



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

TABLE OF CONTENTS

October 7, 2015

COMMISSION/DIRECTOR ITEMS

Approval of Minutes 4
 Consent Agenda 4
 Commission Committees and Commission Related Boards 5
 Interim Director’s Report..... 6

PUBLIC PRESENTATIONS

Presentation by Senator Doug Libla 6
 Presentation by Representative Todd Richardson 8
 Highway 67 Corporation Presentation to Continue Route 67 Expansion..... 8
 Delegation Requesting Replacement of Sinking Creek Bridge 10

PUBLIC COMMENTS

Public Comment – Transportation Funding..... 11
 Public Comment – Efficiency and Productivity 12

MoDOT PRESENTATIONS

Critical Condition Bridges and Their Local Impact 13
 Planning and Environmental Studies 15

BUSINESS ISSUES

Fiscal Year 2016 Budget Amendment..... 16

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Consideration of Bids for Transportation Improvements 16
 Ratification and Approval of Plans for Condemnation..... 19

PROPERTY ACQUISITION AND CONVEYANCE

Consideration of Excess Property Disposal, Route 124 in Boone County,
 Excess Parcel Number CD0814..... 19

REPORTS

Medical and Life Insurance Plan: Missouri Department of Transportation
 and Missouri State Highway Patrol Medical and Life Insurance Plan Report 21
 Financial – Budget – Reports: Year-to-Date Financial Report, Period Ending August 31, 2015 21
 Consultant Services Contract Report 21

**MINUTES OF THE REGULARLY SCHEDULED HIGHWAYS AND
TRANSPORTATION COMMISSION MEETING HELD IN POPLAR BLUFF,
MISSOURI, WEDNESDAY, OCTOBER 7, 2015**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, October 7, 2015, at the Three Rivers Community College Tinnin Fine Arts Center, 2080 Three Rivers Boulevard, Poplar Bluff, Missouri. Stephen R. Miller, Chairman, called the meeting to order at 8:30 a.m. The following Commissioners were present: Lloyd J. Carmichael, Gregg C. Smith, Michael B. Pace, and Mary E. Nelson. Michael T. Waters, Jr. was absent.

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.

* * * * *

* * * * *

Roberta Broeker, Interim 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, October 7, 2015.

* * * * *

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

-- OPEN MEETING --

APPROVAL OF MINUTES

Upon motion by Commissioner Smith, seconded by Commissioner Carmichael, the Commission unanimously approved the minutes of the regular meeting held April 1, 2015 and the special meeting held September 17, 2015. 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.

* * * * *

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 October 7, 2015, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Carmichael seconded by Commissioner Pace, the consent agenda items were unanimously approved by a quorum of Commission members present.

* * * * *

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 October 7, 2015, meeting.

Audit Committee – Commissioner Pace stated although the Audit Committee will not be meeting until November, he would like to report MoDOT's independent external audit is being conducted by RubinBrown and the Commission will receive a briefing next month. Additionally, MoDOT's senior management team began the annual review of the enterprise risk management program, and the Commission will receive a report in January about the annual review.

Legislative Committee – Commissioner Carmichael noted the annual veto session was held on September 16. There were no transportation issues reviewed at the veto session. The next time the legislature will convene is January 6, 2016. At the federal level, Congress continues to operate on continuing resolutions for the federal budget and the transportation reauthorization act. Noteworthy is an initiative petition that was filed with the Secretary of State's office recently by the Missouri Petroleum Marketers and Convenience Store Association. This ballot proposal would raise the state's current cigarette tax and dedicate funds for transportation purposes. The fiscal note indicates this proposal would raise between \$95 million and \$103 million annually.

Missouri Transportation Finance Corporation – Commissioner Smith reported the MTFC met with Williams-Keepers LLC to review the comprehensive annual financial report for fiscal year ending June 30, 2015. The MTFC received its nineteenth unmodified opinion and there were no audit findings. The board also approved one loan to the City of Holts Summit in the amount of \$519,000. The next meeting will be February 3, 2016.

