



**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, TUESDAY, APRIL 1, 2014**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Tuesday, April 1, 2014, at the Missouri Department of Transportation Building, 105 West Capitol Avenue, Jefferson City, Missouri. Stephen R. Miller, Chairman, called the meeting to order at 1:00 p.m. The following Commissioners were present: Lloyd J. Carmichael, Kenneth H. Suelthaus, and Gregg C. Smith. On February 6, 2014, Governor Nixon withdrew the appointment of Commissioner Kelley M. Martin; at the time of the April 1, 2014 meeting, a replacement had not been appointed. Also on February 6, 2014, Governor Nixon withdrew the appointment of Commissioner Bryan T. Scott; at the time of the April 1, 2014 meeting, Commissioner Scott had been reappointed but not yet confirmed.

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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Dave Nichols, Director of the Missouri Department of Transportation; Rich Tiemeyer, Chief Counsel for the Commission; and Pamela J. Harlan, Secretary to the Commission, were present on Tuesday, April 1, 2014.

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

-- CLOSED MEETING --

VOTE TO CLOSE MEETING

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

1. Section 610.021(1) – Legal actions and attorney-client privileged communications.
2. Section 610.021(3), (13) – Personnel administration regarding particular employees.
3. Section 610.021(11), (12) – Competitive bidding specifications, 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 Miller, Aye
Commissioner Carmichael, Aye
Commissioner Suelthaus, Aye
Commissioner Smith, Aye

The Commission met in closed session on Tuesday, April 1, 2014 from 8:30 a.m. until 11:00 a.m.

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-- OPEN MEETING --

ANNUAL FORMER COMMISSIONER’S LUNCHEON

The Annual Former Commissioner’s Luncheon was held on Monday, March 31, 2014, at the Missouri Department of Transportation, 105 West Capitol Avenue, Jefferson City, Missouri. The following current Commissioners were present: Stephen R. Miller, Lloyd J. Carmichael, Kenneth H. Suelthaus, and Gregg C. Smith.

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COMMISSION WORKSHOP

The Commission held a new member orientation workshop on Monday, March 31, 2014, at the Missouri Department of Transportation, 105 West Capitol Avenue, Jefferson City, Missouri. The following Commissioners were present: Stephen R. Miller, Lloyd J. Carmichael, Kenneth H. Suelthaus, and Gregg C. Smith. This was an educational workshop to discuss the Commission’s role and mission, department budget and finances, and communication tools.

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APPROVAL OF MINUTES

Upon motion by Commissioner Smith, seconded by Commissioner Suelthaus, the Commission unanimously approved the minutes of the regular meetings held February 11, 2014 and March 5, 2014 and the amended minutes of November 7, 2013. The Chairman and Secretary to the Commission were authorized and directed to sign and certify said minutes and to file same in the office of the Secretary.

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CONSENT AGENDA

Consent Agenda Process

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

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

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

Consideration of April 1, 2014, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Carmichael, 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. The following committee and board reports were made during the April 1, 2014, meeting.

Audit Committee – Commissioner Suelthaus stated there was no report.

Legislative Committee – Commissioner Carmichael reported the General Assembly is required to pass a budget by May 9, 2014. There are several transportation related items with general revenue funding pending approval in the state budget including funding for the state supported Amtrak line between Kansas City and St. Louis.

House Joint Resolution 68 (HJR68), the one-cent sales tax proposal dedicated for all modes of transportation, is on the House calendar and is expected to be picked up and debated by the House any day now. He noted the Commission is eagerly anticipating HJR68 to be passed by the House this week, so the bill could quickly advance to the Senate for additional debate, possibly as early as the week of April 7.

Senate Bill 693 (SB693) would exempt used motor vehicles - costing less than \$15,000 and are older than 10 years old - from state sales taxes when the vehicle is titled at the department of revenue for titling purposes. This legislation was passed by the Senate in an effort to provide tax relief to some Missourians who purchase used vehicles as a means for transportation. However, the proposal would cost the department about \$27 million a year, coupled with the loss of revenues to cities, counties, and other public entities, the annual loss of revenue is approximately \$61 million. The proposal when coupled with a bill that passed last year indicates a trend of whittling away at the tax revenue base from the sale of motor vehicles. In these financially strained times, the department cannot afford to lose any highway revenues because these dollars are needed to take care of the existing transportation system.

Missouri Transportation Finance Corporation – Commissioner Miller stated there was no report.

MoDOT and Patrol Employees’ Retirement System – Commissioner Suelthaus stated there was no report.

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DIRECTOR’S REPORT

During the April 1, 2014, Commission meeting, Director Dave Nichols provided the following report:

Pothole Patrol – Director Nichols stated maintenance forces have turned their attention to potholes, the Missouri Pothole Patrol seeks to patch potholes as quickly as possible as the weather transitions to warmer temperatures. Missourians can contact the department via email or by calling 1-888-ASK-MODOT to report a pothole. The current year’s pothole reports are up by 78 percent compared to a year ago.

Employee Survey – Director Nichols noted the department’s employee survey was mailed to employees’ homes. It has been four years since the last survey and department leadership is eager to hear from employees. An external organization has developed the survey based on employee focus groups conducted earlier in the year. The consultant will analyze the survey results to ensure the employee survey responses remain anonymous, unbiased, and unfiltered. Director Nichols stated the final report will be shared with the Commission at its August meeting.

Annual Planning Partners Meeting – Director Nichols reported the department recently held the annual statewide meeting with planning partners, such as metropolitan planning organizations and

regional planning commissions. Director Nichols said the gathering was an opportunity to take the pulse of the current effort underway to begin building a list of transportation priorities that would be delivered with the additional monies generated by the proposed one-cent temporary sales/use tax. House Joint Resolution (HJR) 68 requires the Commission to publish a list of projects that would be delivered with the new funds, prior to a public vote. Director Nichols noted there is not enough time to get that accomplished if the department waits until the legislative session concludes. Director Nichols briefly summarized the timetable to prioritize projects from the regional partners to the Commission's approval in September.

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PRESENTATION BY APAC-MISSOURI, INC.

