



AGENDA

ACEC-Missouri

MoDOT Kansas City District Liaison Committee Meeting

Tuesday, December 10, 2024

1:00 pm – 2:30 pm

Virtual & KC District Office Boardroom

MoDOT KC District Representatives

Chris Redline, District Engineer
Jeff Hardy, Assistant District Engineer
Matt Killion, Assistant District Engineer
Debbie Huffman, District Design Eng.
Sean Domingo, District Resident Engineer
Jodie Puhr, Project Manager
~~Allan Ludiker, Project Director~~
Ben McCabe, Project Manager
Heather Barrows, Project Manager
Mark Sommerhauser, Project Manager
Christopher West, Project Manager
~~Karlee Covington, Project Director~~
Jackie White, Project Manager
Craig Skorseth, Project Manager
Thankam Mathew, Project Manager

Juan Yin, District Planning Manager
Rich Shipley, District Const. Eng.
Ericka Ross, District Traffic Engineer
Jill Bruss, Area Engineer
Ryan Hale, Traffic Management &
Operations Engineer

ACEC-MO Liaison Committee Members

Ben Asnicar, Chair, Burns & McDonnell
Heidi Eilers, HNTB Corporation
Cory Imhoff, HDR, Inc.
Michelle Kratzer, TranSystems
Todd Kempker, Bartlett & West, Inc.
Holly Lehmkuhl, GBA, Inc.
Jeremy McNutt, Garver

1. Safety (Ben Asnicar)

- #1 Christmas Movies for injuries, #1 is Home Alone! #2 Jingle All Way #3 Die Hard
- Pay attention to all the safety violations and ignored hazards in our favorite holiday movies and do better in your own life this season.

2. Introductions

3. District Engineer – District Updates (Chris Redline)

- On December 3-4, 2024, the Missouri Highways and Transportation Commission Meeting was held in KC. Ed H. named director. No announcement yet regarding who will replace him. Pam Harlan was also announced as the new Government Relations Director; she is also the Secretary to the Commission. Kenny Voss will retire on Jan. 1.
- Chris Redline shared an update about KC District at that meeting and again with ACEC Liaison Committee. A few highlights are below:
 - Recording is [available online](#), Chris's presentation starts at 49:32.
 - Staffing: 630 positions available, many are construction inspection positions; currently 101 vacancies, 69 operations vacancies, 27 program delivery vacancies. St. Louis not having same difficulty hiring.

- Bridge and Pavement – major routes 88% good; sitting at 64 “poor condition” major bridges
- Safety: 25 injuries, 5 TMA hits (down 11 year-over-year), 9 backing incidents... 156 highway fatalities
- Contracted Operations: Mowing 1.4M, Litter 1.1M, Homeless 540K is new-partner with downtown counsel, sign knockdown 650K, Sweeping 570K, CSL homeless 841K
- Litter calls are down. Litter Prevention 3 pronged approach – education, enforcement, One on One engagement. Education: explain MoDOT spends \$14M on trash, Enforcement: focus on landfills and transfer stations, One on One conversations asking them to do better; Asked all MoDOT employees to send info and videos to report violations.

4. District Engineer – Project Updates (Chris Redline)

- Recently Completed Projects:
 - I-435 twin bridge rehab
 - US169 Barrier Repair / Replacement
 - Route 92 Bridge Repairs, hit by trackhoe
 - I-49 and Route 7 Interchange
 - Buck O’Neil Bridge – open to traffic Nov. 26.
- Ongoing Projects
 - Improve I-70 KC Awarded to Clarkson and Radmacher
 - South Loop Link (“The Lid”) – Bartle Hall to Grand; PortKC, other partners
 - Heavily engaged in 2026 World Cup Planning
- Industry Partner meeting presentations are on website – specific focus on executing well.
- Commission Meeting Topics:
 - Cost Share –
 - Kearney project
 - 19th street project
 - South Loop Link project (\$31.6M awarded to replace pavement under lid, upgrade drainage, assist with walls, replace Walnut Bridge). Agreement on South Loop Link requires KCMO to maintain all of it except pavement.
 - Inflationary Increase for some projects
 - Directors Advisory Council, contractors, planning partners
 - Awarded \$1.5B of \$1.7B worth of work; see Attachment 1 in “9. Meeting Attachments” below.
 - Cost Share funding is being utilized less, could be due to COVID money and other grants.
 - Discussed building safer roadways

5. STIP/Unfunded Needs Updates (Jeff Hardy)

- Getting started early 25 quite a bit
- \$130M for urban area, \$30M for rural area
- Rich working on inspection needs.
- Lot of projects still out there to be let by mid-March (around 30 projects, PMs are busy). Thanks for your help, consultants!
- Bridge department is having some difficulties, have lot of work currently.
- IMPORTANT NOTE TO CONSULTANTS: If utilities are involved with project get out ahead of that. Utility companies are very busy now. They have to program their money also, due to volume of work.