MoDOT and Patrol Employees' Retirement System – Commissioner Carmichael reported June 20 was the end of the fiscal year and the pension fund had the best return of any pension fund in the country at 6.61 percent while at the same time had one of the lowest risk profiles. The funding level is currently up to 52.91 percent compared to just five years ago when it was at 42.22 percent funded. Commissioner Carmichael was pleased to be able to report the positive progress of the pension program.

* * * * *

INTERIM DIRECTOR'S REPORT

During the October 7, 2015, Commission meeting, Interim Director Roberta Broeker provided the following report:

Annual Day of Remembrance – Interim Director Broeker reported the department observed the Annual Day of Remembrance on September 17 recognizing the sacrifice of the 131 MoDOT employees who have lost their lives in the line of duty since 1946. There is a memorial outside of MoDOT's central office that includes the names of all of MoDOT's fallen workers, additionally, each district has erected a memorial to honor the employees from that district.

Funding – Interim Director Broeker noted Chief Engineer Ed Hassinger attended a forum in Columbia that was hosted by the Show Me Institute to discuss transportation issues and funding, and she indicated she would be attending a similar event later in the month and that additionally the Missouri Trucking Association has asked her to discuss funding at their annual meeting on October 8. The department continues its efforts to educate Missourians regarding the need for transportation funding in Missouri.

Bridges – Interim Director Broeker reminded the Commission about the challenges the department is facing, particularly with respect to bridges, the 641 critical condition bridges around the state out of the 10,000 bridges in Missouri. The department will highlight this problem in a presentation to the Commission at this meeting.

* * * * *

PRESENTATION BY SENATOR DOUG LIBLA

Senator Libla began his presentation expressing appreciation for transportation projects that were completed in the southeast region recently. These projects included the four-laning of Highways 67 and 60, an industrial park bypass in Poplar Bluff, a bridge that has been opened at Campbell, and work that is underway on Highway 160 to add and extend some passing lanes.

The senator then went on to explain that Missouri is at the crossroads of America; the state's strategic location provides a natural geographic advantage for economic development. However, without a long range transportation funding plan, Missouri is struggling with funding transportation projects that will attract business, and allow business to expand. Missouri has many transportation assets in the rivers, the interstate system, and airports in addition to the vast system of highways and bridges. He asked the question, how do you pay for this transportation system?

Senator Libla reviewed the funding history for transportation in Missouri starting with a motor fuel user tax of two cents per gallon in 1924. That fuel tax rate was adjusted through three additional actions, and then the final and most recent action in 1992 when the legislature passed a six cent fuel tax increase that was implemented incrementally over several years to where it is today at the current fuel tax rate of 17 cents per gallon. He then explained how the purchasing power of that fuel tax has declined due to inflation over the years.

The senator shared his angst over the need to continue to maintain an aging transportation system. He highlighted the need for improved bridges in southeast Missouri that connect US 60 to neighboring states over the Mississippi and Ohio rivers. He explained the need for replacing over 200 miles of Interstate 70 across the state and how that transportation artery is vital to the well-being of the entire state.

He expressed his concern about who will be able to do the work on these vital and important road and bridge projects when a funding solution is finally identified. He explained his concern comes from the consolidation of contracting companies in Missouri and how contractors and construction workers are leaving Missouri to do work that is available in other states. The loss of construction firms and workers can lead to reduced competition and higher prices to accomplish projects.

He described the need to find a funding solution that everyone can agree with. This funding solution needs to continue to be predictable as the motor fuel user tax has been for the last 91 years but it also will need to be able to keep up with inflation.

Commissioner Carmichael thanked Senator Libla for being a tremendous transportation advocate in the Senate and his leadership as chairman of the Senate Transportation, Infrastructure, and Public Safety Committee.