David Guillaume, President, APAC-Missouri, Inc., commended APAC-Missouri and MoDOT for winning the 2013 Sheldon G. Hayes award for excellence in construction of an asphalt pavement. This award, bestowed annually since 1971, recognizes the country's highest quality highway pavements. APAC-Missouri and the department received the award on February 5, 2014 during the National Asphalt Pavement Association's 59th annual meeting. This was the first time any roadway in Missouri has won the award.

Mr. Guillaume stated the Sheldon G. Hayes award winner is determined through a two-year process. Highway pavement projects using more than 50,000 tons of asphalt are eligible for consideration. Initially, candidate projects must win a Quality in Construction (QIC) award, which is determined by numerical scores given by pavement engineers at the National Center for Asphalt Technology (NCAT) on the basis of how well the contractor met the specifications and achieved density on the finished pavement. The year after a project wins a QIC award, it may be considered for the Sheldon G. Hayes Award. The top-ranked projects from each year are tested for smoothness, and then visually inspected by an independent pavement consultant.

Mr. Guillaume specified the award was for work completed on 15.3 miles of Interstate 44 in Jasper County in the Southwest District. APAC-Missouri began construction in July 2012 and

completed work in September 2012. APAC-Missouri reclaimed existing asphalt pavement from I-44 and used recycled asphalt shingles in the finished pavement.

Commissioner Smith thanked Mr. Guillaume for his presentation and commended both APAC-Missouri and the department on a job well done.

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2014 WORK ZONE AWARENESS CAMPAIGN

Eileen Rackers, State Traffic and Highway Safety Engineer, reported as MoDOT prepares for the work zone season, the department plans for new strategies that will help improve safety in work zones for customers, partners, and employees. The reason for the campaign is to reduce fatalities and injuries in work zones. Ms. Rackers stated the number of fatalities in work zones has been declining since 2010, with an increase of 1 fatality last year. The department must be diligent in implementing changes to reduce the fatality number to zero.

This year's Work Zone Awareness week is the second week of April, and will introduce the 2014 Work Zone Awareness campaign around the state – Move Over for Work Zones, Don't Zone Out! In addition, the department will ask motorists to slow down, buckle up, and pay attention. The department will hold press events in all districts to highlight work zone safety and the need to move over when driving through work zones. Ms. Rackers noted Director Nichols and Missouri State Highway Patrol Colonel Replege will speak at the statewide kickoff event, which will be held on April 8 in Springfield. Ms. Rackers said education efforts will continue to emphasize how the Move Over law applies to MoDOT employees as well as emergency responders. The education efforts will continue through Labor Day weekend.

The awareness campaign will also stress maintenance crews on the road are work zones as well, and the traveling public will see more maintenance work zones than typical construction work zones this

year. Striping will also be a major activity for the department this spring, this slow-moving operation blocks one lane and motorists need to move over and allow crews room to work.

Ms. Rackers stated to most effectively get the work zone safety messages to the public, the department will be using ads strategically in many places including ads on the back of trucks on the interstate. The department will also continue to place advertising on the internet in strategic locations and with radio stations statewide. Barrel Bob will continue to make appearances during the campaign, and the department will utilize message boards for work zone awareness.

She reviewed the online resources available for customers, such as the Traveler Information Map and Rate Our Work Zone app. The Traveler Information Map is available on the MoDOT website and mobile devices. Motorists are encouraged to check for work zones before beginning a trip. Ms. Rackers noted the mobile version also includes real time traffic speeds.

Three years ago, the department began the Rate Our Work Zone survey statewide. As a result, there have been an increased number of surveys completed. Customer surveys are available on the MoDOT website, mobile site, and hard copy distributed at rest areas and welcome centers. Surveys are also handed out at public meetings and in some cases even by flaggers in the work zone. The response from the survey information is distributed in the same day that it is received to employees who can determine if adjustments need to be made in an active work zone. This tool has prompted changes to temporary traffic control based on public feedback. The results of the surveys are showing that the department is meeting customer expectations with a rating of 85 percent in safety, and 82 percent overall, however the department would like to improve its rating of 69 percent on timeliness. This year, work zone inspection teams have been established in each district and will review work zones more often and during peak traffic to gain a better understanding of the low rating for timeliness and seek ways to improve timeliness for the traveling public.

The Traffic Management Centers (TMCs) use real time technologies from speed sensors and cameras to detect and notify staff of any delay that happens in a work zone. This information can be relayed to customers quickly through our dynamic message signs. A particular area of focus is to provide direct support for moving operations. Using the department's electronic message signs, advance warning can be provided to enhance safety for customers and employees. Additionally, the mobile operation will be notified of other delays or vehicle crashes in the area that could be problematic for the operation. In some circumstances, the TMC can request the moving operation pull off the road so traffic can return to a better flow.

Ms. Rackers reported the three most vulnerable moving operations are striping, patching, and sweeping. Truck Mounted Attenuators (TMAs) have been upgraded to improve safety and visibility. Some of the safety improvements include the use of new markings on the back of the TMA, additional light bars, installing an emergency alert button that activates additional lights to get the drivers' attention, and dynamic message signs. These improvements were made to make the equipment more visible and safer for customers and employees and have reduced hits on divided highways by 25 percent.

Ms. Rackers mentioned law enforcement always play a key role in keeping work zones safe for employees and the traveling public. The department continues to fund additional hours for increased law enforcement when available. Current efforts are to ensure the department is maximizing Statewide Transportation Improvement Program (STIP) commitments for the use of law enforcement in work zones.

The work zone message for employees during this campaign will be to take time and be safe. Ms. Rackers concluded her presentation with the story of Motorist Assist Operator Clinton Scott, who was killed on September 12, 2012, while working on I-70 in Kansas City. With the permission of Mr. Scott's family, the department will be using his public service announcement this year to share the message of slowing down and paying attention in work zones. The goal is for everyone to go home

safe. One death on the highway is one too many. Customers have said they want safe roads. The department wants customers and employees to go home safe every day.