- Also, ROW acquisition busy (over 200 parcels so far this year).
- Couple of pilot projects, construction pilot project for Rich. Couple of coreslab plants that do inspections for MDOOT. Hired 3 consultants 5000 hours of work to be spread across multiple projects. For 2025, have paving jobs but they will not be set # hours. Looking at using this method in future, multiple districts using the XX hours idea. Solicitation going out tomorrow 12/11. It will just be assigned jobs not XX hours. All 3 consultants utilized around 80% of the 5000 hours.
- Design services trying out similar “3000 hours of ‘urgent’ projects.” Under contract with TRANSYSTEMS. Have done sign truss replacement and inspection. Going well.
- Discussion: Is there an appetite to increase On-Call cap of \$200k?
 - Understand consultants can’t design bridge with extras for that amount. MoDOT does not see that happening any time soon due to limit of District Engineer’s spending authorization.
 - MoDOT asked for help understanding what other states are doing. See below*.

6. Upcoming Consultant Projects (6 Mo. Outlook, Alt. Delivery, On-call, etc.) (Jeff Hardy)

- Additional projects announced in approximately 3 months. Discussion on bundling. It is beneficial to both sides up to a point (3-5 projects). This helps consultants to be aware of what will be coming out over the course of the year. Biggest projects are usually posted in the spring.
- Discussion on the KDOT “set aside” process. This helps consultants see projects and pick projects that they are best suited for. This is an option if On-Call is limiting projects due to cap.
- *Discussion on providing on-call limits and procedures of adjacent states. This is a discussion with the director and the commission. ACEC will provide this information. MoDOT will hold 2-day senior management team meeting next week. (Note: ACEC/MO Transportation Committee sent info to Chris Redline on 12/12/2024, thanks to Heidi Eilers for her leadership on that; see Attachment 2 below).

7. Consultant Performance Feedback (Jeff Hardy + others)

- Concern: MoDOT noticing extended time to get scope and fee to MoDOT after selection. Problem is often with subconsultants holding up process timeline. MoDOT suggested consultants discuss beforehand so information can be submitted quicker.
- Concern: include as early as possible all ROW needs, survey needed, title work/company, utility relocation, archaeology and cultural resources, railroad. Be more efficient at beginning to eliminate requests for supplements. Conversations with consultants are critical, ask for clarification during solicitation if necessary. Once selected, MoDOT will lean on consultants to ask all of the questions as early as possible to get right folks working on answers on MoDOT side. Many PMs prefer in-person project kickoff meetings.
- QC remains extremely important. On MoDOT jobs, it is apparent that consultants concentrate on quality control. MoDOT is seeing some QC issues and standards gaps on LPA jobs.
- Provide executive summary to MoDOT in clear concise manner that public can understand. Should be concise, 2-3 pages. Specifically mentioned with respect to Transportation Management Plans.
- Section 508 compliance. Any info on website or for public meetings should meet these requirements. MoDOT starting training on this and are learning. MoDOT will be asking about this especially for public meetings.
- District tries to give good debrief.
- Ask consultant to always fill out comment resolution form for record.

- 1 month gap between unsigned and signed plans is ok currently as far as reviews and turnaround.
- May be opportunity for ACEC to partner with Missouri Municipal League for educational outreach on LPA process. Internal discussions on having training/info event at KC District. Successful event in St. Louis earlier this year.

8. Next Meeting

- May 2025, date/time TBD

9. Meeting Attachments

Attachment 1

FY25 Program vs. Award per District as of November 15, 2024 Letting (December 4, 2024 Awards)				
	TOTAL PROGRAM AMOUNT (\$)	TOTAL AWARD AMOUNT (\$)	FISCAL YR DIFFERENCE (\$)	% DIFFERENCE
Northwest District - A	118,974,000.00	128,955,255.42	9,981,255.42	8.4%
Northeast District - B	75,765,000.00	72,699,277.91	-3,065,722.09	-4.0%
Kansas City District - C	130,271,000.00	112,941,062.75	-17,329,937.25	-13.3%
Central District - D	113,548,000.00	98,362,450.44	-15,185,549.56	-13.4%
St. Louis District - F	130,996,000.00	114,453,549.62	-16,542,450.38	-12.6%
Southwest District - G	56,362,000.00	56,396,764.31	34,764.31	0.1%
Southeast District - H	76,023,000.00	76,906,704.39	883,704.39	1.2%
Statewide - S	800,000.00	1,676,182.10	876,182.10	109.5%
Districts/Statewide Subtotal	702,739,000.00	662,391,246.94	-40,347,753.06	-5.7%
Design-Build	847,131,000.00	828,000,000.00	-19,131,000.00	-2.3%
Emergency Lettings *	7,618,000.00	10,016,644.28	2,398,644.28	31.5%
Let By Others	4,964,943.00	4,876,544.90	-88,398.10	-1.8%
Statewide Total	1,554,834,943.00	1,495,267,791.84	-59,567,151.16	-3.8%
Statewide Total w/Const. Cont.	1,568,889,723.00	1,508,515,616.78	-60,374,106.22	-3.8%
STIP Projects Only w/ Const. Cont.	1,555,647,063.00	1,498,834,118.89	-56,812,944.11	-3.7%