* * * * *

PRESENTATION BY REPRESENTATIVE TODD RICHARDSON

Representative Todd Richardson thanked the Commission for meeting in Poplar Bluff. He stated that it is important in a state that is as diverse as Missouri for people who are in positions of authority and power to get around visiting all areas of the state. He noted the interesting thing is when you travel across Missouri you see a pretty consistent theme, transportation is important. It is important to both urban and rural areas for an economy that is built on agriculture, manufacturing, tourism, and retail. He noted Missouri is in the middle of the country at a confluence of rail, rivers, and roads. If Missouri is going to take advantage of this incredible opportunity available simply due to geography, then Missouri must have a robust twenty-first century road network to complement it.

Commissioner Miller thanked Speaker Richardson for recognizing the importance of transportation out of the many needs he must address in Missouri as Speaker of the House.

* * * * *

HIGHWAY 67 CORPORATION PRESENTATION TO CONTINUE ROUTE 67 EXPANSION

Scott Spencer, Highway 67 Corporation Member, provided some background about the corporation, what it has accomplished and what they want to accomplish next. In 2004 the Highway 67 Corporation was formed to work with MoDOT and the state of Arkansas to upgrade Highway 67 to a four lane roadway from Fredericktown, Missouri to Walnut Ridge, Arkansas. This would provide a four

lane corridor from Little Rock, Arkansas to St. Louis, Missouri. The efforts of the group led to the historic passage of a ½ cent sales tax in the city of Poplar Bluff. This sales tax funded millions toward the cost of the fifty miles of the four lane project that was completed recently from Fredericktown to north of Poplar Bluff. The citizens of Poplar Bluff passed a sales tax on themselves to build a road that was not even in their city limits. Good roads mean good things for any community. In Poplar Bluff, the economic improvement began with the first fifty miles that were completed, new economic, education, and health service improvements have occurred.

The corporation is passionate about the need to complete the final twelve miles of a four lane Highway 67 to the Missouri/Arkansas state line. This twelve mile project will encourage additional economic activity by making it easy for the public to travel to receive medical and professional services, conduct their trade, and spend their time on vacation in southeast Missouri. Mr. Spencer noted this project will improve safety along the corridor and reduce fatalities. Additionally, he explained the Highway 67 corridor will serve as an emergency relief route in the likely event of seismic activity associated with the New Madrid fault.

Mr. Spencer explained the Highway 67 Corporation continues to commit time and energy to finishing the total project. The corporation attends all community highway meetings in northeast Arkansas. The corporation members have made several trips to meet with the Governor of Arkansas and state officials. The corporation will not stop until the project is completed. However, the corporation needs MoDOT to lead with the corporation to make this last stretch of roadway a reality. Missouri needs to take the lead in this joint state project with Arkansas and make this region a destination for commerce and medical care. The corporation knows that a complete four lane road from Little Rock, Arkansas through Missouri makes good sense for Missouri because it will create jobs, improve safety, meet traffic demands, grow tourism, and streamline transportation in the Midwest.

Commissioner Carmichael thanked Mr. Spencer for his presentation and expressed appreciation for the corporation's efforts to raise funds to share in the cost of improving Highway 67 from Fredericktown to Poplar Bluff, and inquired about the possibility of doing something similar for the final twelve miles.

* * * * *

DELEGATION REQUESTING REPLACEMENT OF SINKING CREEK BRIDGE

Jeff Cowen, Shannon County Presiding Commissioner, described for the Commission the area around Sinking Creek Bridge on Route 19 in Shannon County. He explained the economic driver for the county are the logging and tourism industries, both of which rely heavily upon Route 19. There is a charcoal kiln just north of the bridge, approximately 20 sawmills, one flooring mill, and two log buying facilities in the county. There is also a new state park being constructed just upstream from the bridge. Following an inspection earlier this year, the Sinking Creek Bridge was reduced to a twenty ton weight limit, which essentially closed the bridge to these industries. Mr. Cowen explained this caused a 100 mile detour one way for trucks coming from the south to get north to the charcoal kiln.