Commissioner Smith thanked Ms. Rackers for her presentation and commended the department for their efforts to minimize the impact for drivers from well managed work zones to providing tools to help plan trips. He expressed his appreciation of having law enforcement present in work zones to encourage everyone to slow down so that they and the workers on the roadway can all go home safe.

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MULTIMODAL OPERATIONS

Michelle Teel, Multimodal Operations Director, stated the Multimodal Operations division works with Missouriian's and transportation partners statewide to deliver transportation infrastructure and services in aviation, rail, transit, waterways, and freight. Since the department does not own most of this infrastructure, MoDOT works closely with local partners across the state on all elements of transportation delivery, including planning, design, construction, maintenance, and operations. Ms. Teel noted prior to 1980, the Multimodal Operations division was the Department of Transportation. In 1980, Multimodal Operations merged with the Missouri State Highway Department. Although the transition happened more than 30 years ago, MoDOT continues to be funded like a highway department instead of a state department of transportation.

Ms. Teel explained how multimodal operations are funded receiving a total of \$83.6 million in 2013; this included \$63.2 million from federal funds and \$20.4 million in state funds. She then described how each mode of transportation is funded and noted that with very little dedicated revenue, state funding for other modes requires General Assembly annual appropriation. Beginning with transit, it received approximately \$3 million in general state revenues. The federal highway trust fund also funds transit in addition to the road and bridge fund, so the stark reality concerns of the insolvency of the federal highway trust fund will impact transit as well. Aviation receives federal funds from authorizing

legislation called the Federal Aviation Administration Modernization and Reform Act of 2012. The bill covers federal fiscal years 2012 to 2015. Ms. Teel noted there will not be an aviation authorization after next year unless Congress takes action. She also explained that on average, the state receives a total of \$20 to \$25 million in state and federal aviation funds, however, for fiscal year 2015, the airports across the state submitted over \$90 million in project requests through their annual capital improvement plans, reflecting a huge disparity between the funds desired and what is available for aviation projects. Rail funds include about ten million dollars in Amtrak operating funds, which is state general revenue funds and requires appropriation by the General Assembly. Rail funding is never certain and the department appeals every year for coveted general revenue funds. Ms. Teel commented rail funds from the federal passenger rail improvement program that funded projects like the Osage River Rail Bridge are no longer available. Waterways capital program is also funded by state general revenue. Without dedicated revenue, this mode of transportation often goes years without funding. For example, there was no money invested during state fiscal years 2010 to 2013.

Ms. Teel then highlighted each mode of transportation beginning with rail. She stated the federal passenger rail program delivered about fifty million dollars in passenger rail improvements, which generated nineteen million dollars in private investment. These improvements helped promote a steady increase in passengers as reliability of the service increased. Currently, Missouri's River Runner state supported Amtrak line between Kansas City and St. Louis has a record high of 90 percent customer satisfaction and 94 percent on-time performance. Ms. Teel noted improvements in passenger rail also support freight rail. On the freight side, Kansas City and St. Louis are the second and third largest rail hubs in the country and Missouri is the fourth largest freight state in the nation. Moving the equivalent of 15.5 million trucks fully loaded every year, that is more than 43,000 trucks a day, that are not on the highway system because they are using the extensive rail system. With such a large amount of rail activity, the role of MoDOT's rail inspectors is very important, performing safety inspections of track

conditions, operating practices, and signaling equipment, and also enforcing state and federal regulations. Ms. Teel reported of the 3,800 public crossings on public roads, less than half have lights and gates; however, MoDOT continues to work with the railroads and communities to provide safety upgrades at rail crossings around the state.

Ms. Teel remarked that nationally, transit use is growing at record levels. According to the American Public Transportation Association (APTA), Americans took 10.7 billion trips on public transit last year, which is the highest number in more than five decades. She explained for many Missourians, public transit is the only mode of transportation including Missourians living with disabilities, elderly, and those who cannot afford a vehicle. This is an important quality of life issue for many of these Missourians and is an important economic issue for all Missourians. Interestingly, the phenomenal growth of ridership is driven by people who do have choices and they are choosing public transportation. The group responsible for the growth is the 16-34 year age group. Also, the percentage of households without a vehicle has increased every year for the last five years, reaching 9.2 percent in 2012. Ms. Teel noted some form of transit is available in all 114 counties of Missouri, she explained that transit is not just an urban issue as Missourians value rural transit and OATS is the largest rural transit provider in Missouri and in the country.

Ms. Teel stated Missouri has 124 public-use airports that generate \$11.1 billion in economic output. Missouri is one of ten states that serve as a block grant state, which means the department acts on the Federal Aviation Administration's (FAA) behalf in administering the federal Airport Improvement Program funds to seventy of the state's federally obligated airports. Multimodal division also conducts airport safety inspections and partners with the University of Missouri and FAA to deliver aircraft firefighter and rescue training.

When reviewing transportation on Missouri's waterways, Ms. Teel explained there are two state supported ferry boat operations which are more cost effective than a major river bridge and fifteen

public ports. Although the department does not invest much money in port facilities, it does not take very much public money to generate the influx of a lot of private money. Ms. Teel provided an example of the New Madrid County port's growth over the past few years. One million dollars of state funding and one and a half million dollars of federal funding generated seventy million dollars in private investment and sixty full time jobs.

Ms. Teel noted Missouri's geographic location, inland river system, and transportation infrastructure provide a competitive advantage. In 2012, Missouri freight exports totaled \$13.9 billion. Missouri is the fourth largest rail state in the country. St. Louis is the third largest inland port in the United States. Missouri airports also have available capacity for increased freight cargo. Ms. Teel commented during the *On the Move* outreach, Missourians said they wanted to make the most out of these opportunities. The Multimodal Division is working with freight partners across the state to develop a comprehensive freight plan. The plan will identify freight opportunities for Missouri to increase economic development and jobs. The plan will also identify, both to the department and the state, the costs to the Missouri economy if the freight network stagnates or deteriorates.

Ms. Teel concluded her presentation by explaining MoDOT is committed to doing everything it can with the resources available but without a solution to the transportation funding problem, the department will not be able to accomplish what Missourians have said they want during the On the Move outreach.

