



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

TABLE OF CONTENTS

February 2, 2016

COMMISSION/DIRECTOR ITEMS

Commission Workshop – Allocation.....	4
Commission Workshop – Other Modes of Transportation.....	7

**MINUTES OF THE SPECIAL HIGHWAYS AND TRANSPORTATION
COMMISSION MEETING HELD IN JEFFERSON CITY, MISSOURI,
TUESDAY, FEBRUARY 2, 2016**

A special meeting of the Missouri Highways and Transportation Commission was held on Tuesday, February 2, 2016, at the Missouri Department of Transportation Building, 105 West Capitol Avenue, Jefferson City, Missouri. Stephen R. Miller, Chairman, called the meeting to order at 10:00 a.m. The following Commissioners were present: Gregg C. Smith, Michael B. Pace, Michael T. Waters, Jr., Mary E. Nelson, and John W. Briscoe.

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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Patrick McKenna, Director of the Missouri Department of Transportation; Rich Tiemeyer, Chief Counsel for the Commission; and Pamela J. Harlan, Secretary to the Commission, were present on Tuesday, February 2, 2016.

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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.*

-- OPEN MEETING --

COMMISSION WORKSHOP – ALLOCATION

The Commission held a special meeting to conduct an educational workshop regarding issues that need to be addressed so staff may prepare to work with planning partners on the Statewide Transportation Improvement Program (STIP) development.

Patrick McKenna, Director, reminded the Commission with the passage of the FAST act, the decision to draw down the cash balance over the next five years, and federalizing maintenance activities has resulted in approximately \$100 million more per year for STIP funding which led the Commission to take action on January 6, 2016, to rescind the 325 program. Consequently, with the additional funding being available and the restrictions on distribution of funds from the 325 program being lifted, action is necessary in order for the department to prepare for the next planning cycle that will develop the next STIP.

Machelle Watkins, Transportation Planning Director, explained staff will review what can be accomplished with this level of funding and the direction that will need to be provided to the districts and planning partners to ensure the funds are used wisely.

Ms. Watkins reviewed an asset management plan for the STIP where roads are addressed according to both function they perform and their usage. She described the interstate system, about 1,400 miles of roadway which is four percent of the total state system, that carries forty-three percent of the traffic. Ninety-two percent of Missouri’s interstates are in good condition. The major road system includes the interstates and major roadways, which is about 5,500 miles of the system, and carries about seventy-eight percent of the traffic. Eighty-eight percent of the major roadways are in good condition. There are approximately 28,000 miles of minor roadways which include lower volume and higher

volume segments. The higher volume minor roadways carry more than 400 vehicles per day and are about 17,000 miles of the system. The higher volume minor roadways carry about twenty-one percent of the traffic and about eighty percent of these roadways are in good condition. The lower volume minor roadways carry less than 400 vehicles per day and are about 11,000 miles of the system. The lower volume minor roadways carry about two percent of the traffic and about seventy-one percent of these roadways are in good condition.

Ms. Watkins explained the roadwork for interstates, major roads, and high volume minor routes are funded through the STIP. Whereas roadwork for low volume minor routes is funded by the department's operating budget. However, the construction work for bridges on the low volume minor routes is funded through the STIP. Ed Hassinger, Chief Engineer, emphasized MoDOT's internal operating budget is a very important piece of the transportation funding puzzle.

Ms. Watkins reported when it comes to asset management, the department desires at a minimum to keep interstate and major roads and bridges at the condition level they are today, and not to lose ground on the minor routes. She explained there is enough funding to achieve the condition goal on a statewide basis, but not on a district by district basis. This means some districts will have to spend all of their funds to try to keep their current condition levels for pavements and bridges and not be able to reach their goal, whereas other districts will meet the condition requirements and have a little funding left over to address one or two congestion or mobility issues in the district. The way the funds are currently directed impedes the department's ability to reach the desired condition level on a district by district basis. Mr. Hassinger reminded the Commission the asset management side of the allocation formula has not changed since 2006 as an inflation factor was not included in the funding allocation nor a regular increase in funding provided.

The department will coordinate with staff and planning partners to focus on asset management goals first in the STIP development process to keep their roads and bridges at the condition level they

are today. If they can achieve those goals and still have funding remaining, they can prioritize and program additional kinds of work. In the districts that do have a little bit more funding available to address other needs, some form of planning studies will likely be needed because planning studies are the first step in being able to deliver a project. Guidance will be provided to pursue no more in planning studies than could be reasonably delivered in a five to ten year time frame. This effort is to encourage fiscally responsible decisions to limit planning studies to those that will actually be constructed. Additionally, costs associated with the studies will be deducted from the district's distributed contractor award funds to help maintain regional accountability for the work undertaken.

Ms. Watkins reviewed the importance of safety as being the department's number one priority and that the trend for fatalities continues to increase. To work toward addressing safety the department would like to make an additional investment and will propose increasing funding for the safety category from \$25 million annually to \$35 million annually, and propose to set aside \$3 million for systematic statewide safety improvements and the remaining \$32 million would be distributed to the districts.

In light of the continued suspension of the cost share program, the department will also need to request the Commission release the fiscal year 2018 cost share funds for distribution to the districts to apply toward taking care of the system.

Additionally, the department will recommend the Commission eliminate the major projects and emerging needs funding category of the funding allocation and allow all remaining funds to be distributed in the flexible funding category of the funding allocation. The flexible funds category distributes funds based on population, employment, and vehicle miles traveled. The flexible funds category also permits funding of major projects. The redirection of this funding will allow the districts to apply this funding to their asset management goals and assist those districts that cannot reach or maintain their system condition levels.

The department will also request to adjust the funding for transportation alternatives from seventy-five percent allocated for local programs and twenty-five percent allocated for MoDOT statewide usage, to fifty percent for local programs and fifty percent for MoDOT statewide usage. This increase for statewide funding will allow the department to make progress in the ADA transition plan. The federal government requires each state to update pedestrian facilities to current ADA standards anytime the adjoining roadway is under construction.

Throughout the workshop, the Commission inquired about and discussed the subjects brought before them. Action related to the proposed recommendations was taken in open session on February 3, 2016, and recorded in the minutes thereof.

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COMMISSION WORKSHOP – OTHER MODES OF TRANSPORTATION

This workshop was postponed for a future meeting.

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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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