



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED HIGHWAYS AND
TRANSPORTATION COMMISSION MEETING HELD IN JEFFERSON CITY,
MISSOURI, WEDNESDAY, FEBRUARY 4, 2015**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, February 4, 2015, at the Missouri Department of Transportation Building, 105 West Capitol Avenue, Jefferson City, Missouri. Stephen R. Miller, Chairman, called the meeting to order at 9:30 a.m. The following Commissioners were present: Lloyd J. Carmichael, Kenneth H. Suelthaus, Gregg C. Smith, and Michael B. Pace.

Commissioner Scott tendered his letter of resignation to Governor Nixon stating his resignation would be effective on February 1, 2015; at the time of the February 4, 2015 meeting, a replacement had not been appointed.

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 Wednesday, February 4, 2015.

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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 specs, sealed bids, or negotiated contracts.

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

Commissioner Miller, Aye
Commissioner Carmichael, Aye
Commissioner Suelthaus, Aye
Commissioner Smith, Aye
Commissioner Pace, Aye

The Commission met in closed session on Tuesday, February 3, 2015 from 1:00 p.m. until 3:45 p.m. and reconvened on Wednesday, February 4, 2015 from 8:30 a.m. until 9:30 a.m.

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-- OPEN MEETING --

ANNOUNCEMENT OF COMMISSIONER BRYAN SCOTT'S RESIGNATION

Chairman Miller opened the meeting by noting the change in Commission membership. Commissioner Scott received a promotion and was transferred by his employer, Boeing, to run their operations in San Antonio, Texas. Consequently, he submitted his resignation to Governor Nixon. Chairman Miller stated although Commissioner Scott's service was all too brief, the Commission appreciates the contributions he made to transportation in Missouri.

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APPROVAL OF MINUTES

The minutes of the regular meeting held December 4, 2014, were not finalized and submitted to the Commission. The minutes were removed from the agenda and will be submitted at a future meeting.

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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 February 4, 2015, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Suelthaus, and 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 February 4, 2015, meeting.

Audit Committee – Commissioner Suelthaus stated there was no report.

Legislative Committee – Commissioner Carmichael noted the 2015 session of the Missouri General Assembly is well underway. One of the more lively discussions currently taking place in the legislature is how to address the future funding needs for transportation. Commissioner Carmichael stated since the January announcement of the 325 Plan, the conversation of how to fund future transportation needs of the state has somewhat intensified. There appears to be some interest among the legislature in discussing the possibility of addressing transportation funding by either: indexing the state’s current fuel tax rate; increasing the current fuel tax; implementing tolling authority to rebuild I-70; changing the current per gallon fuel tax to a wholesale tax rate; or dividing the state into different regional transportation districts with their own taxing authority. Commissioner Carmichael commented that the legislature is in the very early stages of talking about the need for transportation funding, but it appears they are looking into all available options for a long term sustainable transportation package. Finally, Commissioner Carmichael reported on the federal level, it has been officially announced that Congressman Sam Graves, from Maryville, will chair the subcommittee on Highways and Transit. This

committee will be drafting the next federal multi-year surface transportation act that is expected to be debated later this year in congress.

Missouri Transportation Finance Corporation – Commissioner Miller stated there was no report. The next MTFC meeting is scheduled for May 5, 2015.

MoDOT and Patrol Employees’ Retirement System – Commissioner Carmichael stated there was no report. The next MPERS meeting is scheduled for February 19, 2015.

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DIRECTOR’S REPORT

During the February 4, 2015, Commission meeting, Director Dave Nichols provided the following report:

10th Anniversary of Tracker – Director Nichols remarked the department will reach a milestone for the performance management tool called Tracker. It is the tenth anniversary of the tool used to assess how well the department delivers services and products to customers. Director Nichols stated Tracker is focused on achieving results and ensuring accountability, allowing customers to see the progress the department is making toward the expected results.

Winter Operations – Director Nichols noted that although this year’s weather in Missouri is not as challenging as what the Northeastern part of the country is facing, winter operations is an important part of MoDOT’s work. He commended the department for their most recent work on the logistics and how the southern regions of the state supported the northern regions that were removing snow over the weekend.

Safety rating – Director Nichols reported MoDOT received an excellent rating from an industry leader for the management of injuries and workers’ compensation. The National Council on Compensation Insurance (NCCI) is responsible for gathering data, analyzing industry trends and preparing insurance rates. NCCI’s standard is 1.0 and that means the organization or the agency has an average rating which is good. For 2014, MoDOT received a rating of .74, the lower the number the better. This is well below NCCI’s national standard rating of 1.0 and it is the lowest rating MoDOT has ever received. He commended the department’s health and safety officers for doing a fabulous job and for everyone at MoDOT for keeping safe every day.

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MISSOURI'S FREIGHT STORY

On behalf of the Director, Ed Hassinger, Chief Engineer, and Cheryl Ball, Administrator of Freight and Waterways, explained freight is the economy in motion. In 2011, Missouri moved one billion tons of freight valued at \$1.2 trillion. Freight is entirely dependent on connectivity, safety, reliability, and the condition of the transportation system.

Ms. Ball stated freight is manufacturing, office, and medical supplies; food and drink at restaurants; and groceries, televisions, and clothing. The supply chains move raw products to production and ultimately to consumers. The transportation system is critical to its success. On average, nine percent of a product's price is the cost of transportation, but some industries are higher, such as agriculture, which is about fourteen percent of the price. Every product Missouri residents buy is created and delivered through complex supply chains using the state's transportation system. If freight networks break down, so do supply chains. Efficiency of the chain has significant impact on how companies compete and the consumer's price at the store.

Ms. Ball commented Missouri has a huge natural, national advantage. The State of Missouri is central in the nation, within 600 miles of fifty percent of all households. For success, Missouri must leverage the natural advantage with investments to the transportation system. An integrated, reliable highway system is crucial to the trucking industry, which is the state's number one freight mode. To meet the anticipated growth, truck freight needs increased corridor capacity, first and last mile connections, removal of bottlenecks, and safety improvements such as safe truck parking spots, reduced number of at-grade rail crossings, and roadway geometric changes to accommodate the new freight destinations.

Mr. Hassinger explained rail is the second most used freight mode in the state. Missouri is the fourth most rail intensive state in the nation, and rail freight is expected to grow to more than 545 million tons of freight by 2030. To meet the growth, rail investments needed continued safety

improvements at 5,700 rail crossings, cost effective ways to connect rail lines to freight business in Missouri, and congestion and capacity improvements on the existing rail system especially where the lines intersect in Kansas City and St. Louis. Another large investment need is Merchants Bridge, a one hundred year old bridge in St. Louis, which has state and national significance to rail freight.