Commissioner Miller thanked Ms. Teel for her presentation and agreed Missourians told the department they want more from the total transportation system, not just roads and bridges. Commissioner Miller commented what a difficult task that is when funding is dependent on annual appropriations from the state legislature for the other modes of transportation. It is also difficult when federal authorization bills expire and state reimbursements are delayed for aviation projects, and for transit which relies on the declining revenue source of federal gas taxes.

RESOLUTION AUTHORIZING THE INTENT AND OFFER FOR SALE OF FIRST LIEN REFUNDING STATE ROAD BONDS, SERIES A 2014 AND SECOND LIEN REFUNDING STATE ROAD BONDS, SERIES B 2014

On behalf of the Director, Roberta Broeker, Chief Financial Officer, explained how money can be saved through bond refunding. Approximately \$954 million of outstanding State Road Bonds, which were issued in August 2006 and September 2007, is currently economical to be refunded consistent with the Commission's Debt Management Policy. The Commission's policy requires there be at least a five percent savings. Based on current market rates, the net present value savings on the debt service cost is approximately \$83 million or 8.7 percent, of the refunded par value. The planned sale dates are May 19, 2014 for retail buyers and May 20, 2014 for institutional buyers. Ms. Broeker recommended the adoption of the following resolution that expresses the Commission's intent to issue and offer for sale First Lien Refunding State Road Bonds, Series A 2014 and Second Lien Refunding State Road Bonds, Series B 2014. Ms. Broeker also requested delegation of authority for execution of documents related to the bond refunding.

RESOLUTION

RESOLUTION AUTHORIZING THE OFFERING FOR SALE OF FIRST LIEN REFUNDING STATE ROAD BONDS, SERIES A 2014 AND SECOND LIEN REFUNDING STATE ROAD BONDS, SERIES B 2014 TO REFUND CERTAIN OUTSTANDING STATE ROAD BONDS; AND AUTHORIZING THE PREPARATION OF CERTAIN DOCUMENTS AND ACTIONS IN CONNECTION WITH THE ISSUANCE OF SAID BONDS.

1. The Commission is duly organized and existing under Article IV, Section 29 of the Missouri Constitution and Sections 226.010 to 226.190 of the Revised Statutes of Missouri, as amended, and is vested with the powers and duties specified in Chapters 226 and 227 of the Revised Statutes of Missouri, as amended, including authority and supervision over the construction, reconstruction and repairs of state roads, highways and bridges which are constructed, improved and maintained in whole or in part by the aid of state moneys, and of highways constructed in whole or in part by the aid of moneys appropriated by the United States government, so far as such supervision is consistent with the acts of Congress relating thereto (the "State Highway System").

2. The Commission is authorized to issue state road bonds to fund construction and reconstruction projects of the state highway system, which bonds are to be issued and be payable as provided in Article IV, Section 30(b) of the Missouri Constitution, as amended.

3. The Commission has entered into a Master Bond Indenture dated as of July 1, 2005 (as originally executed, the “**Master Bond Indenture,**” and with all amendments and supplements thereto, the “**Bond Indenture**”), to provide for the issuance of state road bonds (the “**Bonds**”), in separate series under the Master Bond Indenture as amended and supplemented by Supplemental Bond Indentures from time to time, in authorized principal amounts as the Commission may determine to be appropriate to comply with the constitutional and statutory duties of the Commission to fund the cost of implementing state highway projects (the “**Projects**”) as provided in the State Highway Act, and to pay certain costs related to the issuance of the Bonds, on the terms and conditions provided in the Master Bond Indenture and in the Supplemental Bond Indentures authorizing such series of Bonds.

4. Pursuant to the State Highway Act and a resolution duly adopted by the Commission, the Commission issued \$800,000,000 principal amount of **Missouri Highways and Transportation Commission, First Lien State Road Bonds, Series A & B 2006** (the “**Series A & B 2006 Bonds**”), under the Master Bond Indenture, as amended and supplemented by the Supplemental Bond Indenture No. 3, for the purpose of providing funds to (a) finance the costs of projects for the state highway system and (b) pay costs related to the issuance of the Series A & B 2006 Bonds.

5. Pursuant to the State Highway Act and a resolution duly adopted by the Commission, the Commission issued \$526,800,000 principal amount of **Missouri Highways and Transportation Commission, Second Lien State Road Bonds, Series 2007** (the “**Series 2007 Bonds**”), under the Master Bond Indenture, as amended and supplemented by the Supplemental Bond Indenture No. 4, for the purpose of providing funds to (a) finance the costs of projects for the state highway system and (b) pay costs related to the issuance of the Series 2007 Bonds.

6. The Commission proposes to conduct analysis with the intent to issue state road bonds designated as the **Missouri Highways and Transportation Commission, First Lien Refunding State Road Bonds, Series A 2014** (the “**Series A 2014 Bonds**”), under the Master Bond Indenture, as amended and supplemented by Supplemental Bond Indenture No. 6, for the purpose of providing funds, together with other available funds of the Commission, to (a) refund a portion of the Series A & B 2006 Bonds (the portion of such bonds to be refunded being the “2006 Refunded Bonds”), and (b) pay costs related to the issuance of the Series A 2014 Bonds and the refunding of the 2006 Refunded Bonds.

7. The Commission proposes to conduct analysis with the intent to issue state road bonds designated as the **Missouri Highways and Transportation Commission, Second Lien Refunding State Road Bonds, Series B 2014** (the “**Series B 2014 Bonds**”), under the Master Bond Indenture, as amended and supplemented by Supplemental Bond Indenture No. 6, for the purpose of providing funds, together with other available funds of the Commission, to (a) refund a portion of the Series 2007 Bonds (the portion of such bonds to be refunded being the “2007 Refunded Bonds”), and (b) pay costs related to the issuance of the Series B 2014 Bonds and the refunding of the 2007 Refunded Bonds.

8. The Commission desires to select the firm of Merrill Lynch, Pierce, Fenner & Smith Incorporated, a subsidiary of Bank of America Corporation (the “Purchaser”), as representative of the underwriters, for the Series A 2014 Bonds and the Series B 2014 Bonds.

