rather than in other states compared to the prior year.

- Attachment 2 provides a breakdown of ARPA and General Assembly Designated and Funded projects MoDOT is overseeing. The Office of Administration is responsible for making the disbursements on these projects.
- Attachment 3 provides details for the funding of the Improve I-70 Program.
- Attachment 4 provides details for the funding of the Forward 44 Program.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Financial – Budget – Operating Budget.

OTHER PERTINENT INFORMATION:

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

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



Fiscal Year 2025 Financial Summary

Eight Months Ended February 28, 2025 and 2024

Cash Basis (Dollars in Thousands)

| | Fiscal Year 2025 <u>Budget</u> | Amended Fiscal Year 2025 <u>Budget</u> | Fiscal Year 2025 <u>Actual</u> | Percentage of Budget-to- Date | Fiscal Year 2024 <u>Actual</u> |
|--|--------------------------------------|---|--------------------------------------|--|--------------------------------------|
| Administration | | | | | |
| Personal Services | \$ 23,990 | \$ 23,990 | \$ 15,087 | 62.9 % | \$ 14,240 |
| Expense and Equipment | 6,647 | 6,647 | 2,202 | 33.1 | 2,034 |
| Total Administration | <u>30,637</u> | <u>30,637</u> | <u>17,289</u> | 56.4 | <u>16,274</u> |
| Safety and Operations | | | | | |
| Personal Services | 184,778 | 184,778 | 115,763 | 62.6 | 107,477 |
| Expense and Equipment | 288,811 | 288,811 | 153,935 | 53.3 | 152,636 |
| Program | 31,001 | 31,001 | 20,527 | 66.2 | 17,728 |
| Low Volume Roads | 100,000 | 100,000 | --- | --- | --- |
| Total Safety and Operations | <u>604,590</u> | <u>604,590</u> | <u>290,225</u> | 48.0 | <u>277,841</u> |
| Program Delivery | | | | | |
| Personal Services | 95,403 | 95,403 | 57,071 | 59.8 | 53,083 |
| Expense and Equipment | 41,117 | 41,117 | 13,020 | 31.7 | 14,963 |
| Program | 2,869,313 | 2,829,313 | 1,230,293 | 43.5 | 1,288,747 |
| Improve I-70 Program | 2,800,000 | 2,800,000 | 77,781 | 2.8 | 4,939 |
| Forward 44 Program | 727,500 | 577,500 | --- | --- | --- |
| Gen. Assembly Designated/Funded Projects | 375,883 | 362,650 | 63,338 | 17.5 | 9,245 |
| Total Program Delivery | <u>6,909,216</u> | <u>6,705,983</u> | <u>1,441,503</u> | 21.5 | <u>1,370,977</u> |
| Fleet, Facilities, and Information Systems | | | | | |
| Personal Services | 14,743 | 14,743 | 9,005 | 61.1 | 8,398 |
| Expense and Equipment | 108,457 | 108,457 | 45,701 | 42.1 | 53,184 |
| Total Fleet, Facilities, and Information | <u>123,200</u> | <u>123,200</u> | <u>54,706</u> | 44.4 | <u>61,582</u> |
| Multimodal | | | | | |
| Personal Services | 3,510 | 3,277 | 1,758 | 53.6 | 1,577 |
| Expense and Equipment | 1,138 | 1,138 | 270 | 23.7 | 258 |
| Program | 334,893 | 323,825 | 112,007 | 34.6 | 65,134 |
| Railroad Grade Crossing Safety Program | 49,000 | 49,000 | 1,152 | 2.4 | 1,368 |
| Gen. Assembly Designated/Funded Projects | 62,383 | 67,283 | 3,063 | 4.6 | 30 |
| Total Multimodal | <u>450,924</u> | <u>444,523</u> | <u>118,250</u> | 26.6 | <u>68,367</u> |
| Fringe Benefits | | | | | |
| Retirement and Long-Term Disability | 188,102 | 187,967 | 100,329 | 53.4 | 103,443 |
| Medical, Life Insurance, and EAP | 58,568 | 58,531 | 35,130 | 60.0 | 30,213 |
| Retiree Medical Insurance | 20,240 | 20,240 | 12,840 | 63.4 | 11,653 |
| Workers' Compensation | 9,227 | 9,227 | 6,000 | 65.0 | 6,000 |
| Other Fringe Benefits ¹ | 28,941 | 28,941 | 17,128 | 59.2 | 15,974 |
| Total Fringe Benefits | <u>305,078</u> | <u>304,906</u> | <u>171,427</u> | 56.2 | <u>167,283</u> |
| Subtotal MoDOT Disbursements | <u>8,423,645</u> | <u>8,213,839</u> | <u>2,093,400</u> | <u>25.5</u> | <u>1,962,324</u> |
| Motor Carrier Refunds | 41,000 | 41,000 | 15,357 | 37.5 | 18,370 |
| Total MoDOT Disbursements | <u>\$ 8,464,645</u> | <u>\$ 8,254,839</u> | <u>\$ 2,108,757</u> | <u>25.5 %</u> | <u>\$ 1,980,694</u> |