Ms. Ball remarked Missouri is blessed with more than 1,050 miles of navigable inland waterways that include fourteen public ports and more than two hundred private ports. St. Louis is the second largest inland port in the United States. Without maritime transportation, the fifty million tons moved annually would add an additional two million semis to the already congested highway system. Transportation investments are needed on Missouri's waterways including: increased maintenance activities at land and water sides in ports, upgrade of locks and dams on the upper Mississippi River, provide sufficient depth in river channels and harbors through dredging, and water releases from upstream dams on the Missouri River.

Missouri is home to three cargo airports. This mode focuses on high value and time sensitive goods. Seventy thousand pounds of cargo can easily be valued at more than \$11 billion. Air cargo needs expanded and updated facilities to continue to support the existing freight service and provide for the significant growth opportunities in the future.

Ms. Ball reported there are 114 intermodal locations throughout the state, mostly rail to truck connections plus some water port connections. These connections are key to using the entire transportation system's strengths and meeting demands in the future. Intermodal locations impact the cost of logistics through ease of moving from one mode to another, reduce congestion on the highway system, and enhance the ability of Missouri business to compete nationally and internationally. It would be beneficial to the State of Missouri to have more than the current number of intermodal locations.

Ms. Ball explained in Missouri the anticipated freight growth is thirty-seven percent growth for a total of 1.4 billion tons in 2030. While trucks have the greatest growth, all modes are anticipated to

grow. Improving the efficiency and reliability of all modes and the intermodal connections between them will be critical to maintaining our current economy and growing it in the future. Correspondingly, the forecast expects large freight value growth as well. However, the forecast is based upon current infrastructure conditions. As investment is deferred and the system deteriorates, it will impact the attractiveness of Missouri to the freight industry and reliability of the forecasted growth in the freight industry.

Ms. Ball discussed emerging trends in freight. People and technology are constantly changing, so freight supply chains are changing as well. Identifying trends, such as trade and industry growth as well as logistical challenges, helps the department anticipate needs and develop programs and policies to address them. These trends lead to changes and potential growth for freight movement in Missouri, which leads to increased demands on the transportation system.

Ms. Ball explained with the help of CDM Smith, Burns and McDonnell, and a steering committee of internal and external freight partners, the department developed the state freight plan to meet challenges of planning for future investments in the freight system and ensure the economy is strong not only today, but future decades as well. The Missouri State Freight Plan includes ten program recommendations and implementation plans. Missouri's freight network is identified in the plan, and it includes a project prioritization process. The Freight Plan is a baseline, or a starting point to provide guidance into the future.

Mr. Hassinger concluded the presentation by stating a growing and changing population means freight movement will continue to grow and opportunities will continue to be available. However, if the department cannot invest in Missouri's transportation system that is the backbone of the freight network, surrounding states will seize those available opportunities instead of Missouri.

Commissioner Miller thanked Mr. Hassinger and Ms. Ball for their timely report and for reminding the Commission of how much there is at stake for the entire economy of Missouri when you look at the importance of freight in Missouri.

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TOUGH CHOICES AHEAD: MISSOURI'S 325 SYSTEM

Director Nichols presented to the Commission at the January 4, 2015 meeting a proposed plan called the Missouri 325 System that would address the current realities of transportation funding. The declining road and bridge construction budget will have a negative effect on the condition of Missouri's 34,000 miles of roads and 10,400 bridges. There are tough choices ahead to keep roads and bridges across Missouri in good condition to be able to provide the competitive advantage needed for economic development, job creation, and a safe transportation system.

As previously explained by Director Nichols, there are many reasons why Missouri has insufficient transportation funding. Fuel tax revenues have become a diminishing revenue stream as cars become more fuel efficient. The fuel tax rate has not increased in almost 20 years, while the cost of doing business continues to rise. Inflation has decreased the department's purchasing power by more than fifty percent. What was 17 cents (state fuel tax per gallon) of purchasing power in 1992 is now about eight cents and decreasing each year. The cost of asphalt, concrete and steel cost as much as two hundred percent more than they did in 1992.

Director Nichols explained MoDOT has been able to do a good job with the system condition and answering the need for economic development, however, the department will not be able to continue to provide services and keep the system in good condition while Missouri has the seventh largest highway system in the nation, and ranks forty-sixth in revenue spent per mile. When comparing Missouri to surrounding states, it is clear by industry standards that Missouri's funding is inadequate.

Missouri needs a sustainable funding plan now to assure the efficient movement of people and goods, reliable travel times, and safe travel for all Missourians.

As the state's transportation expert, the department has consistently used available resources to maximize benefits for Missourians, as evidenced by the department's eighty-five percent customer satisfaction rating. Director Nichols noted there is a limit to how far a dollar can be stretched. It is projected that in 2017 the department's construction budget will drop to \$325 million annually, which is less than the amount needed each year just to take care of our state roads and bridges. An additional \$160 million is needed to just maintain the system in the condition it is in today. Also, the state will lose critical federal dollars if the department cannot provide a state match. It is anticipated that Missouri will be unable to match \$167 million of federal funds in 2017, \$400 million in 2018, and \$400 million in 2019.

At the Commission's request, staff worked diligently with stakeholders across the state to develop Missouri's 325 System. This system uses a rational principled approach that equitably shares the burden of a reduced budget. As presented at the January 4, 2015 meeting, the department proposed to first focus the very limited funding on taking care of Missouri's primary routes, Missouri's 325 System. Primary roads include approximately 8,000 miles of the state's 34,000-mile system and are the roads that connect cities across the state. Supplementary roads include the remaining miles. Nearly all Missouri's major roadways are part of the primary system. Only those major routes that function as business routes, loops, or more like local roadways are excluded from the primary system.

Director Nichols reiterated while the department will be able to keep primary roads and bridges in good condition, there will be significant impacts to the supplementary system. Although the department will provide limited routine maintenance on supplementary roads and bridges, Missourians will be impacted by rough roads and finding alternate routes due to bridge closings. At \$325 million, the supplementary system will become a patchwork of repairs, resulting in a rough ride for motorists, and it will become more difficult to maintain these roads as they continue to deteriorate more rapidly over time.