9. The Commission desires to authorize the Purchaser to proceed with the offering for sale of the Series A 2014 Bonds and the Series B 2014 Bonds.

10. One of the duties and responsibilities of the Purchaser is to review and distribute a Preliminary Official Statement and a final Official Statement relating to the Series A 2014 Bonds and the Series B 2014 Bonds.

11. The Commission desires to authorize the Purchaser, Purchaser's Counsel and Gilmore & Bell, P.C., Bond Counsel to the Commission, to proceed with the preparation, review and distribution of the Preliminary Official Statement and the final Official Statement relating to the Series A 2014 Bonds and the Series B 2014 Bonds.

12. The Commission finds and determines that it is necessary and desirable in connection with the preparation to issue and offer to sell the Series A 2014 Bonds and the Series B 2014 Bonds that the Commission execute and deliver certain documents including the Preliminary Official Statement and that the Commission take certain other actions as herein provided.

NOW THEREFORE, BE IT RESOLVED BY THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION, AS FOLLOWS:

Section 1. Purchaser Selection. The Commission hereby selects the firm of Merrill Lynch, Pierce, Fenner & Smith Incorporated, as the Purchaser, for the Series A 2014 Bonds and the Series B 2014 Bonds. Upon completion of the preparation of the Preliminary Official Statement, the Purchaser is hereby authorized to proceed with the mailing of the Preliminary Official Statement related to the offering for sale of the Series A 2014 Bonds and the Series B 2014 Bonds. The final terms for the sale of the Series A 2014 Bonds and the Series B 2014 Bonds and the approval of the financing documents authorizing the Series A 2014 Bonds and the Series B 2014 Bonds shall be determined and approved by subsequent resolution of the Commission. The Commission further authorizes the filing of an application with Moody's Investors Service, Inc., Standard & Poor's Rating Service and Fitch Ratings for a rating of such bonds, and to take other actions necessary to carry out the mailing of the Preliminary Official Statement related to the offering for sale of the Series A 2014 Bonds and the Series B 2014 Bonds.

Section 2. Offer For Sale. The Commission authorizes the offering for sale of the Series A 2014 Bonds and the Series B 2014 Bonds for purposes aforesaid which shall be issued under and secured by and shall have the terms and provisions set forth in the Master Bond Indenture dated as of July 1, 2005, as supplemented and amended by supplemental indentures including the Supplemental Bond Trust Indenture No. 6 referred to herein (collectively, the "**Indenture**"). The principal amount of, and interest rates on, the Series A 2014 Bonds and the Series B 2014 Bonds shall be in such amounts with such interest rates to provide present value debt service savings of at least 5% of the cumulative principal amount of the 2006 Refunded Bonds and 2007 Refunded Bonds with each maturity producing a minimum 3% present value savings.

Section 3. Preliminary and Final Official Statement. The Commission hereby authorizes the preparation of a Preliminary Official Statement and final Official Statement by amending, supplementing and completing the Preliminary Official Statement, and the officers of the Commission and MoDOT are hereby authorized, empowered and directed to execute the final Official Statement in the name and on behalf of the Commission with such changes and additions thereto as such official shall deem necessary or appropriate, such official's signature thereon being conclusive evidence of such official's and the Commission's approval thereof. The Commission hereby consents to the use and public distribution by the Purchaser of the Preliminary Official Statement and the final Official Statement in connection with the offering for sale of the Series A 2014 Bonds and the Series B 2014 Bonds.

Section 4. Letter of Certification. For the purpose of enabling the Purchaser to comply with the requirements of Rule 15c2-12(b)(1) of the Securities and Exchange Commission, the officers of the Commission and MoDOT are hereby authorized, if requested, to provide the Purchaser a letter or certification to the effect that

the Commission deems the information contained in the Preliminary Official Statement to be “final” as of its date, except for the omission of such information as is permitted by Rule 15c2-12(b)(1), and to take such other actions or execute such other documents as such officers in their reasonable judgment deem necessary to enable the Purchaser to comply with the requirements of such Rule.

Section 5. Official Statement Copies. The Commission agrees to provide to the Purchaser within seven business days of the date of the agreement to purchase the Series A 2014 Bonds and the Series B 2014 Bonds or within sufficient time to accompany any confirmation that requests payment from any customer of the Purchaser, whichever is earlier, sufficient copies of the final Official Statement to enable the Purchaser to comply with the requirements of Rule 15c2-12(b)(4) of the Securities and Exchange Commission and with the requirements of Rule G-32 of the Municipal Securities Rulemaking Board.

Section 6. Limited Obligations. The Series A 2014 Bonds and the Series B 2014 Bonds shall be limited obligations of the Commission payable solely from the sources and in the manner as provided in the Indenture, and shall be secured by a pledge and assignment of and a grant of a security interest in the Trust Estate (as defined in the Indenture) in favor of the holders of the Series A 2014 Bonds and the Series B 2014 Bonds, as provided in the Indenture. The Series A 2014 Bonds and the Series B 2014 Bonds and interest thereon shall not be deemed to constitute a debt or liability of the State of Missouri or of any political subdivision thereof within the meaning of any State of Missouri constitutional provision or statutory limitation and shall not constitute a pledge of the full faith and credit of the State of Missouri or of any political subdivision thereof, but shall be payable solely from the funds provided in the Indenture. The issuance of the Series A 2014 Bonds and the Series B 2014 Bonds shall not, directly, indirectly or contingently, obligate the State of Missouri or any political subdivision thereof to levy any form of taxation therefor or to make any appropriation for their payment. The State of Missouri shall not in any event be liable for the payment of the principal of, redemption premium, if any, or interest on the Series A 2014 Bonds and the Series B 2014 Bonds or for the performance of any pledge, mortgage, obligation or agreement of any kind whatsoever which may be undertaken by the Commission. No breach by the Commission of any such pledge, mortgage, obligation or agreement may impose any liability, pecuniary or otherwise, upon the State of Missouri or any charge upon its general credit or against its taxing power.

