

**Missouri Department of Transportation (HQ) / ACEC Missouri
Liaison Committee Zoom Meeting**



**Thursday, January 26, 2023
8:30–10:30 AM**

**ACEC
Missouri**

- MEETING MINUTES -

ATTENDING:

MoDOT Attendees:

Ashley Buechter, Assistant State Design Engineer-LPA
Jeff Cremer, Professional Services Coordinator
Bryan Hartnagel, State Bridge Engineer
Ed Hassinger, Deputy Director/Chief Engineer
Jerica Holtsclaw, Multimodal Operations Director
Eric Schroeter, Assistant Chief Engineer
Kenny Voss, Assistant State Design Engineer

ACEC Missouri Attendees:

Buddy Desai, Hg Consult
Dave Diestelkamp, ABNA Engineering
Kevin Fuller, CMT
Bob Gilbert, Bartlett & West, Inc., Cmte. Chair
Aaron Kober, Modjeski & Masters
Vicki LaRose, Civil Design, Inc.
Kevin Wallace, HNTB Corporation
Joel Weinhold, Geotechnology, LLC
Srinu Yanamanamanda, CBB
Morgan Mundell, ACEC/MO President

DISCUSSION ITEMS:

1) MoDOT Staff Changes:

Sarah Kleinschmidt has been named the Assistant State Construction and Materials Engineer with Central Office. Also, Andria Hendricks is the new Equal Opportunity and Diversity Director. The Southwest District District Engineer position remains vacant at this time.

Two highway commissioners are still in “acting” status until the legislature takes action on their nominations. These are Warren Erdman and Brian Treece. The legislature has until February 1 to approve the nominations, or the Governor must withdraw the names, or the commissioners will not be allowed to serve in this position in the future.

2) Legislative Priorities / Updates:

Efforts have been underway since before the beginning of the legislative session to discuss the future investment on I-70. There have been many meetings and discussions with elected officials about the need and potential use of surplus state funds from General Revenue. Overall, the discussions appear very positive and with the recent Governor’s State of the State address, he has recommended using \$859 million of the surplus to jumpstart the I-70 investment in three sections near Kansas City, Columbia and St. Louis. There is continuing discussion as well about the use of bonding for the remainder of the corridor needed across the state. Those bonding ideas are generally in the \$2 billion range and paid for through general revenue reimbursement in future years. While estimates on the surplus vary from the source, it is believed that the surplus will remain at \$3.85 billion even if the Governor’s request is funded. Missourians for Transportation Investment (MFTI) is also advocating for funding to be allocated for the environmental planning work on the I-44 corridor to begin in earnest at the same time as the I-70 investments are being made. This will all surely change during session as it relates to the appropriations process but will need to be closely followed during the session. ACEC/MO and MFTI are planning a legislative day at the Capitol on February 22 where we will likely advocate for these investments, among other priorities.

There have been several bills filed that relate to Senate Bill 262 repeals, but current conversations relating to those bills appear that they will not be successful. This will also remain a MFTI and ACEC/MO priority to maintain current levels of fuel tax investment and future increases already planned.

The House Transportation Committee structure for the 2023 session has changed. The committee has essentially split into two committees. One is called the House Transportation Accountability Committee, and the other is the House Transportation Infrastructure Committee. These committees contain about 14 representatives each, so it is generally about the same size as the former transportation committee when combined, but the focus of each committee has changed. The Accountability Committee appears to be focused on bills regarding how funding is allocated to MoDOT for expenditure, and the Infrastructure Committee is more like the original transportation committee where infrastructure investment bills are being heard.

MoDOT legislative priorities continue to be focused on the establishment of a port trust fund and several safety measures that have been priorities in previous sessions. MoDOT has identified 18 safety provisions for the legislature to consider and is using examples from other states in helping to educate the legislature on ways to improve highway safety. Items such as bans on texting or other ideas in the SAFER document ([SAFER Document.pdf \(modot.org\)](#)) are the priorities.

3) Governor's I-70 Budget Request:

As mentioned previously, the Governor unveiled his plan for using \$859 million to invest in three sections of I-70 starting as soon as possible. MoDOT is focused on continuing the efforts to update the EIS for these sections and then considering how implementation of the Governor's request would look. ACEC/MO members asked about projects such as the I-70 Connector in Columbia and how the Governor's plan would affect the procurement of that project which is set to be advertised as a design build project this spring. MoDOT is still currently committed to the current schedule, but this might change based on how the legislation and Governor's approval develop in the coming months.

There was a considerable discussion about industry resources during the conversation about I-70 moving forward. MoDOT and ACEC/MO member firms were considering some of the areas that potentially lack resources among consulting firms. Several areas were mentioned such as cultural resource firms, surveying, Construction Engineering and Inspection (CE & I), and in general DBE firm capacity to deliver all of the projects. Regarding the need for DBE partners, MoDOT encouraged ACEC/MO member firms to reach out to the External Civil Rights team at MoDOT about availability of firms to see if more connections to possible firms exist. MoDOT also mentioned that the LPA program is also part of their program delivery, and that consultants are a key part of delivering those projects as well.

