Meeting Agenda
ACEC-Missouri - MoDOT STL District Liaison Committee
September 24, 2019 | 8:30-10:00AM
MoDOT St. Louis District Headquarters
1590 Woodlake Drive, Chesterfield, MO
Conference Room 325

MoDOT Representatives:
Tom Blair, District Engineer
Tom Evers, Assistant District Engineer
Mark Croarkin, Assistant District Engineer (absent)
Jeff Bohler, District Design Engineer
Mike Castro, District Construction Engineer (absent)
Wesley Stephen, District Planning Manager
Laura Ellen, Central Office Design
Mike Castro, District Construction Engineer (absent)
Dave Simmons, Design Build Coordinator
Jennifer Wade, Administration (APEX program)

ACEC/MO Liaison Committee Members:
Jason Dohrmann, Chair
J.C. Murray
Josephine Emerick
J.R. Landeck
Tim Broyles
Frank Weatherford
Don Wichern
Dan DeArmond
Bruce Wylie – Chairman ACEC/MO

Agenda Topics

1) Introductions
   • Introductions were made around the room for those who did not know everyone, including
     an exciting icebreaker of each person’s walk up song.

2) MoDOT Staff Changes since last meeting
   • Jeff went through a list of quite a few changes, including:
     • Tom Evers, Asst. District Engineer replacing Bill Schnell who retired
     • Jeff Bohler, District Design Engineer, replacing Tom Evers
     • Aaron Groff, SL City Project Manager, replacing Jeff Bohler
     • Chris Kelly, St. Charles Project Manager, replacing Sally Cox who left
     • Alvin Nieves-Rosario, hired as a District Project Manager
     • Ryan Pearcy, South West Area Engineer, replacing Karen Yoemans who will retire
     • Stephen O’Conner, Franklin/Jefferson Area Engineer, replacing Judy Wagner who
       retired
     • Jeff Chambers, promoted to District Utility Engineer
     • Brian Lang took over as Materials Engineer
     • Tom B. also discussed other changes across the state with Dave Silvester moving to the KC
       District and Michelle Watkins announced as the Central District Engineer.

3) Consultant On-Call Update
   • Laura Ellen updated the group on the work she and her Statewide team are doing to
     streamline the on-call solicitation process and usage. Laura and Tom agreed that the
     expectation of people on the list should be that they get some work out of the contract, but
     that won’t be the case in all instances. However, the changes are being made with usage
     and need in mind, and largely based on several meetings and due to a lot of the feedback
     and interface with ACEC. The changes for the upcoming solicitation process include:
o There are going to be three (3) district-specific categories: Construction materials and inspection, Roadway Design, and Surveying. These categories are sourced by, selected by, and used locally by the districts and will remain as they were.

o Statewide Categories for District Usage: Traffic Electrical Engineering, Traffic/structures, Traffic ITS, Traffic Safety Data Analysis, SUE, and Right of Way Services. These statewide categories can be sourced by and used locally by each District, but they will be selected by a statewide committee since their usage is somewhat infrequent and not all districts have the need for all.

o Previous Statewide Categories: Environmental and Hazardous Waste, Stormwater and Wetlands have been eliminated because of their lack of use. Remaining statewide categories such as Environmental Noise, NEPA, Endangered Species, Cultural Resources; Bridge Design and Bridge Deck Surveys; Pavement Friction Testing, and General Services Civil/Structural and Mechanical/Electrical and others will remain as they have been in the past.

• The number of consultants selected for each category is still being worked through and will be determined in the next month or so.

• Consultants should expect to see the MoDOT on-call solicitation come out September 30th and be due on November 15th, and for LPA on-call solicitations to come out October 30th and be due December 15th.

• Laura also discussed the on-going need for MoDOT to be more descriptive and inclusive with the wording of their solicitation language for projects. They believe that the Brooks Act does not allow them to amend a consultant’s scope of services for scope that was not included in the original solicitation (surveying scope cannot be amended to include roadway design for instance). Therefore, they are considering how to include wording to make sure they try to anticipate any scope that may be needed throughout the project’s life cycle. This raised many questions and spurred good discussion about the benefits to MoDOT but the concerns of consultants (unnecessary team members and time spent on getting teams set, time to develop proposal language on unnecessary scope, DBE commitments for scope not used, etc.)