Section 7. Further Authority. The Commission shall, and the officers, agents and employees of the Commission and MoDOT are hereby authorized and directed to, take such further action, and execute such other documents, certificates and instruments as may be necessary or desirable to carry out and comply with the intent of this Resolution, and to carry out, comply with and perform the duties of the Commission with respect to the offering for sale of the Series A 2014 Bonds and the Series B 2014 Bonds, subject to approval as to form by the Chief Counsel’s Office.

Section 8. Effective Date. This Resolution shall take effect and be in full force immediately after its adoption by the Commission.

Via approval of the consent agenda, the Commission unanimously took the following action:

- Adopted a resolution that, among its provisions, authorizes the preparation, review and distribution of the Preliminary Official Statement and final Official Statement that states the Commission intends to: (1) issue First Lien Refunding State Road Bonds, Series A 2014 (hereinafter, “Series A 2014 Bonds”) to refund a portion of the Series A & B 2006 Bonds (hereinafter, “2006 Refunded Bonds”); (2) issue Second Lien Refunding State Road Bonds, Series B 2014 (hereinafter, “Series B 2014 Bonds”) to refund a portion of the Series 2007 Bonds

(hereinafter, “2007 Refunded Bonds”); and (3) offer for sale the Series A 2014 Bonds and the Series B 2014 Bonds; and (4) authorize and approve any other documents and actions in connection with the intent to issue and offer for sale the Series A 2014 Bonds and the Series B 2014 Bonds.

- Authorized the Secretary to the Commission to execute the Resolution confirming its adoption by the Commission, subject to approval as to form by the Chief Counsel’s Office.
- Authorized the Series A 2014 Bonds and the Series B 2014 Bonds to be sold through a negotiated sale with Merrill Lynch, Pierce, Fenner & Smith Incorporated, a subsidiary of Bank of America Corporation, being the senior manager and representative of the underwriting team and, pursuant to the Resolution, that the Purchaser selected by the Commission is authorized to use and publicly distribute the Preliminary Official Statement and the final Official Statement in connection with the offering for sale of the Series A 2014 Bonds and the Series B 2014 Bonds.
- Authorized the Director, Chief Engineer or the Chief Financial Officer to take any other additional actions, and to execute any other ancillary documents, certificates or instructions, necessary to market the Series A 2014 Bonds and the Series B 2014 Bonds, subject to approval as to form by the Chief Counsel’s Office.

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FISCAL YEAR 2014 BUDGET AMENDMENT

On behalf of the Director, Brenda Morris, Financial Services Director, recommended increasing disbursements \$12.7 million for the Fiscal Year 2014 budget. Ms. Morris also recommended transfers between operating budget categories to address changing priorities and provide greater flexibility to districts and divisions in funding program priorities.

Via approval of the consent agenda, the Commission unanimously approved the Fiscal Year 2014 budget amendment described above.

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CONSIDERATION OF BIDS FOR ROADWAY IMPROVEMENTS

On behalf of the Director, Eric Schroeter, State Design Engineer, presented the following recommendations pertaining to bids received on federal-aid and state highway and bridge projects during the past month.

Mr. Schroeter recommended (1) Award of contracts to the lowest responsive bidders for bids received at the March 21, 2014, letting, as recommended and noted in Table I below. (2) Rejection of

bids received on Calls A01, A02, and B02 as noted in Table II below, due to the bids being excessive per Section 102.15 of the Missouri Standard Specifications for Highway Construction.

**Table I
Award of Contracts
March 21, 2014, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A03	29	Atchison, Andrew, Holt	J2I2166B	\$289,617.30	\$0.00	Herzog Contracting Corp.	JOC - Asphalt Repair
A04	29	Buchanan, Platte, Andrew	J2I2166C	\$269,027.60	\$0.00	Herzog Contracting Corp.	JOC - Asphalt Repair
A05	35	Harrison, Daviss	J2I2166D	\$289,617.30	\$0.00	Herzog Contracting Corp.	JOC - Asphalt Repair
A06	35	Various	J2I2166E	\$261,294.25	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	JOC - Asphalt Repair
A07	Various	Various	J9P2264D	\$1,293,569.00	\$0.00	James H. Drew Corporation	Guardrail
B01	70	Montgomery, Warren	J2I2166J	\$580,750.00	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	JOC - Asphalt Repair
B03	63	Randolph	J2P2201	\$1,139,065.61	\$0.00	W. L. Miller Company	Grading, Optional Pavement and Drainage
		Macon	J2P2219				Intersection Improvements
			J2P2226C				
B04	C	Schuyler	J2S2174	\$1,018,489.00	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Bridge Replacement
	J	Adair	J3P2233L				Bridge Deck Replacement
	H	Schuyler	J3P2233M				
B05	WW	Macon	J2S2181	\$997,753.20	\$0.00	Bleigh Construction Company	Bridge Deck Replacement
	D	Adair	J3P2233I				
	K		J3P2233J				
	KK		J3P2233K				
B06	Various	Lincoln, Lewis, Montgomery, Shelby	J2S3066	\$158,070.00	\$0.00	International Rigging Group, LLC	Bridge Painting (5 Bridges)
B07	61	Clark	J3P2181	\$1,115,781.00	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Bridge Deck Replacement (2 Bridges)