ACEC/MO member firms continue to encourage MoDOT to allow consultants to propose on projects they believe they can deliver without a critical eye towards firms with existing project workload. It is sometimes believed that if a certain individual at a firm is on one project currently that they don't have enough capacity to help on other similar projects, but ACEC/MO wants to remind MoDOT that most individuals in our firms are working on many projects at the same time. We reminded MoDOT that it is in the consultant's best interest to only propose on projects that they can deliver.

4) Any Insights on FAR O/H Rate Approvals (In Light of PPP Credits):

There were no concerns or updates from ACEC/MO or MoDOT on how the PPP credits are being applied through the adjusted and non-adjusted overhead rate determinations.

5) Update on MoDOT On-Call Selections and Timelines:

The MoDOT on-call solicitations are still being evaluated in five of the potential categories. February 13 is a meeting date with the Professional Services Committee to review recommendations and MoDOT believes these selections will be announced on or around February 17.

The LPA on-call solicitations have been evaluated and the selections are complete. The announcement of those selections should be out on the MoDOT website around the second week of February.

6) Federal/State Grant Opportunities:

Potential grant opportunities were discussed, but the federal match on state dollars already in the STIP have depleted any potential match money from the state. There might be some potential if general revenue

dollars are dedicated to transportation funding, but there are no current grant opportunities being pursued at this time.

7) Consultant Advisory Committee:

The six-month outlook for anticipated consultant needs was updated in November 2022, and is published on MoDOT's website under doing business with MoDOT [MoDOT Solicitations \(RFQ\) | Missouri Department of Transportation](#). ACEC/MO expressed appreciation for having this outlook to consider resources and fit with future projects. ACEC/MO did bring up that there were several projects with blanks in the "Estimate" column and it would be helpful to have that information to understand the size and scope of the work.

Bryan Hartnagel brought up an anticipated need that is not on the six-month outlook at this time. MoDOT has negotiated with FHWA on their load rating plan for all bridges over a 10-year period. There are about 10,000 state bridges and 14,500 LPA bridges that will require load ratings. It is anticipated that the Bridge Division will solicit these out to consultants. Perhaps 5 to 10 consultants might be selected with a projected 500 bridges per year with the possibility of extending contracts into the future until the work is completed.

Jeff Cremer brought up that MoDOT is planning to develop more communication and reaching out to consultants in the future about prequalification elements that are about to expire. This is something that ACEC/MO member firms should be tracking on their own as well to stay compliant with the prequalification requirements.

Contract language changes will be forthcoming to include safety requirements that comply with Standard Spec Section 107.4. This would include traffic control elements for surveying and or other field assignments for consultants. ACEC/MO member firms brought up that we would appreciate MoDOT helping Districts and Project Managers understand that the cost of the services will have to go up to cover the new requirements. MoDOT also brought up that while they are moving towards more bundling of projects together on consultant contracts, the consultants do need to break down their scope hours, and fee by job number. There have been some issues with invoicing where multiple job numbers are being worked on, but the invoice is not identifying effort for each job.

Also, some ACEC/MO members have been reviewing the standard MoDOT contract language and are offering some updates for MoDOT to consider. The timing of this is likely to be after the ACEC/MO Winter Meeting which occurs on March 2 and 3.

MoDOT is also working on a pilot for using Microsoft Project Scheduling. If a consultant project is selected for this pilot, they will be notified and given access to MoDOT's license to provide updates.

8) Construction Letting Updates / Inflation Trends:

Construction pricing continues to be a challenge moving forward for MoDOT and delivering their STIP commitments. While some recent bids have shown some stabilization in certain areas, there still are many areas that are still increasing. In the construction lettings last month, they saw 20 to 30% inflation on asphalt overlay jobs. New roadway construction pricing appeared to be more stable as well as new bridge work, but bridge rehab projects are continuing to increase in price. Currently, overall in the fiscal year, MoDOT is at \$230 million higher than the program budget. They have moved \$150 million of asphalt work out in the STIP to help those projects land closer to the original estimates. The asphalt index has recently come down but diesel and labor cost appear to be holding steady at inflated rates. In the most recent letting there were several jobs that had only one bidder. Some of the areas they are seeing challenges in attracting contractors to bid are on asphalt jobs and ADA improvements.

9) Design/Build Project Updates:

The I-70 Connector project in Columbia Project Director has been changed from Brandi Baldwin because of her new position to Dan Oesch.

The schedule on the website looks like it does not reflect recent changes to the I-55 and MO 67 613526B/SL0020 (FY 23) job. It has been moved out to March for the SOQ submission.

10) Miscellaneous Updates

AAA has developed a “Business Showdown” related to Buckle Up Phone Down policies and ACEC/MO member firms are invited to participate. This is an opportunity to showcase our policies and support for BUPD. [Buckle Up Phone Down Business Showdown | Missouri Department of Transportation \(savemolives.com\)](#).

MoDOT also wanted to let consultants know that they may have access to Streetlight Data for Mobility information through a vendor they have contracted with. Only up to 5 consultants may have access at a time, so this must be managed such that access is not granted for long periods of time. A sample of what kind of data is available can be seen in the attached link. Also Eric Curtit, Transportation Planning Director is the contact for access. [Transportation Analytics on Demand | Streetlight Data](#)

The AASHTO Committee on Bridges and Structures will be held next year in KC in May 2023.

NEXT HQ LIAISON COMMITTEE MEETING: May 25, 2023, at 9:30 AM at 830 MoDOT Drive (Blue Room), Jefferson City, MO 65101