Through a cooperative effort with the county, MoDOT, and Department of Natural Resources a temporary structure was put in place after the weight limit was lowered. Dennis Heckman, State Bridge Engineer, explained in Missouri there is available a series of 40 foot span steel bridges with steel deck, and in the event of an earthquake roads can be opened up quickly after these temporary bridges are put in place. Through a joint effort nine of these temporary structures were connected together across Sinking Creek. This temporary bridge required a lot of piers in the water since the spans are short, and there is concern that should a flood occur, the temporary bridge will need to be closed for repairs.

Mr. Cowen expressed concern that in addition to the need to build a new bridge over Sinking Creek on Route 19, there are two more bridges that were built in 1924 and 1930 and a plan needs to be

in place to take care of those bridges. Mr. Cowen concluded his remarks by stating while he is thankful to have the temporary bridge in place, it is imperative that a permanent bridge be built soon.

Commissioner Pace thanked Mr. Cowen for his presentation and inquired of Mr. Heckman how much it will cost to replace the bridge. Mr. Heckman explained the department has started the environmental process for this project and estimated the cost to replace the bridge to be about \$3 or \$4 million.

* * * * *

PUBLIC COMMENT – TRANSPORTATION FUNDING

Herman Styles, owner of Colton's Restaurant, inquired if the money that is collected for roads and bridges is shared with counties and municipalities. Chairman Miller asked Roberta Broeker, Chief Financial Officer, to respond. Ms. Broeker explained part of the state gas tax, state sales tax on vehicles, and license fees go directly to cities and counties. They are required to spend those funds on road and bridge projects or roadway activities which may include plowing snow and maintenance. The cities and counties can choose to spend those funds on their own projects or can work with MoDOT on a state-funded project.

Mr. Styles then inquired if Missouri does get a long-range transportation funding program in place, will that speed up the process of taking a project from identification to completion or will it take the same amount of time to go through all of the steps? Chairman Miller asked Ed Hassinger, Chief Engineer, to respond. Mr. Hassinger explained having transportation funding allows projects to be accomplished in a more orderly fashion and encourages community support of a project. The easy part is the engineering. MoDOT has the best machine in the country, when we have the money, the machine can roll and the department can deliver projects quickly. Having money is really what it is all about.

Commissioner Carmichael thanked Mr. Styles for his comments and reminded everyone that when Congress acts whether it was through the public works projects during the Great Recession, or more recently, the stimulus funds, MoDOT has proven if it gets the funding it will be ready to go.

* * * * *

PUBLIC COMMENT – EFFICIENCY AND PRODUCTIVITY

Robert Whelan, citizen of Poplar Bluff asked two questions. What are some examples of what MoDOT and the Commission have done to cut spending and eliminate waste? What has MoDOT done to increase productivity? Mr. Whelan noted that private business will take those steps when their funds start to decline and he wanted to know if the state was doing something similar.

In response to Mr. Whelan’s first question about cutting spending and eliminating waste, Chairman Miller indicated the Commission knew that before Missourians could be asked for an increase in funding the Commission needed to make certain that they had done everything possible to be efficient. The Commission and MoDOT reviewed what could be outsourced, what could be privatized, how things can be consolidated. Through the Bolder Five Year Direction the department underwent a twenty percent reduction in workforce, which was 1,200 people. There were 124 facilities that were closed, three of which were major district offices (Willow Springs, Macon, and Joplin). Over 750 pieces of equipment were sold. The funds saved from the workforce reductions, sale of the facilities, and sale of the equipment allowed over \$600 million to be put back on the roads and bridges. The Commission and MoDOT have tightened the belt and made this a lean and efficient organization.

Chairman Miller requested Chief Engineer Ed Hassinger respond to the inquiry about what MoDOT is doing to increase productivity. Mr. Hassinger provided a couple of examples for Mr. Whelan. One is MoDOT continues to drive innovation. By holding an annual Innovations Challenge employees are challenged to think about how they can do their jobs better, safer, faster, and cheaper. For example, one of the maintenance workers figured out how to save the end of the weed eater whip

and make it last ten times longer. Another employee invented the tow plow, a device that allows one truck do the work of two and a half trucks when plowing snow. The tow plow is patented and sold nationally and was invented by a MoDOT employee. The other area that is improving productivity is called practical design. Rather than look at the individual projects employees are looking at the system and how can the department get a better system from the project. He described how a project that would add shoulders to a stretch of road, while a 12 foot shoulder would be great for three miles, but a 4 foot shoulder could be put in place for 20 miles and the same amount of money, in this instance the department gets a better system with the smaller shoulder project. Encouraging innovations and the use of practical design are just two examples that allow MoDOT to be more efficient and productive.