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



Fiscal Year 2025 Financial Summary
ARPA¹ of 2021 and General Assembly
Designated and Funded Projects²
Eight Months Ended February 28, 2025 and 2024
Cash Basis (Dollars in Thousands)

| | Fiscal Year 2025 <u>Budget⁴</u> | Amended Fiscal Year 2025 <u>Budget⁵</u> | Fiscal Year 2025 <u>Actual</u> | Percentage of Budget-to- Date | Fiscal Year 2024 <u>Actual</u> |
|---|---|---|---|--|---|
| Projects³ | | | | | |
| Waste Water Improvements ¹ | \$ 7,829 | \$ 7,829 | \$ 1,494 | 19.1 % | \$ 262 |
| Kirkwood Historic Train Station ¹ | 2,390 | 2,390 | 2,350 | 98.3 | 110 |
| Carrolton Amtrak Station ¹ | 1,000 | 1,000 | 36 | 3.6 | --- |
| Washington County Airport ¹ | 1,000 | 1,000 | --- | --- | --- |
| Buffalo Municipal Airport ¹ | 687 | 687 | --- | --- | --- |
| Port Capital Improvement Projects ¹ | 13,583 | 13,583 | 3,517 | 25.9 | 6,552 |
| New Madrid County Port Authority ¹ | 3,570 | 3,570 | 670 | 18.8 | 1,430 |
| Elderly and Disabled Transit Assistant ¹ | 6,000 | 6,000 | --- | --- | --- |
| Lambert Airport Terminal Improvements ² | 7,000 | --- | --- | --- | --- |
| Highway 76 Road Improvements in Branson ² | 6,200 | 6,200 | --- | --- | --- |
| West Plains Regional Airport Perimeter Fence ² | 1,500 | --- | --- | --- | --- |
| I-35, I-29, and US 169 Road Improvements ² | 53,000 | 30,000 | --- | --- | --- |
| St. Joseph Facility Road Improvements ² | 750 | --- | --- | --- | --- |
| Total Disbursements | \$ <u>104,509</u> | \$ <u>72,259</u> | \$ <u>8,067</u> | <u>11.2</u> % | \$ <u>8,354</u> |

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

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

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

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

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



Fiscal Year 2025 Financial Summary
Improve I-70 Program
Eight Months Ended February 28, 2025
Cash Basis (Dollars in Thousands)

| | <u>Budget</u> | <u>Bond Proceeds To Date</u> | <u>Prior Fiscal Year Disbursements</u> | <u>Fiscal Year 2025 Disbursements</u> | <u>Remaining</u> |
|------------------------------|---------------|------------------------------|--|---------------------------------------|------------------|
| <u>Bonding</u> | | | | | |
| I-70 Bonds | \$ 1,400,000 | \$ 390,204 | N/A | N/A | \$ 1,009,796 |
| I-70 Construction from Bonds | | \$ 390,204 | \$ 39,325 | \$ 72,301 | \$ 278,578 |

| | <u>Budget</u> | <u>Transfers To Date</u> | <u>Prior Fiscal Year Disbursements</u> | <u>Fiscal Year 2025 Disbursements</u> | <u>Remaining</u> |
|---|---------------|--------------------------|--|---------------------------------------|------------------|
| <u>Cash</u> | | | | | |
| OA I-70 Project | \$ 1,400,000 | \$ (25,697) | N/A | N/A | \$ 1,374,303 |
| I-70 Construction from General Revenue Transfer | | \$ 25,697 | \$ 11,345 | \$ 5,480 | \$ 8,872 |



Fiscal Year 2025 Financial Summary
Forward 44 Program
Eight Months Ended February 28, 2025
Cash Basis (Dollars in Thousands)

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

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



5

CONSULTANT SERVICES CONTRACT REPORT

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

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

RECOMMEND that the Commission:

- This report is informational and requires no action.