*"Emergency" (or "Special"/"Urgent") Letting totals are reflected in the total for the respective district, and cumulative statewide "Emergency" totals are reflected in this line item, but the respective totals are not added (duplicated) to the Statewide Totals (with or without construction contingencies).

(continued on next page)

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 Kansas City District

Attachment 2

DOT	On-Call	Consultant Fee Info (average)
Iowa	Most services are delivered through on-call contracts	No specific cap, contracts projects in phases with a single contract not typically greater than \$1M
Oklahoma	General Engineering Demand Services	\$2.5M cap annually per consultant
	Other Demand Services Delivering PS&E	\$1.5M cap annually per consultant
Michigan	Engineering as-needed contracts	No specific cap, wide range of services could be \$50k to \$10M+ depending on the scope of work
Indiana	GEC contract style (ex innovative contracting)	\$1.5M+
	Variety of engineering services	No cap for on-call assignment value. This gives the DOT great flexibility.
Colorado	Road/bridge design on-call	First assignment 'soft capped' at \$600k and then can be increased
Kansas	Non-project specific contracts \$1M, \$3M, and \$5M	Task orders don't have caps but have varying levels of approvals
	General Design and Planning On-Call	4 years with 1 possible year extension (5 years) with \$5M max
New Hampshire	General C&I On-Call	3 years with \$5M max
	Traffic Engineering On-Call	4 years with 1 possible year extension (5 years) with \$2M max
Maine	Bridge, Highway, Geotech, Survey, Asset Management, Safety, Traffic	Getting up to overall contract value of up to \$5M over 4-5 years
Virginia	Prequalification/General Contracting Agreement procurement process	Tasks under on calls are capped at \$1M per phase of a project (ex, \$1M prelim design, \$1M final design... recently increased from previous cap of \$5
Vermont	Architectural or professional engineering services	The sum of all projects performed in a contract term shall not exceed \$10 million, and the fee for any single project shall not exceed \$2.5 million.
New Jersey	Utilizes on-call engineering contracts extensively (almost exclusively) for all engineering services	No caps on the tasks assigned
Arkansas	On-call engineering	Task orders typically capped at \$750k, but if used for emergency services can increase with approvals
Illinois	On-call engineering	No cap regardless of discipline
North Carolina	Various Route Various County	High contract limit (\$800k to \$10M+) and the district gives you work orders until the money expires
	On-call engineering	No fee caps on individual tasks except the value on the contract at award (may contracts set up for \$4-5M and can be supplemented upon approval
Tennessee	A few example on-calls for Tennessee DOT:	Ceiling amounts per consultant (number of consultants selected varies per contract). Can be awarded in any increment over the duration
	Project Management (feasibility studies, concept reports, etc.)	\$2.5 million (2 years)
	Traffic Design	\$2 million (4 years)
	Design Services	\$4.0 million (4 years)
	Standard and Manuals	\$3.0 million (5 years)
	Bridge Inspection	\$6.0 million (4 years)
	Bridge Load Rating	\$5.0 million (4 years)
Wisconsin	Hydraulic Design	\$4.0 million (5 years)
	Bridge Design	\$7.5 million (5 years)
	Construction Engineering & Inspection	\$5.0 million (5 years)
Kentucky	On-call engineering	Generally speaking, on-call has a \$2M budget for a two-year window. Each work order can't exceed \$400k.
	On-call traffic	\$100k per project contract under Framework
	On-call planning	\$300k per project contract under Framework
	On-call roadway	\$500k per project contract under Framework
Louisiana	On-call alternative delivery services	\$1M per project contract under Framework
Ohio	IDIQ retainer contracts	5-year \$2.5M total cap (previously 5-year \$5M), no cap on amount for individual Task Orders (cap on overall IDIQ contract amount)
Texas	IDIQ on-call	Typically \$200k per task order contract with cap per firm (can be increased with proper approvals)
Texas	Indefinite Delivery, Indefinite Quantity (IDIQ) contracts	5 years and amounts that can range from \$2.0M up to \$10.0M. Work orders can be for any amount up to the agreement maximum.
	Environmental and Schematic, PS&E, Traffic, Bridges, Construction, etc.	Many task orders are lump sum agreements.