* * * * *

CRITICAL CONDITION BRIDGES AND THEIR LOCAL IMPACT

On behalf of the Director, Dennis Heckman, State Bridge Engineer, and David Wyman, Area Engineer, discussed with the Commission Missouri's critical condition bridges and the impact a closed bridge would have on its neighboring communities. Mr. Heckman reminded the Commission that there are 641 bridges on the state highway system that are currently in critical condition. Bridges are rated on a scale of one to nine. Nine is a brand new bridge, two is a closed bridge, and one is a collapsed bridge. The 641 bridges that are in critical condition are rated at a three or four, they are one or two steps away from being closed bridges. The 641 bridges is an increase of fifty bridges from last year. The department also has approximately 1,400 bridges that have weight limits on them. Of the 641 critical condition bridges, there are 101 located in the southeast district.

Mr. Wyman described the impact that a few of these bridges would have on their neighboring communities if the bridges were to close. For example, Route 19 in Shannon County the Sinking Creek Bridge has a posted weight limit which affects all of Route 19, a route that affects all of Shannon

County. In Shannon County the construction and logging industries are most impacted by this weight limit posting and potential future closure. In Stoddard County there are five critical condition bridges on Route Z and a closure of any one bridge would impact the agricultural community greatly. There are farmers that use Route Z to get their commodities to Interstate 55 or the New Madrid County Port, additionally, there is a rice mill located on Route Z that would also be impacted. On Route 91 in Stoddard County there are four critical condition bridges, similarly the agriculture industry would be impacted as farmers would have difficulty getting their commodities to Interstate 55 and to the SEMO port. Additionally, a closure of one of those bridges would impact citizen access to health care in Cape Girardeau.

There is a bridge on Route 49 in Wayne County between Gads Hill and Piedmont where a granite quarry is located. This quarry provides the granules that are on asphalt shingles made by CertainTeed Corporation. If this bridge were to close it would impact the quarry, students who attend the Clearwater School District, and citizen access to health care. There is a critical condition bridge in Poplar Bluff on Route 60 (also known as Pine Street) that carries two lanes of westbound traffic. A closure would divide the east from the west side of the community and affect the school districts and emergency services. There is a major bridge over the Mississippi River in Perry County. The Gilster-Mary Lee Company which makes food products has infrastructure on both sides of the river and relies on its employees to be able to use the bridge every day to get to and from work. Additionally, this bridge closure would affect access to health care services and emergency services. Mr. Wyman explained each of these bridges are just one or two ratings away from closure, and any bridge closure would have a negative impact on the daily lives of Missourians.

Mr. Heckman explained further that typically 50 to 100 bridges are added to the critical condition list each year, so the department needs to be replacing 50 to 100 bridges each year. The reality is MoDOT is only able to replace about 30 to 40 bridges per year and is falling behind each year.

He explained that approximately \$1 million dollars is needed per bridge, although some bridges are a lot more and some are less than \$1 million. An additional \$100 million is needed to stay even, but an additional \$200 million would help make progress in addressing these bridges.

Commissioner Nelson thanked Mr. Heckman and Mr. Wyman for the information they provided in their presentation.

* * * * *

PLANNING AND ENVIRONMENTAL STUDIES

On behalf of the Director, Eric Schroeter, State Design Engineer, explained in January 2015, MoDOT suspended all planning studies that were not related to taking care of the system. This action was taken because projected Statewide Transportation Improvement Program (STIP) funding is not enough to take care of the existing system, much less add to the system. While taking care of the system planning and environmental studies continued to be developed by MoDOT staff, no system expansion or improvement planning or environmental studies were undertaken. It was difficult to justify funding a system expansion planning or environmental study while rapidly deteriorating bridges were being closed across the state. Since that time, MoDOT has given careful consideration to the need to provide a balance between taking care of the existing system and being prepared to deliver strategic major projects should additional transportation funds be made available.