DEPARTMENT VIEW:

- Fiscal Year 2025 DBC Budget Status as of March 1, 2025:
Budgeted: \$110 million
Expenditures: \$85.2 million
- Attachment 1 (DBC Budget Contracts Only) This attachment shows the active contracts held by individual engineering consultant firms prior to March 1, 2025. The table indicates the number of contracts held by each consultant, the total value of the contracts and the unexpended contract costs for each consultant. The firms certified as Disadvantaged Business Enterprises (DBE) are noted and include both minorities owned and women owned consultant business enterprises.
- Attachment 2 Indicates new contracts executed between February 1-28, 2025.

OTHER VIEWS:

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

MHTC POLICY:

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

OTHER PERTINENT INFORMATION:

- Not applicable.

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

| Engineering Consultant Services Contracts Utilizing the DBC Budget Active Contracts Prior to March 1, 2025 | | | | |
|---|------------------------------|------------------------------------|------------------------------------|-------------------------------------|
| Consultant | DBE Firm Y/N? | Number of Contracts | Total Contract Cost | Unexpended Contract Cost |
| Crawford, Murphy & Tilly (CMT) | N | 47 | \$46,134,232.00 | \$38,796,846.00 |
| Wilson & Company | N | 22 | \$32,351,765.00 | \$23,945,683.00 |
| HDR | N | 29 | \$29,258,135.00 | \$12,396,093.00 |
| Garver LLC | N | 23 | \$24,185,262.00 | \$11,697,381.00 |
| George Butler Associates, Inc. (GBA) | N | 24 | \$22,858,468.00 | \$13,402,826.00 |
| TREKK Design Group, LLC | Y | 19 | \$20,522,113.00 | \$7,372,814.00 |
| WSP USA Inc. | N | 15 | \$19,092,423.00 | \$1,552,637.00 |
| Burns & McDonnell | N | 14 | \$18,743,655.00 | \$11,190,113.00 |
| Olsson Assoc. | N | 29 | \$18,340,834.00 | \$9,755,750.00 |
| Bartlett & West | N | 41 | \$17,952,711.00 | \$8,280,857.00 |
| HNTB | N | 29 | \$17,264,045.00 | \$11,084,110.00 |
| HR Green, Inc. | N | 21 | \$15,053,154.00 | \$5,170,147.00 |
| CDM Smith | N | 2 | \$14,556,462.00 | \$5,367,008.00 |
| Jacobs Engineering Group | N | 7 | \$13,801,943.00 | \$12,247,953.00 |
| EFK Moen | Y | 33 | \$12,271,129.00 | \$2,565,706.00 |
| HG Consult, Inc. | Y | 6 | \$10,431,798.00 | \$9,643,256.00 |
| Kapsch TrafficCom USA, Inc. | N | 1 | \$9,763,797.00 | \$9,763,797.00 |
| Oates Associates, Inc. | N | 10 | \$9,142,817.00 | \$4,202,813.00 |
| Horner & Shifrin, Inc. | N | 18 | \$8,896,113.00 | \$6,531,935.00 |
| AECOM Technical Services, Inc. | N | 5 | \$8,108,742.00 | \$8,050,968.00 |
| Thouvenot, Wade & Moerchen, Inc. | N | 7 | \$7,142,547.00 | \$675,031.00 |
| Bacon Farmer Workman Engineering & Testing | N | 16 | \$5,053,723.00 | \$2,201,178.00 |
| Hanson Professional Services, Inc. | N | 5 | \$4,935,953.00 | \$1,757,740.00 |
| Gonzalez Companies, LLC | Y | 10 | \$4,822,035.00 | \$2,301,282.00 |
| Engineering Design Source Inc. (EDSI) | Y | 3 | \$4,501,378.00 | \$4,252,974.00 |
| TranSystems | N | 9 | \$4,426,996.00 | \$2,719,506.00 |
| Civil Design | Y | 7 | \$4,244,532.00 | \$1,002,988.00 |
| Alfred Benesch and Company | N | 7 | \$4,225,541.00 | \$777,534.00 |
| Veenstra & Kim | N | 16 | \$4,130,975.00 | \$1,673,189.00 |
| Transcore ITS, LLC | N | 4 | \$3,948,254.00 | \$3,948,254.00 |
| Lochmueller Group | N | 12 | \$3,636,846.00 | \$1,668,980.00 |
| Hanson Professional Services, Inc. | N | 4 | \$3,390,179.00 | \$1,702,101.00 |
| Klingner & Associates, P.C. | N | 10 | \$3,346,902.00 | \$1,574,213.00 |
| Kimley-Horn and Associates | N | 5 | \$2,976,258.00 | \$1,811,400.00 |