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
B08	161	Montgomery	J3P2233E	\$1,336,154.29	\$0.00	Bleigh Construction Company	Bridge Deck Replacement
	B	Ralls	J3P2233G				Bridge Replacement
			J3P2233H				
C01	50	Johnson	J3P3028	\$1,140,294.66	\$69.20	Chester Bross Construction Company/C.B. Equipment, Inc.	Grading, Drainage, And Optional Pavement
C02	670	Jackson	J4I2023	\$2,188,977.65	\$0.00	Comanche Construction, Inc.	Bridge Deck Replacement and ADA Improvements
C03	35	Clay	J4I2354	\$2,931,922.67	\$0.00	Ideker, Inc.	Resurface and Guardrail Improvements
C04	FF	Platte	J4I3020	\$940,623.04	\$0.00	Midwest Heavy Construction, LLC	Slide Repair
	49	Cass	J4I3020B				Alternate Slide Repair
C06 *	33	Clay, Clinton	J4P3047	\$2,315,709.65	\$0.00	Ideker, Inc.	Grading, Resurface and Optional Pavement
C07	291	Jackson	J4P3054	\$544,301.78	\$0.00	Leath & Sons, Inc.	ADA and Signal Improvements
C08	M	Platte	J4S3075	\$144,951.95	\$0.00	Midwest Heavy Construction, LLC	Culvert Replacement
	152		J4S3076				
C09	10	Ray	J3P3033	\$2,295,287.87	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Coldmill and Resurface
		Carroll, Ray	J3P3038				Resurface
C10	50	Pettis	J5P2205	\$3,259,858.14	\$0.00	Magruder Paving, LLC	Coldmill, Resurface, and ADA Improvements
D01	32	Dallas	J8S2465	\$3,463,247.95	\$0.00	Leo Journagan Construction Co., Inc.	Resurface and Add Shoulder
	32	Laclede	J5S3006C				Resurface
	44		J8L1300N				
D02	50	Cole	J5P0820F	\$34,856.00	\$0.00	Kauffman Enterprises, LLC	Building Demolition
D03	28	Pulaski	J5P3087	\$1,880,333.80	\$124.56	Robertson Contractors, Inc.	Grading, Drainage, And Optional Pavement
	D	Phelps	J5P2235B				Bridge Replacement
			J9S2220				
D04	47	Washington	J5P3028	\$2,215,174.50	\$0.00	N.B. West Contracting Company	Resurface
			J5S3006B				Resurface and Add Shoulders
D05	C	Maries	J5S2225	\$403,936.55	\$0.00	Robertson Contractors, Inc.	Bridge Replacement

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
D06	AC	Laclede	J8S2406	\$480,889.95	\$0.00	Don Schnieders Excavating Company, Inc.	Bridge Deck Replacement
D07	H	Gasconade	J5S2203	\$838,260.40	\$0.00	Don Schnieders Excavating Company, Inc.	Bridge Replacement (2 Bridges)
F01 **	64	St Louis City	J6I2377B	\$24,977,436.50	\$15,750.00	STL Constructors, LLC	Grading, Optional Pavement and Bridge Replacement (2 Bridges)
			J6I3026B				Bridge Rehabilitation
F02	44	St Louis	J6I2168	\$2,663,776.00	\$0.00	Gulf Coast Contracting of FL, LLC	Bridge Rehabilitation (4 Bridges)
F03	64	St Charles	J6P2275	\$516,000.00	\$0.00	Pace Construction Company, LLC	Coldmill and Resurface
F04	D	St Louis City	J6P3042	\$584,658.00	\$8,500.00	T.G.B., Inc.	ADA and Signal Improvements
F05	Various	St Louis	J6P3069	\$1,246,000.00	\$0.00	Collins & Hermann, Inc.	JOC - Guardrail Repair
F06	44	Franklin	J6Q2039	\$2,308,869.20	\$0.00	Gerstner Electric, Inc.	ITS
F07	N	St Charles	J6S2328	\$5,749,994.75	\$0.00	Magruder Paving, LLC	Resurface and Add Shoulders
			J6S3028				
F08 ***	115	St. Louis	J6S2428	\$10,232,666.41	\$1.00	N.B. West Contracting Company	ADA, Lighting, Signal Improvements W/4 Add Alternates
F09 ****	B	Jefferson	J6S3019	\$3,782,219.50	\$0.00	N.B. West Contracting Company	Resurface and Add Shoulders
F10	180	St Louis City	J6S3043	\$419,223.28	\$0.00	T.G.B., Inc.	ADA Improvements
F11	170	St. Louis	J6I3014	\$3,825,000.00	\$0.00	Pace Construction Company, LLC	Coldmill, Resurface, and Bridge Rehabilitation (4) Bridges
F12	67	St. Louis	J6S3015	\$282,542.25	\$0.00	N.B. West Contracting Company	Microsurfacing, and Optional Pavement
F13	47	Franklin	J6P3019	\$2,164,476.15	\$0.00	Magruder Paving, LLC	Resurface and Add Shoulders
G01	Various	Various	J8P2239	\$261,125.00	\$0.00	Collins & Hermann, Inc.	JOC - Guardrail Repair
G02	Various	Various	J8P2242	\$188,650.00	\$0.00	Collins & Hermann, Inc.	JOC - Guardrail Repair

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
H01 ** ***	H	St. Francois	JOS2283	\$1,786,343.85	\$0.00	N.B. West Contracting Company	Resurface
	W		JOS2182				Coldmill, Resurface And ADA Improvements
			TOTAL:	\$94,816,796.00	\$24,444.76		

- * Call C06 – Funding by City of Kearney – \$64,331.00
- ** Call F01 – Funding by East-West Gateway – \$7,848,000.00
Funding by Illinois Department of Transportation – \$4,484,140.23
- *** Call F08 – Funding by East-West Gateway – \$1,200,000.00
Funding by Great Rivers Greenway – \$500,000.00
Funding by County of St. Louis – \$400,000.00
- **** Call F09 – Funding by City of Cedar Hill – \$160,000.00
- ***** Call H01 – Funding by the City of Farmington – \$676,000.00

**Rejection of Bids
March 21, 2014, Bid Opening**

Call No.	Route	County	Job No.	Description
A01	229	Buchanan	J113033	Bridge Rehabilitation (8 Bridges)
A02	Bus 29	Buchanan	J1S3047	ADA Improvements
			J1S3048	
			J1S3049	
B02	Various	Pike	J2P3067	Bridge Rehabilitation (5 Bridges)
	70	Lincoln, Marion, Montgomery	J2M0260	Bridge Rehabilitation

Commission Consideration and Action

After consideration, and upon motion by Commissioner Carmichael, seconded by Commissioner Suelthaus, the Commission took the following action with the abstentions noted below:

1. Awarded contracts to the lowest responsive bidders for bids received on the March 21, 2014, bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Rejected the bids received on Calls A01, A02, and B02, as noted in Table II above, because they were considered excessive.
3. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Miller abstained from voting on Calls A04, F05, G01 and G02. Commissioner Carmichael abstained from voting on Calls D01, G01, and G02. Commissioner Suelthaus abstained from voting on Calls F01, F05, and F11.