• Tom E. suggested that the District would be open to more pages for the RFQ for larger and more complex projects but the group generally agreed that less is better.

• Dave S. suggested limiting the prescriptive language on scope to allow for greater consultant innovation and expertise.

• Jeff B. suggested an increased focus of the RFQ working and solicitation language, and maybe sharing how the grading on their part would be handled, to allow consultants to spend their time as they wanted.

• Laura took the information for ongoing discussions within the District and elsewhere.

4) SL Upcoming Consultant Opportunities / Funding Outlook

• Jeff B. shared some overall funding statistics with the group. He stated that construction budgets have been steady over the last several years at $244M (2017), $267M (2018), $154M (2019 – with money diverted for I-270), and $484M (2020 – with $225M diverted from 2019 for I-270).

• Jeff continues to see consistency in how the District used consultants versus how they complete projects internally, and expects that to stay consistent in the coming years with staffing levels.
• Tom B. discussed the various funding that MoDOT has been able to obtain in the past year, and highlighted the successes of these grants. He urged ACEC members to take time to go out and read the submittals (found here [https://www.modot.org/federal-discretionary-grant-applications](https://www.modot.org/federal-discretionary-grant-applications)) because they were really good and telling the state’s transportation story. Specifically, he discussed the following:
  o Governor’s Bridge Plan – Because the state was able to get the $81M from the INFRA grant, it triggered the $301M of bonding from state revenues to fix bridges already in the STIP, in addition to $50M for bridges from the general revenue. This then frees up the $301M of bridge funding already in the STIP for other projects around the state. Specific to the SL District, this means $119M comes to the District according to the flexible funding formula, which is expected to be used for system improvements (growing the system) rather than routine maintenance (maintaining the system).
  o FARM Grant (Fixing Access to Rural Mo.) – About $28M to fix timber pile, one-lane bridges in poor condition and currently with weight restrictions in the northeast and northwest portion of the state. Competitive grant that only rural states could compete for, and money that is above and beyond the bridge money associated with the Governor’s program. Representative Sam Graves was instrumental in obtaining this funding.
  o Governor’s Cost Share – This $50M is a combination of MoDOT and Division of Economic Development funding sources that set aside the funds for construction funds this fiscal year. With the deadline October 1st, Tom B. is concerned that a lack of good submissions will send the wrong message to the Governor that we say we have all these infrastructure needs but then we don’t have any good submissions for using this money.
  o MoDOT Cost Share – Funding levels were discussed and shared: $10M (2018), $15M (2019), $25M (2020), $30M (2021), $35M (2022), $40M (2023), and $45M (2024).
  o Rocheport Bridge Replacement + Mineola Hill Climbing Lanes on I-70 – Tom B. handed out the attached graphic surrounding the proposed funding of the Rochport bridge. The graphic shows several of the funding sources above (INFRA, Governor’s Bridge Plan infusion, local money, etc.) but still shows a shortfall of $101M. Tom discussed that the current plan is for MoDOT to compete for their own cost-share funds through the State Infra Bank. This was proposed by Director McKenna at the end of the August Highway Commission Meeting and approved.

• Tom E. followed up and stated that the $351M that is coming to the districts because of the previously allocated bridge projects in the STIP now being completed through the Governor’s Plan is supposed to go towards system improvements. However, there are many districts that are short in their maintenance need funding, so there is some concern and uncertainty in how the money will be spent at this time. However, Tom said that of the $119M that will come to St. Louis, they will be working on project already in the STIP and coming up with new ones that may be more exciting to work on (improving the system).