Planning and environmental studies are important to defining the purpose and need of a project, identifying and evaluating the possible design alternatives to meet that need, and providing opportunities for early public and partner involvement in the project decision-making process. Planning and environmental studies can require several years to complete and must be finalized in order to identify the specific project to be estimated, designed and constructed. In the past, MoDOT has completed many planning and environmental studies that have not progressed to become funded projects.

MoDOT must be strategic in determining the proper balance between investing in the system condition needs of today versus the system expansion projects of the future. Feedback from Missourians continues to indicate maintaining pavement and bridge conditions should be the department's highest priority. Planning partners continue to request that MoDOT complete planning and environmental studies that had already been started so they will be better poised for project delivery when funding is available.

Mr. Schroeter explained the department is going to re-engage its planning partners to revise the process by which studies for Economic Development Projects, Enhancement Projects and Expansion Projects are selected and funded. The communities will help make the tough decision and find the right balance between fixing bridges and taking care of the system and investing in planning studies.

Commissioner Nelson thanked Mr. Schroeter for his presentation and for considering completing some of the studies that were underway and stopped earlier this year.

* * * * *

FISCAL YEAR 2016 BUDGET AMENDMENT

On behalf of the Director, Brenda Morris, Financial Services Director, recommended increasing disbursements \$13.3 million for the fiscal year 2016 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 2016 budget amendment described above.

* * * * *

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 B01, C03, G01, and G06 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 September 25, 2015, letting, as recommended and noted in Table I below. (2) Rejection of bids received on Calls C03, D03, and H02 as noted in Table II below, due to the bids being excessive per Section 102.15 of the Missouri Standard Specifications for Highway Construction. (3) Delay action on Call C01 to be brought up for further consideration at a later date, as noted in Table III below.

**Table I
Award of Contracts
September 25, 2015, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
B01 *	54	Pike	J2L1500N	\$280,280.00	\$0.00	Concrete Strategies, LLC	JOC – Steel Grid Deck and Joint Repair
B02	61	Marion	J2L1600B	\$69,690.00	\$0.00	Truesdell Corporation Midwest	High Friction Surface Treatment
C02	DD	Johnson	J3S3048	\$295,452.12	\$0.00	APAC-Missouri, Inc.	Culvert Replacement
D01	70	Callaway	J5I3001B	\$6,149,663.00	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Coldmill, Resurface
		Boone	J5I2176				Coldmill, Resurface & Pavement Replacement
D02	19	Dent	J5S3008B	\$95,687.70	\$0.00	N.B. West Contracting Company	ADA Improvements
F01	70	St. Louis	J6I3115	\$110,396.67	\$0.00	Collins & Hermann, Inc.	Sign Truss Replacement
G01 **	60	Barry, Lawrence	J7P2220B	\$3,003,333.07	\$0.00	APAC-Central, Inc.	Resurface
G02	14	Christian	J8P2383	\$264,264.00	\$0.00	Truesdell Corporation Midwest	High Friction Surface Treatment
	60	Webster	J7P3071				
	13	Stone	J7P3021				
G03	65	Dallas, Benton	J7P3037	\$3,948,905.13	\$0.00	APAC-Central, Inc.	Coldmill and Resurface
		Dallas, Hickory	J7P3038				
G04	7	Henry	J7P3047	\$4,870,428.40	\$0.00	Magruder Paving, LLC	Coldmill and Resurface