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2014 – 2018 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM, AMENDMENT

On behalf of the Director, Ed Hassinger, Chief Engineer, requested approval to revise the 2014-2018 Statewide Transportation Improvement Program (STIP) that was approved in July 2013, for the implementation of one project, as noted in the tabulation below.

**2014 – 2018 STIP
Highway and Bridge Construction Schedule
April Amendments
Project Implementation**

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
KC Jackson J4P2387B	Lee’s Summit Road	Corridor improvements, including widening, signals, lighting and sidewalks, from south of Route 40 to south of Anderson Drive.	2015 CN	\$11,452	\$0
			TOTAL:	\$11,452	\$0

Via approval of the consent agenda, the Commission unanimously approved the amendment to the 2014 – 2018 STIP as noted in the tabulations above.

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REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN OF HIGHWAYS

**Route I-435/210 Interchange, Clay County
Job No. J4I1980
Public Hearing Held January 30, 2014
On-line Public Hearing Held January 30, 2014-February 13, 2014**

The proposed improvement will improve the existing Route I-435 and Route 210 interchange by reconfiguring it to a diverging diamond interchange. The project will include replacement of the bridges on Route I-435 over Route 210 and widening Route I-435 to provide three continuous through lanes from Route I-35 to Route I-70. The project will have fully controlled and

controlled access right of way. It is anticipated that traffic will be maintained on the existing facility for the majority of the project. During the demolition of the existing I-435 bridges over Route 210 and during construction of the new bridges there will be some short closures on Route 210. The project is 1.0 mile in length.

On behalf of the Director, Dan Niec, Kansas City District Engineer, recommended approval of the design as presented at the public hearing.

Route 10, Clay County
Job No. J4P3007
Public Hearing Held February 20, 2014
On-line Public Hearing Held February 20, 2014-March 6, 2014

The project will replace two 80 year old bridges. It will also build a sidewalk on the south side of Route 10 between the two bridges. The project will have normal right of way. Route 10 will be closed from Regant Avenue to Saratoga Street. A signed detour will be provided. The project length is 0.4 miles.

On behalf of the Director, Dan Niec, Kansas City District Engineer, recommended approval of the design as presented at the public hearing.

Route PP, Butler County
Job No. J0S0919
Public Hearing Held December 19, 2013
On-line Public Hearing Held December 19, 2013-January 9, 2014

The proposed improvement provides a roundabout to connect Route PP east and west, Township Line Road north and south, and County Road 448 (Miller Road). The project will have normal right of way. Traffic will be maintained on the existing facilities for the majority of the project. The project is 0.1 mile in length.

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

Route 51, Bollinger County
Job No. J9P3006
Public Hearing Held March 4, 2014
On-line Public Hearing Held February 13, 2014-March 8, 2014

The improvement consists of a bridge replacement on a new location over Little Whitewater Creek. Lane width is 11 feet wide with two foot shoulders. The project will have normal access right of way. Route 51 will remain open to traffic over the existing bridge while the new bridge is being built. The project length is 0.2 miles.

On behalf of the Director, Mark Shelton, 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 designs, the Commission via approval of the consent agenda unanimously found and determined the recommended design would best serve the interest of the public and approved the recommendation.

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RATIFICATION AND APPROVAL OF PLANS FOR CONDEMNATION

On behalf of the Director, Eric Schroeter, State Design Engineer, recommended the Commission ratify and approve the following detailed project plans, approved by the Chief Engineer, which have been filed for condemnation.

<u>County</u>	<u>Route</u>	<u>Job Number</u>
Jefferson	W	J6S2207B
Ripley and Butler	160	J9P2222

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 they be filed as necessary for the condemnation of right of way.

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CONSIDERATION OF EXCESS PROPERTY DISPOSAL, ROUTE 40 IN JACKSON COUNTY, EXCESS PARCEL NUMBER E4-0231

In keeping with the Commission’s November 7, 2013, policy regarding disposition of Commission-owned property or property rights, the sale of all properties owned by the Commission with appraised or sale values of \$200,000 or more must be approved by specific Commission action.

On behalf of the Director, Dan Niec, Kansas City District Engineer, recommended conveyance of 3.73 acres of property that once served as the Blue Springs Maintenance facility located at 2303

Southwest Westbound US Highway 40 in Blue Springs to George and Jeanette Ward Trust for a consideration of \$200,000.

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

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-- REPORTS --

The Commission received the following written reports.

MEDICAL AND LIFE INSURANCE PLAN: MISSOURI DEPARTMENT OF TRANSPORTATION AND MISSOURI STATE HIGHWAY PATROL MEDICAL AND LIFE INSURANCE PLAN REPORT

Jeff Padgett, Risk and Benefits Management Director, provided financial and claims data reports for the period July 2013 through December 2013, and for the most recent five calendar years, to update the Commission on the cost and utilization of the Medical and Life Insurance Plan. Claims and administrative expenses exceeded medical and prescription revenues by \$2.2 million during the last half of calendar year 2013, with the excess borne by the premium stabilization reserve. Claims and administrative expenses have increased 0.3 percent compared to the same period last year. This can be attributed to a higher volume of prescription claims and an increase in professional fees for benefit consultants conducting the request for proposal process for claims and customer service administration. Spending for prescription drugs increased 9.4 percent in the last half of 2013 compared to the same time period in 2012, and consists of Medicare and non-Medicare prescription claims and Medicare Part-D Coverage Gap payments. This is attributable to an increase in utilization and costs associated with specialty drugs.

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**FINANCIAL – BUDGET – REPORTS
YEAR-TO-DATE FINANCIAL REPORT, PERIOD ENDING FEBRUARY 28, 2014**

Brenda Morris, Financial Services Director, submitted a written financial report for fiscal year-to-date ended February 28, 2014, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Eric Schroeter, State Design Engineer, submitted a written report of consultant contracts executed in the month of February 2014, 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. Three engineering consultant services contracts were executed in February 2014, for a total cost of \$163,394. There were no non-engineering consultant contracts executed in February 2014.

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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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