Bridges on the supplementary system will be weight-restricted or closed due to deteriorating conditions. He noted there are nearly 600 bridges today that are in critical condition and need to be replaced. Of those bridges, 110 are on the primary system, and about 483 bridges are on the supplementary system. Under Missouri's 325 System, the 110 bridges on the primary routes will be able to be replaced; the 483 bridges on the supplementary system cannot be replaced. Over the next 10 years it is estimated the number of critical bridges will increase to 1,500.

Over the past month, the department received several comments from across the state indicating some members of the public understand there is a funding problem and want MoDOT to do something about it. One comment said the 325 Plan may be the best that can be done with the current funding, but it will be detrimental to safety and economic development. Also, many communities have asked to partner on environmental planning studies; the department has declined these partnerships as Director Nichols explained it would be irresponsible to be planning for new and expanded roads when there is no funding on the horizon for those types of projects. Feedback received during the public comment period included suggestions to decrease the size of the system by giving roads to cities and counties to maintain. However, the reality is that most local governments cannot afford to maintain the several thousands of miles of roads that would need to be conveyed to them.

There was also some confusion regarding MoDOT's funding and budget as citizens don't fully understand the department's \$2 billion budget, which includes federal pass-through funding to others as well as state funds for other state agencies, but the budget also includes district operating budgets and staff salaries. It is difficult to understand how the budget appears to be large, but you only end up with \$325 million for construction. The department needs to continue to educate the public in this regard.

Other citizens wanted details on road and bridge deterioration, so additional information including a video were developed to help people understand exactly what they will see and feel once roads and bridges start to deteriorate. Statewide, Missourians want to make sure all federal funds available are kept in the state.

Lastly, internal questions were received regarding future staff reductions. While the department has already downsized to match the system, insufficient funding causes employees to be concerned about their jobs.

Director Nichols stated the Missouri 325 System is the best use of resources to take care of the transportation system with insufficient funding. The department is in preservation and maintenance mode, and the focus will be on projects that take care of the system. Director Nichols recommended the Commission adopt the Missouri 325 System to use the department's capital investment on the approximately 8,000 miles of primary roads and bridges while the remaining supplementary roads and bridges, approximately 26,000 miles, would only receive limited routine maintenance. The complete description of the primary system is provided at the end of this minute.

Commissioner Smith inquired when MoDOT would begin operating under the 325 System. Director Nichols explained it would be a phased in approach. Staff would immediately begin to use this plan in the next Statewide Transportation Improvement Program. The impacts of the limited maintenance on supplementary routes will be more gradual. Commissioner Smith inquired when the public will begin to see the deterioration issue. Director Nichols explained the department is receiving those calls currently and over the next year the public will see tremendous impacts, especially with the anticipated bridge closures. Commissioner Carmichael inquired if the department anticipates whether cities and counties will be able to assist with the supplementary routes. Director Nichols explained while they understand the problem, they are not able to fill the gap and maintain the supplementary system. Commissioner Miller inquired whether there have been any objections to the principled approach used when developing the 325 System. Director Nichols explained there was no objection to the method used to develop the plan, there were, however, individual communities that requested a roadway be added to the primary system. Commissioner Miller stated that if the Commission adopts this plan, the department and the Commission would be open to continuing the dialog and communication with local partners regarding the plan. However, he noted that we will not be able to increase the 8,000 miles of road in the primary system; it is a zero sum situation where if one mile comes in another mile must go out to keep the primary system at 8,000 miles. After further

discussion and consideration, and upon motion by Commissioner Carmichael, seconded by Commissioner Suelthaus, the Commission adopted Missouri's 325 System as indicated below.

The Missouri 325 system consists of 8,000 miles of primary roads and bridges as indicated below, the remaining miles of roadway and bridges of the transportation system are part of the supplementary system.

Designation of the Missouri 325 System of Interstate and Primary Highways

Interstate 29: Beginning at the Missouri-Iowa state line thence southerly through St. Joseph to IS 35 in Kansas City, to IS 70 in Jackson County and ending at junction of IS 35 and IS 70 in Jackson County.

Interstate 35: Beginning at the Missouri-Iowa state line thence southerly to IS 29 in Clay County. Beginning again at the intersection of IS 29 and IS 70 in Kansas City thence westerly and southerly to the Missouri-Kansas state line.

Interstate 44: Beginning at the Missouri-Kansas state line southwest of Joplin thence northeasterly through Springfield and Rolla to IS 70 in City of St. Louis.

Interstate 49: Beginning at the intersection of US 71 and IS 435 N in Jackson County thence southerly to IS 44 near Fidelity in Jasper County. Beginning again at IS 44 at Joplin thence southerly the intersection of US 71 and Goodin Hollow Rd just south of Route H in McDonald County near Pineville.

Interstate 55: Beginning at the Missouri-Illinois state line easterly to the junction of IS 64 and IS 44. Beginning again at IS 44, north of MO 30 in St. Louis, through Cape Girardeau and Sikeston to the Missouri-Arkansas state line.

Interstate 57: Beginning at IS 55 at Sikeston thence easterly to the Missouri-Illinois state line east of Charleston.

Interstate 64: Beginning at IS 70 at or near Wentzville thence easterly to IS 55.

Interstate 70: Beginning at the Missouri-Kansas state line in Kansas City thence easterly to IS 29. Beginning again at IS 35 in Jackson County thence easterly through Columbia and St. Charles to the Missouri-Illinois state line.

Interstate 72: Beginning at or near US 61 thence easterly to the Missouri-Illinois state line at or near Hannibal.

Interstate 155: Beginning at IS 55 near Hayti in Pemiscot County thence southeasterly at or near Caruthersville to the Missouri-Tennessee state line.

Interstate 170: Beginning at IS 270 in St. Louis thence southerly to IS 64.

Interstate 229: Beginning at IS 29 north of St. Joseph thence southerly through St. Joseph to IS 29.

Interstate 255: Beginning at the junction of IS 55 and IS 270 in St. Louis thence easterly to the Missouri-Illinois state line.

Interstate 270: Beginning at IS 55 and IS 255 in St. Louis thence westerly, northerly and easterly to the Missouri-Illinois state line in St. Louis.

Interstate 435: Beginning at the Missouri-Kansas state line in Platte County then northerly to IS 29 in Platte County. Beginning again at IS 29 in Kansas City thence easterly to MO 291, then southerly to IS 35, IS 70 and IS 470 then westerly to the Missouri-Kansas state line.

Interstate 470: Beginning at IS 435 and US 71 thence easterly to MO 291 then northerly to IS 70 in Kansas City.