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
G05	97	Lawrence, Barry	J7S2210	\$2,311,896.57	\$0.00	Blevins Asphalt Construction Company, Inc.	Resurface and Add Shoulders
	B	Barry	J7S2210C				
G06 ***	LP 44 / BU 65	Greene	J8P3023	\$492,545.95	\$8,000.00	Ewing Signal Construction, LLC	Signal and ADA Improvements
H01	55	Scott	J9I3103	\$77,777.00	\$0.00	Truesdell Corporation Midwest	High Friction Surface Treatment
H03	M	Carter	J9S3082	\$1,639,024.33	\$0.00	United Ironworkers, Inc.	Bridge Replacement
			TOTAL:	\$23,609,343.94	\$8,000.00		

* Call B01 – Funding by IDOT – \$77,000.00

** Call G01 – Funding by the City of Aurora – \$75,683.00

*** Calls G06 – Funding by City of Springfield – \$42,500.00

**Table II
Rejection of Bids
September 25, 2015, Bid Opening**

Call No.	Route	County	Job No.	Description
C03*	7	Cass	J4P2257	Pavement and ADA Improvements
D03	F	Callaway	J5M0268	Bridge Repair
H02	51	Butler	J9M0270	Bridge Rehabilitation

* Call C03 – Funding by City of Harrisonville – \$510,000.00
Funding by the MARC – \$2,040,000.00

**Table III
Tabled Bids
September 25, 2015, Bid Opening**

Call No.	Route	County	Job No.	Description
C01	Various	Pettis	J3P3037C	Resurface, and ADA Improvements

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received on the September 25, 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 Calls C03, D03, and H02, as noted in Table II above, because they were considered excessive.
3. Tabled Call C01 for further consideration at a later date, as noted in Table III above.

4. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Miller abstained from voting on Call F01. Commissioner Smith abstained from voting on Call G04.

* * * * *

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>
Platte	45	J4U1108C
St. Charles	I-70	J6I2326
Perry	AC	J9P3093

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.

* * * * *

CONSIDERATION OF EXCESS PROPERTY DISPOSAL, ROUTE 124 IN BOONE COUNTY, EXCESS PARCEL NUMBER CD0814

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, Dave Silvester, Central District Engineer, recommended conveyance of 20.06 acres of property located in the southeast quadrant of Route 63 and Route 124 west of

Hallsville, which was formerly the Hallsville Maintenance facility, to Boone County for a consideration of \$450,000.

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

* * * * *

-- 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 January 2015 through June 2015, and for the most recent five calendar years, to update the Commission on the cost and utilization of the Medical and Life Insurance Plan. The number of claims processed monthly in the first six months of calendar year 2015 increased 2.1 percent compared to the first half of the 2014 calendar year. Regarding medical and prescription claims, the medical trend has been moderate, while the pharmacy trend has increased significantly in 2014 and has been decreasing thus far in 2015. This decrease realized is a result of the new contracted rates for generic medications available through the Plan's new Pharmacy Benefit Manager, MedImpact. The number of specialty drug claims as a percentage of total claims has remained steady at approximately .5 percent of total claims, however, the cost of those claims has risen from 14 percent, or \$1.8 million of the pharmacy cost in 2011, to 28 percent during the first half of 2015, for a total of nearly \$3.6 million. The total operating revenues increased 3 percent, which can be attributed to the increase in medical premiums in 2015.

* * * * *

**FINANCIAL – BUDGET – REPORTS
YEAR-TO-DATE FINANCIAL REPORT, PERIOD ENDING AUGUST 31, 2015**

Brenda Morris, Financial Services Director, submitted a written financial report for fiscal year-to-date ended August 31, 2015, with budget and prior year comparisons.

* * * * *

CONSULTANT SERVICES CONTRACT REPORT

Eric Schroeter, State Design Engineer, submitted a written report of consultant contracts executed in the month of August 2015, 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. There were 127 active contracts held by individual engineering consultant firms prior to August 1, 2015. No new engineering consultant services contracts were executed in August 2015. There were seven non-engineering consultant contracts executed in August 2015, for a total cost of \$428,862.

* * * * *

* * * * *

By unanimous consensus of all members present, the meeting of the Commission adjourned.

* * * * *

* * * * *

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.

* * * * *