| Consultant | DBE Firm Y/N? | Number of Contracts | Total Contract Cost | Unexpended Contract Cost |
|---|----------------------|----------------------------|----------------------------|---------------------------------|
| OWN, Inc. | N | 5 | \$2,817,147.00 | \$1,083,281.00 |
| CDG Engineers | N | 5 | \$2,633,042.00 | \$1,584,824.00 |
| Modjeski and Masters, Inc. | N | 2 | \$1,986,968.00 | \$604,709.00 |
| Affinis | N | 3 | \$1,963,341.00 | \$1,185,455.00 |
| Anderson Engineering | N | 6 | \$1,927,277.00 | \$1,266,437.00 |
| EXP U.S. Services, Inc. | N | 1 | \$1,310,861.00 | \$684,115.00 |
| George L. Crawford & Associates dba CBB | N | 6 | \$1,262,685.00 | \$1,192,562.00 |
| Parsons Transportation Group | N | 1 | \$1,215,898.00 | \$1,215,898.00 |
| Powell & Assoc. | N | 2 | \$1,022,258.00 | \$667,653.00 |
| HW Lochner | N | 4 | \$999,496.00 | \$122,895.00 |
| CASCO Diversified Corporation | N | 8 | \$888,780.00 | \$888,780.00 |
| Wood Environment & Infrastructure Solutions | N | 1 | \$771,031.00 | \$269,085.00 |
| Access Engineering, LLC | Y | 2 | \$745,758.00 | \$745,758.00 |
| Prairie Engineers P.C. | Y | 10 | \$695,672.00 | \$250,587.00 |
| Quigg Engineering, Inc. | Y | 5 | \$548,884.00 | \$122,361.00 |
| R. Hitt Consulting, LLC | N | 1 | \$453,886.00 | \$453,886.00 |
| Pickering Firm, Inc. | N | 5 | \$377,170.00 | \$187,507.00 |
| SCI Engineering, Inc. | N | 5 | \$344,262.00 | \$186,964.00 |
| Engineering Surveys & Services, LLC | N | 2 | \$322,859.00 | \$211,468.00 |
| Terracon Consultants, Inc. | N | 2 | \$320,694.00 | \$192,396.00 |
| Powell CWM, Inc. | N | 2 | \$278,411.00 | \$142,240.00 |
| Renaissance Infrastructure Consulting, Inc. | N | 2 | \$270,562.00 | \$70,027.00 |
| Cook, Flatt & Strobel Engineers, P.A. | N | 4 | \$255,616.00 | \$255,616.00 |
| Hutchison Engineering, Inc. | N | 2 | \$254,412.00 | \$208,761.00 |
| GeoEngineers | N | 3 | \$224,798.00 | \$99,979.00 |
| All Civil Engineering, LLC | N | 2 | \$220,862.00 | \$216,392.00 |
| EcoAnalysts, Inc. | N | 1 | \$203,654.00 | \$203,654.00 |
| Parsons Brinkerhoff | N | 1 | \$199,653.00 | \$22,333.00 |
| Cole & Assoc. | N | 1 | \$198,987.00 | \$1,001.00 |
| CB Engineering dba Cochran | N | 1 | \$194,548.00 | \$156,144.00 |
| Midland Surveying | N | 4 | \$157,719.00 | \$157,719.00 |
| ABNA Engineering, Inc. | Y | 1 | \$136,535.00 | \$51,791.00 |
| CB Engineering, Inc. dba Cochran | N | 1 | \$128,273.00 | \$128,273.00 |
| West Engineers, Inc. | N | 1 | \$117,619.00 | \$7,815.00 |
| Toth & Associates, Inc. | N | 1 | \$114,182.00 | \$114,182.00 |
| Geotechnology, Inc. | N | 2 | \$108,636.00 | \$54,518.00 |
| S.H. Smith & Co. Inc. (dba Smith & Co.) | N | 1 | \$99,705.00 | \$10,042.00 |
| Farnsworth Group Inc. | N | 3 | \$94,399.00 | \$40,023.00 |
| Geotechnology | N | 2 | \$82,932.00 | \$29,451.00 |