Interstate 635: Beginning at IS 29 in Platte County thence southwesterly to the Missouri-Kansas state line.

Interstate 670: Beginning at the Missouri-Kansas state line, in Jackson County, thence easterly to the junction of IS 29 and IS 70 in Kansas City.

MO 2: Beginning at the Missouri-Kansas state line, in Cass County, thence easterly to US 71 at or near Harrisonville.

MO 5: Beginning at the Missouri-Iowa state line thence southerly to US 136 in Putnam County. Beginning again at US 136 southerly to MO 6, at or near Milan. Beginning again at MO 6 in Sullivan County and US 36 at or near the City of Laclede. Beginning again at US 36 north of Marceline thence southerly to US 24 at or near Keytesville. Beginning again at US 24 west of Salisbury thence southerly to through or near Glasgow, Fayette and New Franklin to US 40 at or near Boonville. Beginning again at IS 70 at or near Boonville to US 50 just east of Syracuse. Beginning again at US 50 at or near Tipton thence southerly near or through Versailles, Camdenton, Lebanon and Hartville to US 60 at or through Mansfield. Beginning again at US 60 at or near Mansfield thence southerly through Ava to US 160 at Gainesville. Beginning again at US 160 west of Gainesville thence southerly to the Missouri-Arkansas state line.

MO 6: Beginning at IS 29 at or near St. Joseph thence easterly to MO 31 at or near the southwest corner of Dekalb County thence northerly and easterly through Maysville to IS 35 and US 69 in Daviess County. Beginning again at US 69 in Daviess County thence northeasterly through or near Altamont, Gallatin, Trenton, Galt and Humphreys to MO 5, south of Milan, in Sullivan County. Beginning again at MO 5, north of Milan, in Sullivan County thence northeasterly through or near Green City, Greencastle, and Novinger to US 63 in Kirksville. Beginning again at US 63 in Kirksville thence easterly through or near Brashear, Hurdland, Edina, Knox City, La Belle, Lewistown and Ewing to US 24 in Marion County.

MO 7: Beginning at US 71 south of Harrisonville thence southeasterly through or near Garden City, Creighton, Urich, Hartwell, Clinton and Tightwad to US 65 at or near Warsaw. Beginning again at US 65 south of Warsaw thence easterly to MO 5 northwest of Camdenton. Beginning again at MO 5 east of Camdenton thence southeasterly through or near Richland to IS 44 west of Fort Leonard Wood.

MO 8: Beginning at IS 44 at or near St. James thence easterly through or near Steelville and Potosi to US 67 at or near Park Hills.

MO 10: Beginning at US 69 at or near Excelsior Springs thence easterly through or near Richmond to US 65 at or near Carrollton.

MO 13: Beginning at US 36 at or near Hamilton thence southerly to MO 10 at or near Richmond. Beginning again at MO 10 at or near Richmond thence southerly through or near Lexington, Higginsville, IS 70 and Warrensburg to MO 7 at or near Clinton. Beginning again at MO 7 at or near Clinton thence southerly through or near Lowry City, Osceola and Bolivar to IS 44 at or near Springfield. Beginning again at US 60 west of Billings thence southerly through or near Crane, Galena, Reeds Spring, Branson West and Kimberling City to the Missouri-Arkansas state line.

MO 14: Beginning at US 60 at or near Billings thence easterly through or near Ozark and Ava to the intersection of MO 14 and MO 181 southwest of Richville in Douglas county.

MO 15: Beginning at the Missouri-Iowa state line thence southerly to US 136 at or near Memphis. Beginning again at US 136 at or near Memphis thence southerly to MO 6 at or near Edina. Beginning at MO 6 at or near Edina thence southerly through or near Shelbina and Paris to US 54 at or near Mexico.

MO 17: Beginning at US 54 east of Eldon thence southerly to US 63 at or near Houston. Beginning again at US 63 at or near Houston thence southeasterly to US 60 near Mountain View.

MO 19: Beginning at US 61 at or near New London thence southerly and westerly to US 54 north of Laddonia. Beginning again at US 54 south of Laddonia thence southerly and easterly through or near Martinsburg, Wellsville, Montgomery City, New Florence, IS 70 and Hermann to US 50 north of Rosebud. Beginning again at MO 28 at or near Owensville thence southerly through or near Cuba, Steelville, Cherryville to MO 32 at or near Salem thence southerly to US 60 at or near Winona. Beginning again at US 60 at or near Winona thence southerly to US 160 at or near Alton. Beginning again at US 160 at or near Alton thence southerly to US 63 at or near Thayer.

MO 21: Beginning at or near IS 270 in St. Louis thence southerly through or near Hillsboro, De Soto, Potosi, Ironton and Centerville to US 60 east of Van Buren. Beginning again at US 60, west of Ellsinore, thence southerly to US 160 at or near Doniphan. Beginning again at US 160 west of Doniphan thence southerly to the Missouri-Arkansas state line.

MO 22: Beginning at US 63 at or near the Randolph-Boone County line thence easterly through or near Centralia to MO 15 at or near Mexico. Beginning again at MO 15 at or near Mexico thence southerly to US 54 at or near Mexico.

US 24: Beginning at MO 291 at or near Kansas City thence easterly through or near Lexington, Waverly, Carrollton, De Witt, Brunswick, Keytesville, Salisbury, Huntsville, Moberly, Madison and Monroe City to US 36 west of Hannibal, thence northerly through or near Palmyra to US 61 at or near Taylor, thence easterly to the Missouri-Illinois state line.

MO 25: Beginning at RT AB near Blomeyer in Cape Girardeau County thence southerly and westerly through or near Delta, Advance, Bloomfield, Dexter and Bernie to US 62 at or near Malden. Beginning again at US 62 south of Malden thence southerly through or near Clarkton and Holcomb to US 412 at or near Kennett.

MO 27: Beginning at the Missouri-Illinois state line thence southerly to US 61.

MO 28: Beginning at IS 44 east of Waynesville thence northerly and easterly through or near Dixon to US 63 near Vienna. Beginning again at US 63 at or near Vichy thence northerly and easterly through or near Belle and Bland to MO 19 at or near Owensville. Beginning again at MO 19 at or near Owensville thence easterly to US 50 west of Rosebud.

MO 30: Beginning IS 44 at or near Saint Clair thence easterly to MO 47.

MO 31: Beginning at US 169 south of King City thence southerly to MO 6. Beginning again at MO 6 near the southwest corner of Dekalb County thence southerly to US 36. Beginning again at US 36 east of St. Joseph thence southerly to US 169.