• Jeff B. listed several of the projects within the District that would be going to consultants. Included were the I-70 resurfacing in St. Charles; the Broadway Bridge over I-70 and the I-55 bridge rehabs in St. Louis City; the 47/30 bridge rehab, Route HH bridge, and the I-44 resurfacing project in Franklin/Jefferson; the Route 61 TWLTL in Franklin/Jefferson; and the Route 109 at Route CC roundabout in Southwest.
5) Design Build Update
   - Dave Simmons joined the group and shared that because of MoDOT’s continued adoption of various contracting options and project types, they are forming an ACEC Design Build Liaison Committee. This committee will be a great resource to discuss contracting types, languages, project sizes, and other trends in the industry, as well as upcoming work. Dave will work with Bruce on the formation of this committee.
   - Currently MoDOT conducts a 2-day internal alternative delivery training session in each district to educate them on the various delivery methods available to the state. There has been some interest in an external training or in opening the internal training to external folks, but Dave wants to get through the internal training first before exploring expansion of the program.
   - There are several upcoming projects statewide that Dave sees as potential Design Build opportunities for us and others, based on the availability of funds and timing. Those include:
     - Rochport – They have hired a Project Director (Brandy Ballwin) but there is still work to do to get the overall budget solidified.
     - FARM grant – MoDOT has “heard” that they have been granted the money, but they have not received an official notice from the USDOT, so this cannot start.
     - Buck O’Neill Bridge – This is a $230M project where a BUILD grant has been received, but the EA document and grant agreement are not complete.
     - I-270 North – Project has a November award and will move forward full steam after that.
     - There is an opportunity to bundle several of the Governor’s bridges in a Design Build package, but there is nothing more to report than that.
     - Central District has a small ADA package where they are considering Design-Build to complete it.
     - Safety 2.0 Design Build project in the St. Louis District.
     - I-44 Bridge bundling in the Southwest District
   - Dave S. stated that the STIP has many potential Design Build opportunities that consultants should be aware of and monitoring. He said that MoDOT tried to procure (and award if they can) those projects in the year that the project is identified in the STIP.
   - Dave also wanted to note that MODOT also needs help on the owner’s (consultant) representative side as well, and several of our members are already working in that capacity.

6) Consultant Project Manager Meet and Greet
   - Jeff and the group agreed that this was a worthwhile and necessary event and agreed to continue under the same format. Jeff will work with Jason to set a date. Jeff does plan to move the event to the TMC to provide more space for the group.

7) Major Project updates
   - Jeff B. shared highlights and updates on a few ongoing projects in the region, including I-44, Jefferson Bridge (will be constructed in one season), then I-55, Blanchette Bridge rehab (expected to start construction in spring of 2020 and last a full season), and the Route N study, which has a preferred alternative selected and a final public meeting slated for January.
8) **Tom Blair Time**

- In addition to the bullets in item #4 above, Tom B. urged members to go to the Transportation and Planning page of MoDOT’s website for the “skinny” STIP. This document is given to the state legislators for their reference on the road and bridge program, and boils down only the pertinent information to a more manageable document for them. He suggested we could use this in talking to our local legislators about the need for permanent funding while the climate is good. The document can be found here: [www.modot.org/missouris-road-and-bridge-program](http://www.modot.org/missouris-road-and-bridge-program)

- Tom B. talked about the AASHTO conference being in St. Louis in October, and acknowledged that members from the District would be there as volunteers. He wanted to make sure ACEC/MO Members consider voting for St. Louis transportation project in national voting competition. You can vote here once every 24 hours per device per browser. [https://transportationawards.secure-platform.com/a/gallery?roundId=14](https://transportationawards.secure-platform.com/a/gallery?roundId=14) Missouri is in about 4th place at the moment. The winners will be announced at the AASHTO Annual Meeting in St. Louis on Tuesday, October 8th.

9) **Other / Next Meeting**

- Tom E. defined Jeff B. role given that his wife work’s in the St. Louis District for a consultant. Since the District Design Engineer previously reviewed and aided in consultant selections for consistency, Tom has removed that responsibility from Jeff so as to eliminate the perception of a conflict of interest. Jeff B. urged he is still a resource during procurement, and no fixed replacement will be made.

- The next meeting will be the consultant meet and greet, followed by a meeting right after the first of the year.
Triggers $301 million in bonding to be paid back from State General Revenue.

Will repair or replace 215 bridges across the state that were already high priority projects.

Also, legislature appropriated $50 million from general revenue to jump-start the governor’s “Focus on Bridges” program.

Will repair or replace 45 bridges during FY 2020, starting in September.

Frees $351 million in the current Statewide Transportation Improvement Program for new priority projects to be determined at the local level.

ONE $81.2 MILLION GRANT LEADS TO MORE THAN $600 MILLION IN IMPROVEMENTS TO THE STATE NETWORK OF ROADS AND BRIDGES.