| Consultant | DBE Firm Y/N? | Number of Contracts | Total Contract Cost | Unexpended Contract Cost |
|---|----------------------|----------------------------|----------------------------|---------------------------------|
| Golder Associates Inc. | N | 1 | \$82,523.00 | \$118.00 |
| St. Charles Engineering & Surveying, Inc. | N | 1 | \$71,651.00 | \$71,651.00 |
| Surveying and Mapping, LLC | N | 3 | \$70,956.00 | \$45,221.00 |
| Merge Midwest Engineering | N | 2 | \$61,346.00 | \$206.00 |
| HS Smith and Company | | 1 | \$56,479.00 | \$6,198.00 |
| Bowlby & Assoc. | N | 2 | \$49,745.00 | \$4,415.00 |
| Poepping, Stone, Bach & Associates, Inc. | N | 1 | \$45,975.00 | \$45,975.00 |
| Custom Engineering Inc. | Y | 1 | \$21,415.00 | \$507.00 |
| Allstate Consulting LLC | N | 1 | \$11,400.00 | \$4,054.00 |
| Kaskaskia Engineering | Y | 1 | \$9,348.00 | \$62.00 |
| Totals | | 611 | \$455,942,027.00 | \$256,350,052.00 |

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

| Consultant | DBE Firm Y/N? | Number of Contracts | Current Budget Amount | Available Budget Amount |
|---|----------------------|----------------------------|------------------------------|--------------------------------|
| Affinis | N | 1 | \$1,234,113 | \$1,234,113 |
| Bartlett & West | N | 2 | \$2,164,555 | \$2,164,555 |
| CDM Smith | N | 1 | \$75,022 | \$75,022 |
| Civil Design | Y | 1 | \$80,892 | \$80,892 |
| Crawford, Murphy & Tilly (CMT) | N | 2 | \$656,583 | \$656,583 |
| EFK Moen | Y | 2 | \$238,357 | \$238,357 |
| George Butler Associates, Inc. (GBA) | N | 1 | \$248,608 | \$248,608 |
| George L. Crawford & Associates dba CBB | N | 1 | \$125,325 | \$125,325 |
| Gonzalez Companies, LLC | Y | 2 | \$1,131,932 | \$1,131,932 |
| HG Consult, Inc. | Y | 1 | \$878,986 | \$878,986 |
| Horner & Shifrin, Inc. | N | 2 | \$1,343,603 | \$1,343,603 |
| HR Green, Inc. | N | 2 | \$349,692 | \$349,692 |
| Kaskaskia Engineering | Y | 1 | \$69,001 | \$69,001 |
| Oates Associates, Inc. | N | 1 | \$82,027 | \$82,027 |
| Olsson Assoc. | N | 1 | \$57,217 | \$57,217 |
| OWN, Inc. | N | 1 | \$104,603 | \$104,603 |
| TREKK Design Group, LLC | Y | 1 | \$120,017 | \$120,017 |

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

| Consultant | DBE Firm Y/N? | Number of Contracts | Current Budget Amount | Available Budget Amount |
|---|------------------------------|------------------------------------|--------------------------------------|--|
| UES Professional Solutions 25, LLC f/k/a Ge | N | 1 | \$178,909 | \$178,909 |
| | | 24 | \$9,139,443 | \$9,139,443 |