MO 32: Beginning at US 54 at or near El Dorado Springs thence southerly and easterly through or near Stockton, Bolivar and Buffalo to MO 5 at or near Lebanon. Beginning again at MO 5 at or near Lebanon thence easterly to MO 17 at or near Roby. Beginning again at MO 17 at or near Success thence easterly through or near Licking and Salem to MO 21 north of Ironton. Beginning again at MO 21 near Caledonia thence easterly through or near Park Hills to US 67. Beginning again at US 67 at or near Farmington thence easterly to US 61 at or near Ste. Genevieve.

MO 33: Beginning at MO 116 at or near Plattsburg to MO 116 at or near Lathrop.

MO 34: Beginning at MO 21 near the Reynolds-Carter County line easterly through or near Piedmont to US 67 north of Greenville. Beginning again at US 67 north of Greenville thence easterly through or near Marble Hill to US 61 at or near Jackson. Beginning again at the junction of US 61 and MO 74 at or near Cape Girardeau thence easterly to the Missouri-Illinois state line.

US 36: Beginning at the Missouri-Kansas state line at St. Joseph easterly through or near Cameron, Hamilton, Chillicothe, Brookfield, Macon and Shelbina to US 24 at or near Monroe City. Beginning again at US 24 west of Hannibal thence easterly to IS 72 and US 61.

MO 37: Beginning at US 160 at or near Golden City thence southerly through or near Avilla, Reeds, Sarcoxie, Wentworth, Pierce City, Monett and Cassville to the Missouri-Arkansas state line.

MO 39: Beginning at MO 32 at or near Stockton thence southerly to US 160 at or near Greenfield. Beginning again at US 160 south of Greenfield thence southerly through or near Mount Vernon and Aurora to US 60.

US 40: Beginning at IS 70 at or near Boonville thence northeasterly through Rocheport thence easterly to IS 70 west of Columbia. Beginning again at IS 70 at or near St. Louis thence southeasterly to IS 64 at or near St. Louis.

MO 41: Beginning at US 24 north of Miami thence southerly through or near Marshall thence easterly and southerly to IS 70 west of Boonville.

MO 42: Beginning at US 54 at or near Osage Beach thence easterly through or near Iberia to US 63 at or near Vienna.

MO 45: Beginning at US 59 at or near Winthrop thence southeasterly to MO 92 west of Platte City to IS 29 in Kansas City.

MO 47: Beginning at MO 79 south of Elsberry thence westerly and southerly through or near Troy, Warrenton and Washington to US 50 at or near Union. Beginning again at US 50 at or near Union thence southerly to IS 44 at or near St. Clair. Beginning again at MO 30 at or near St. Clair thence southerly to MO 21 north of Potosi.

MO 49: Beginning at MO 19 south of Steelville thence southerly to MO 32 south of Viburnum. Beginning again at MO 32 thence southerly to MO 21 near Centerville. Beginning again at MO 21 southwest of Ironton thence southerly to MO 34 at or near Piedmont.

US 50: Beginning at IS 470 at or near Kansas City thence easterly through or near Warrensburg, Knob Noster, Sedalia and California to US 54 and US 63 at or near Jefferson City thence easterly through or near Linn and Rosebud to IS 44 near Union.

MO 51: Beginning at the Missouri-Illinois state line thence southerly through or near Perryville to MO 34 at or near Marble Hill. Beginning again at MO 34 at or near Marble Hill thence southerly to MO 91 at or near Advance. Beginning again at MO 53, north of Qulin, thence southeasterly to MO 53 at or near Qulin.

MO 52: Beginning at Missouri-Kansas state line thence easterly to US 71 at or near Butler. Beginning again at US 71 at or near Butler thence easterly through or near Appleton City to MO 13 south of Clinton. Beginning again at MO 7 at or near Clinton thence easterly and northerly through or near Windsor to US 65, south of Sedalia. Beginning again at US 65, west of Cole Camp, thence easterly to MO 5 at or near Versailles. Beginning again at MO 5 at or near Versailles thence easterly to MO 17 at or near Tuscumbia.

MO 53: Beginning at US 67 at or near Poplar Bluff thence southeasterly to MO 51 north of Qulin. Beginning again at MO 51 at or near Qulin thence southerly to US 62 at or near Campbell. Beginning again at US 62 at or near Campbell thence southerly to MO 25 at or near Holcomb.

US 54: Beginning at the Missouri-Kansas state line thence easterly through or near Nevada, El Dorado Springs, Camdenton, Eldon, Jefferson City, Fulton, Mexico, Laddonia, Vandalia and Bowling Green to the Missouri-Illinois state line at or near Louisiana.

MO 58: Beginning at MO 291, east of Pleasant Hill, thence easterly through or near Pleasant Hill and Holden to US 50 west of Warrensburg.

US 59: Beginning at Missouri-Iowa state line thence southerly to US 136 at or near Tarkio. Beginning again at US 71 west of Savannah thence southerly to IS 29 north of St. Joseph. Beginning again at IS 229 at or near St. Joseph thence southwesterly to the Missouri-Kansas state line at or near Winthrop.

MO 59: Beginning at IS 44 at or near Fidelity thence southerly to US 60 west of Granby. Beginning again at US 71 at or near Anderson thence southerly to the Missouri-Arkansas state line south of Noel.

US 60: Beginning at the Missouri-Oklahoma state line thence easterly through or near Neosho, Granby, Monett, Aurora, Springfield, Seymour, Mansfield, Mountain Grove, Cabool, Willow Springs, Winona, Van Buren, Poplar Bluff and Dexter to the junction of IS 57 and IS 55 at or near Sikeston. Beginning again at IS 57 east of Charleston thence easterly to US 60.

US 61: Beginning at the Missouri-Iowa state line, east of Keokuk, Iowa, thence westerly and southerly at or near Canton and La Grange to US 24 north of Palmyra. Beginning again at US 24 west of Hannibal thence easterly through Hannibal and southerly at or near Bowling Green, Eolia and Troy to US 40 and IS 70 at or near St. Louis. Beginning again at IS 55 south of Festus thence southerly at or near Bloomsdale, Ste. Genevieve and St. Mary to MO 51 at or near Perryville. Beginning again at IS 55 at or near Jackson to Park St. in Jackson. Beginning again at Barton Square in Jackson to IS 55 at or near Cape Girardeau. Beginning again at IS 55 in New Madrid county thence westerly US 62 south of Howardville. Beginning again at the intersection of IS 55 and MO 164, at or near Steele in Pemiscot county thence westerly to Main St. in Steele.

US 62: Beginning at the Missouri-Arkansas state line thence easterly through or near Campbell and Malden to IS 55 north of Marston.

US 63: Beginning at the Missouri-Iowa state line thence southerly through or near Lancaster, Kirksville, La Plata, Macon, Moberly and Columbia thence southerly to US 54 at or near Jefferson City. Beginning again at US 50 east of Jefferson City thence southerly through or near Rolla, Licking and Houston to US 60 at or near Cabool. Beginning again at US 60 at or near Willow Springs thence southerly and easterly through or near West Plains and Thayer to the Missouri-Arkansas state line.

MO 64: Beginning at US 65 north of Buffalo thence easterly to MO 5 at or near Lebanon.

US 65: Beginning at the Missouri-Iowa state line thence southerly through or near Princeton, Trenton and Chillicothe to US 24 at or near Carrollton. Beginning again at US 24 at or near Waverly thence easterly and southerly at or near Marshall, Sedalia, Warsaw, Buffalo, Springfield and Branson to the Missouri-Arkansas state line.

BU 67: Beginning at US 67 at or near Poplar Bluff in Butler County thence easterly to MO 53 at or near Poplar Bluff.

US 67: Beginning at Missouri-Illinois state line thence southerly to MO 367 at or near St. Louis. Beginning again at IS 55 at or near Festus thence southerly through or near Park Hills, Farmington, Fredericktown and Greenville to US 60 north of Poplar Bluff. Beginning again at US 60 at or near Poplar Bluff thence southerly to the Missouri-Arkansas state line.

MO 68: Beginning at US 63 east of Vienna thence southeasterly to IS 44 at or near St. James.

US 69: Beginning at US 136 in the City of Bethany thence westerly to US 136 west of Bethany. Beginning at MO 6 northwest of Altamont thence southeasterly to MO 6 west of Altamont. Beginning again at MO 92 at or near Excelsior Springs thence southerly to IS 35 at or near Liberty.

US 71: Beginning at the Missouri-Iowa state line thence southerly through or near Maryville and Savannah to IS 29 north of St. Joseph. Beginning again at the intersection of US 71 and IS 70 just north of IS 670 in Jackson County thence southerly to the intersection of IS 49 and IS 435 North. Beginning again at the intersection of IS 49 and Goodin Hollow Rd. just south of Route H in McDonald County near Pineville thence southerly to the Missouri-Arkansas state line.

MO 72: Beginning at US 63 at or near Rolla thence southeasterly to MO 32 at or near Salem. Beginning again at MO 32 east of Salem thence southeasterly to MO 21 south of Centerville. Beginning again at MO 21 at or near Ironton thence easterly through or near Fredericktown to MO 34 at or near Jackson.

MO 74: Beginning at US 61 south at or near Cape Girardeau thence westerly to IS 55 south. Beginning again at IS 55 at or near Cape Girardeau thence easterly to the junction of US 61 and MO 34.

MO 76: Beginning at MO 86 at or near Wheaton thence easterly through or near Cassville to MO 39 east of Cassville. Beginning again at MO 39 north of Shell Knob thence easterly to MO 13 at or near Reeds Spring.

MO 79: Beginning at US 36 at or near Hannibal thence southerly to US 54 at or near Louisiana. Beginning again at US 54 at or near Louisiana southerly through or near Clarksville and Elsberry to IS 70 east of O'Fallon.

MO 80: Beginning at IS 55 thence easterly to MO 105 at or near East Prairie.

MO 82: Beginning at US 54 at or near El Dorado Springs thence northeasterly through or near Osceola to MO 83.

MO 83: Beginning at US 65 at or near Warsaw thence southerly to MO 82 near the Benton-Hickory County line.

MO 84: Beginning at the Missouri-Arkansas state line thence easterly to US 412 at or near Kennett in Dunklin County. Beginning again at IS 55 at or near Hayti in Pemiscot County thence easterly to RT D west of Caruthersville.

MO 86: Beginning at US 60 east of Neosho thence easterly and southerly to MO 76 at or near Wheaton.

MO 91: Beginning at MO 51 in Bollinger County thence southerly to MO 25 at or near Advance.

MO 92: Beginning at the Missouri-Kansas state line thence easterly through or near Platte City and Smithville to US 69 at or near Excelsior Springs.

MO 94: Beginning at Harvester Rd. in St. Charles County thence easterly to where MO 364 diverges from MO 94 just past city street Heritage Crossing.

MO 96: Beginning at MO 171 in Jasper County thence easterly to where IS 49 at the end/beginning of MO 171 near Carthage.

MO 100: Beginning at MO 19 at or near Hermann thence easterly through or near New Haven, Washington, and Gray Summit to IS 270 in Manchester.

MO 105: Beginning at IS 57 at or near Charleston thence southerly to MO 80 at or near East Prairie.

MO 108: Beginning at MO 164 east of Arbyrd, to MO 164 at or near Arbyrd.

MO 116: Beginning at US 169 thence easterly to MO 33 east of Plattsburg. Beginning again at MO 33 east of Plattsburg thence easterly to IS 35 east of Lathrop.

US 136: Beginning at the Missouri-Nebraska state line thence easterly to US 59 at or near Tarkio. Beginning again at US 59 at or near Tarkio thence easterly to US 71 east of Burlington Junction. Beginning again at US 71 at or near Maryville thence easterly through or near Stanberry and Albany to US 69 southwest of Bethany. Beginning again US 69 at or near Bethany thence easterly to US 65 at or near Princeton. Beginning again at US 65 at or near Princeton thence easterly through or near Unionville to US 63 south of Lancaster. Beginning at US 63 at or near Lancaster thence easterly through or near Memphis and Kahoka to MO 27, at or near Wayland.

MO 141: Beginning at Earth City Expressway/MO 370 in St. Louis County southerly to US 61/67 just east of IS 55 at or near Arnold in Jefferson County.

MO 142: Beginning at US 63 at or near Thayer in Oregon County thence easterly to MO 21 west of Doniphan in Ripley County.

MO 148: Beginning at US 71 at or near Maryville northerly to the Missouri-Iowa state line thence.

MO 150: Beginning at the Missouri-Kansas state line thence easterly to IS 49 in Jackson County.

US 159: Beginning at the Missouri-Nebraska state line thence easterly to IS 29 southeast of Mound City.

US 160: Beginning at the Missouri-Kansas state line thence easterly through or near Lamar, Golden City and Greenfield to IS 44 at or near Springfield. Beginning again at MO 248, north of Reeds Spring, thence easterly through or near Forsyth and Gainesville to US 63 at or near West Plains. Beginning again at US 63 at or near West Plains easterly to the intersection of MO 19 and Couch St. at or near Alton in Oregon County. Beginning again at MO 142 west of Doniphan thence easterly to US 67 south of Poplar Bluff in Butler County.

MO 164: Beginning at US 412 east of Arbyrd thence easterly at or near Arbyrd to MO 108. Beginning again at MO 108 at or near Arbyrd thence easterly to US 61 at or near Steele. Beginning again at US 61 at or near Steele thence easterly to IS 55.

US 166: Beginning at the Missouri-Kansas state line thence easterly to IS 44, west of Joplin.

US 169: Beginning at the Missouri-Iowa state line thence southerly through or near Grant City to US 136. Beginning again at US 136 at or near Stanberry thence southwesterly through or near King City to IS 29 (N JCT) at or near St. Joseph. Beginning again at IS 29 (S JCT) at or near St. Joseph thence southerly through or near Smithville to IS 29 at Kansas City.

MO 171: Beginning at the Missouri-Kansas state line thence southerly through or near Carl Junction and Webb City to US 71 west of Carthage.

MO 181: Beginning MO 14 southeast of Richville in Douglas County thence southerly to RT CC south of Dora in Ozark.

MO 240: Beginning at MO 41 at or near Marshall thence easterly through or near Slater to MO 5 at or near Glasgow.

Beginning again at MO 5 at or near Fayette thence southeasterly to US 40, north of Rocheport.

MO 248: Beginning at MO 13 at or near Reeds Spring thence easterly to MO 13 in Reeds Spring near Stone-Taney County line.

MO 249: Beginning at MO 171 in or near Carterville in Jasper County thence southerly to IS 44 in or near Joplin.

MO 265: Beginning at MO 413 at or near the Stone-Christian County line thence southerly MO 248 at or near the Galena. Beginning again at MO 248 just north of Reeds Spring thence southerly to MO 13 at or near Branson West.

MO 291: Beginning at IS 435 north of IS 35 thence southerly to IS 470. Beginning again at IS 470 thence southerly to US 50. Beginning again at US 50 thence southerly to MO 58 west of Pleasant Hill. Beginning again at MO 58 west of Pleasant Hill thence southerly to US 71 at or near Harrisonville.

MO 360: Beginning at IS 44 in or near Republic in Green County thence easterly to US 60/MO 413 in or near Springfield.

MO 370: Beginning at IS 70 in St. Charles County thence easterly to IS 270 in St. Louis County.

MO 364: Beginning at US 64 in St. Charles County thence easterly to the intersection of IS 270 and RT D in St. Louis County.

MO 367: Beginning at US 67 at or near St. Louis thence southerly to IS 270 at or near St. Louis in Bellefontaine.

US 412: Beginning at the Missouri-Arkansas state line thence easterly and northerly through or near Arbyrd and Kennett to IS 55/ IS 155 at or near Hayti.

MO 413: Beginning at US 60 just south-west of Billings thence southerly to MO 265 at the Christian-Stone County line.

MO 465: Beginning at Rt F near US 65 in Taney county thence westerly and southerly to MO 76 in Stone County.

MO 752: Beginning at US 59 in St. Joseph and thence easterly to IS 229 in St. Joseph.

RT D: Beginning at MO 84 west of Caruthersville in Pemiscot county thence northerly to CO 321.

RT AB: Beginning at MO 25 in Cape Girardeau county thence easterly to Rt K north of Scott City in Scott county.

RT CC: Beginning at RT CC south of Dora in Ozark County thence easterly to US 63 at or near West Plains in Howell County.

RT EE: Beginning at IS 55 east of Marston in New Madrid County thence east to CRD Entrance Rd.

At the Commission's request, Director Nichols shared some ideas about how to fix the immediate transportation funding problem. He explained that the bare bones basic dollars needed would be \$160 million in new state funds. This limited amount **would** allow the department to (1) match all federal funds, (2) preserve the entire state system (both primary and supplementary) in its current condition so the 325 System designation would no longer be necessary, and (3) would allow the Commission to reinstate the cost-share program. If the state were to receive \$160 million in new state funds, it **would not** address (1) the

reconstruction and expansion of I-70, (2) any major projects such as interchange expansions or completion of four lane corridors on routes like 50, 63, 65, or 13, and (3) does not allow any planning or environmental studies.

Director Nichols explained there are various transportation funding conversations for citizens to participate in to help determine the right choices for Missouri. He highlighted some solutions to obtain the \$160 million such as a fuel tax increase of two cents per gallon each year for the next three years (a total of six cents over three years), and index the fuel tax to address inflation. Commissioner Carmichael inquired whether this option would be in conflict with the Farmahan Amendment which limits the amount of state taxes that could be increased each year without a vote of the people. Director Nichols stated the department believes it does not violate the Farmahan Amendment. Another option is a wholesale tax that would eliminate the per gallon fuel tax and replace it with a wholesale tax, he explained how the state of Virginia recently implemented this.

To address the need to reconstruct and expand Interstate 70, public private partnership and tolling are mechanisms that could be considered by the General Assembly. Commissioner Carmichael inquired if these are just the best possibilities at this point in time? Director Nichols indicated they were, however, there is another option that is being considered. It is called the regional mobility authority and is based on the Georgia model, unfortunately in Georgia only 3 of the 12 regional mobility authority districts passed their election and have created a system of dissension rather than cohesion.

Commissioner Suelthaus expressed concern that \$160 million is not enough to fix the problem and certainly won't address future inflation issues. Chairman Miller commented that \$160 million is transportation triage, it will keep the patient on gurney from dying, but there will be no money to invest to get the patient up and walking and no hope for running again.

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CONSIDERATION OF BIDS FOR TRANSPORTATION 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. He noted Calls B02, B03, C04, G01, and G05 have local funding, as noted in Table I below, and the department received all of the necessary concurrences.

Mr. Schroeter recommended (1) Award of contracts to the lowest responsive bidders for bids received at the January 23, 2015, letting, as recommended and noted in Table I below, and (2) Rejection of bids received on Call 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
January 23, 2015, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
B01	63	Macon	J2P2218	\$1,007,317.20	\$0.00	APAC-Missouri, Inc.	Resurface
B03 *	Bus 61	Pike	J3L1500B	\$761,322.70	\$0.00	Mid-River Asphalt, Inc.	Resurface and ADA Improvements
B04	6	Lewis, Marion	J3P2151B	\$1,812,080.93	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Resurface
C01	35	Clay	J4I3023	\$16,008,603.10	\$0.00	Ideker, Inc.	Grading, Pavement, and 4 Bridges
C02	Various	Platte, Clay	J4I3028	\$7,824,225.74	\$0.00	PCIRoads, LLC	34 Bridge Rehabilitations
C04 **	10	Clay	J4P3007	\$5,361,411.30	\$0.00	Phillips Hardy, Inc.	2 Bridge Replacements, Pavement and ADA
D01	E	Howard	J2S0430	\$866,123.83	\$0.00	APAC-Missouri, Inc.	Bridge Replacement
	A		J2S2206				Bridge Deck Replacement
D02	63	Maries	J5P3010C	\$1,587,527.83	\$0.00	N.B. West Contracting Company	Diamond Grinding and Add Shoulders
F01	94	St. Charles	J3S2009K	\$2,026,000.00	\$0.00	Pace Construction Company	Grading, Resurface and Add Shoulders
F02	67	Jefferson	J6P1862	\$4,734,245.34	\$0.00	Magruder Paving, LLC	Resurface
F03	T	Franklin	J6S2228	\$632,593.33	\$0.00	N.B. West Contracting Company	Guardrail Improvements

F05	Y	Jefferson	J6S3010E	\$3,645,742.00	\$0.00	N.B. West Contracting Company	Resurface and Add Shoulders
G01 ***	60	Newton	J7O3068	\$3,654,604.15	\$0.00	APAC-Missouri, Inc.	Grading and Pavement
			J7P2178				Grading and Pavement with 2 Add
			J7P2179				Alts
G02	Various	Various	J7P3032	\$1,267,778.75	\$0.00	International Rigging Group, LLC	Bridge Painting on 12 Bridges
G03	125	Greene	J7S3041	\$2,410,542.36	\$0.00	Phillips Hardy, Inc.	Grading, Pavement and Bridge
G04 & G06	Various	Various	J7S3069	\$2,024,853.27	\$0.00	Vance Brothers, Inc.	Seal Coat with 2 Add alternates
	AA	Christian, Greene	J8S3045				Seal Coat
G05 ****	160	Greene	J8S0690B	\$597,333.16	\$0.00	APAC-Missouri, Inc.	Grading, Drainage and Pavement
H01	PP	Butler	J0S2294	\$2,515,803.67	\$0.00	APAC-Missouri, Inc.	Resurface and Bridge
			J9S3066				Resurface
	WW		J9S3062				
H02	55	Pemiscot	J9P2244B	\$5,320,381.36	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Grading, Pavement and 4 Bridge Rehabilitations
H03	CR 19	Shannon	J9P3101	\$9,708,377.35	\$0.00	Robertson Contractors, Inc.	Grading Pavement and 3 Bridges
H04	62	Dunklin	J9P3100	\$1,649,317.20	\$0.00	Joe's Bridge & Grading, Inc.	Grading, Pavement and Bridge
H05	99	Shannon, Oregon	J9S3014B	\$3,094,000.00	\$0.00	Pace Construction Company	Resurface
	P	Oregon	J9S3014C				
	19		J9S3014Q				
H06	51	Butler	J9S3014H	\$1,369,978.62	\$0.00	Apex Paving Co.	Resurface
			J9S3014I				
			TOTAL:	\$79,880,163.19	\$0.00		

* Call B03 – Funding by the City of Bowling Green – \$107,311.46

** Call C04 – Funding by the City of Excelsior Springs – \$412,645.00

*** Call G01 – Funding by Neosho R-5 School District – \$217,770.24

Funding by Neosho TDD – \$1,817,798.74

**** Call H01 – Funding by County of Greene – \$32,853.32

Funding by City of Springfield – \$183,381.28

**Rejection of Bids
January 23, 2015, Bid Opening**

Call No.	Route	County	Job No.	Description
B02*	79	Marion	J2S3006B	Resurface, ADA Improvements, and Bridge Rehabilitation

* Call B02 – Funding by City of Hannibal – \$34,120.00

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received on the January 23, 2015, 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 Call 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 Carmichael abstained from voting on Call G04. Commissioner Suelthaus abstained from voting on Calls F01 and H05.

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REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN OF HIGHWAYS

**Route 17, Pulaski County
Between Route H and Route T, City of Waynesville
Job No. J5P3029
Public Hearing Held November 25, 2014**

The proposed improvement provides a continuous center left turn lane on existing alignment between Route H and Route T. A roundabout will also be constructed at the intersection of Route T and Route 17. The project will have normal access right of way. Route 17 will be open to traffic during construction. Temporary lane closures will be required during working hours for some operations during construction. The project is 0.66 miles in length.

On behalf of the Director, David Silvester, Central District Engineer, recommended approval of the design as presented at the public hearing.

After full consideration of the favorable and adverse economic, social and environmental effects of the recommended design, 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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CONSIDERATION OF EXCESS PROPERTY DISPOSAL, ROUTE I-64 IN ST. LOUIS COUNTY, EXCESS PARCEL NUMBER E6-1062

In keeping with the Commission’s 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, Greg Horn, St. Louis District Engineer, recommended conveyance of 1.9 acres of property located in the southwest quadrant of I-64 and Brentwood Boulevard in Richmond Heights, to WB Properties Olive, LLC for a consideration of \$2,000,000.

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.

AUDITS AND INVESTIGATIONS' ANNUAL REPORT

Bill Rogers, Director of Audits and Investigations, provided to the Commission the Audits and Investigations 2014 Annual Report.

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FINANCIAL ACCOUNTABILITY REPORT – QUARTERLY REPORT

Brenda Morris, Financial Services Director, provided to the Commission the written Quarterly Financial Accountability Report for the period ending December 31, 2014.

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**FINANCIAL – BUDGET – REPORTS
YEAR-TO-DATE FINANCIAL REPORT, PERIOD ENDING DECEMBER 31, 2014**

Brenda Morris, Financial Services Director, submitted a written financial report for fiscal year-to-date ended December 31, 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 December 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 December 2014, for a total cost of \$298,831. There were seven non-engineering consultant contracts executed in December 2014, for a total cost of \$1,954,050.

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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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