



**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, MARCH 2, 2016**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, March 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 1:00 p.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 Wednesday, March 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.*

**-- 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 Smith, Aye  
Commissioner Pace, Aye  
Commissioner Waters, Aye  
Commissioner Nelson, Aye  
Commissioner Briscoe, Aye

The Commission met in closed session on Wednesday, March 2, 2016 at 9:00 a.m. until 12:00 p.m. and reconvened at 4:00 p.m. and adjourned at 5:00 p.m.

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-- OPEN MEETING --

**MARY E. NELSON QUALIFIED AS A MEMBER OF THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION**

On July 13, 2015, Governor Jeremiah (Jay) Nixon announced the appointment of Mary E. Nelson of St. Louis to the Missouri Highways and Transportation Commission for a term ending March 1, 2017, or until her successor is duly appointed and qualified. Ms. Nelson will take the position held by Commissioner Bryan T. Scott vice resigned. Ms. Nelson was duly sworn on August 4, 2015, at the Missouri Department of Transportation Building in Jefferson City by Supreme Court Chief Justice Patricia Breckenridge. The Senate confirmed Ms. Nelson's appointment on February 4, 2016.

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**JOHN W. BRISCOE QUALIFIED AS A MEMBER OF THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION**

On December 4, 2015, Governor Jeremiah (Jay) Nixon announced the appointment of John W. Briscoe of New London to the Missouri Highways and Transportation Commission for a term ending March 1, 2021, or until his successor is duly appointed and qualified, vice Lloyd J. Carmichael, term expired. Mr. Briscoe was duly sworn on January 5, 2016, at the Missouri Department of Transportation Building in Jefferson City by Supreme Court Justice Mary Russell. The Senate confirmed Mr. Briscoe's appointment on February 4, 2016.

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**APPROVAL OF MINUTES**

Upon motion by Commissioner Waters, seconded by Commissioner Smith, the Commission unanimously approved the minutes of the regular meetings held June 3, 2015 and July 1, 2015, and the special meeting held June 2, 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.

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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 March 2, 2016, Consent Agenda**

No items were removed from the consent agenda. Upon motion by Commissioner Pace seconded by Commissioner Waters, 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 March 2, 2016, meeting.

**Audit Committee** – Commissioner Pace stated the committee met and reviewed and accepted two internal audit reports. One report was a review of the construction contract administration for the Central District, and the department concurred with the findings and recommendations. The second report was a review of multimodal operations and aviation; there were no written findings or recommendations. The Audits and Investigations division began the annual risk assessment process in February. This process aids in formulating the fiscal year 2017 internal audit plan that will be presented to the Audit Committee at the next meeting in June.

**Legislative Committee** – Commissioner Miller reported the budget process is in full swing and MoDOT's budget for fiscal year 2017 is already being discussed by various house committees. The Commission supports several legislative proposals for 2016 which include a primary safety belt law, a no texting while driving initiative, and the creation of a waterways trust fund, and these proposals have been heard by various House and Senate Committees. Additionally, the Road to Tomorrow was launched nine months ago to explore the road of the future and how that might help address Interstate 70 by rebuilding it and generating revenue. The Road to Tomorrow is at a point in the process where in order to pilot some programs legislative authority is necessary. There is a proposal that will allow truck platooning that is in the initial steps of the legislative process. Finally, Senate Bill 623, sponsored by Senator Doug Libla is now waiting on the Senate calendar for floor debate. This proposal would raise the gasoline tax by 1.5 cents per gallon and the diesel rate by 3.5 cents per gallon which would generate about \$55 million for the state of Missouri.

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

**MoDOT and Patrol Employees' Retirement System** – Commissioner Pace reported the board met and elected a new Chair, Colonel Bret Johnson, and Vice-Chair, Sue Cox. He noted calendar year 2015 was an interesting year for stocks, bonds, and equities. For calendar year 2015 the retirement system earned a return of 3.28 percent, which is double the policy benchmark of 1.55 percent, and MPERS remains ranked at the top 1 percent of the public fund peer universe. However, as of February 15, the MPERS year to date performance stood at an estimated -4.75 percent. He reminded everyone although 2016 is not off to a great start, relative to the peer group MPERS is doing very, very well.

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## **DIRECTOR'S REPORT**

During the March 2, 2016, Commission meeting, Director Patrick McKenna provided the following report:

**Planning** – Director McKenna remarked the annual statewide planning partner meeting took place and brought together planning partners from across the state to develop the next State Transportation Improvement Program for the period of 2017 to 2021. Over 160 people attended and discussed asset management planning. When there are limited resources available it is important to focus on the asset management component of the planning process. The different groups were instructed to look at asset conditions as the top priority for system preservation and distribution of the limited transportation funds available.

**Meritorious Safety Award** –Director McKenna reported the meritorious safety award is given to MoDOT employees recognizing their actions during life-threatening or emergency event. Two employees from the Kansas City district were recently presented with this honor thanks to their quick action during two separate events. Knob Noster Maintenance Supervisor David Epright found a vehicle upside down and submerged in water in December 2015 off of U.S. Route 50 in Johnson County. He was able to free the driver and remove her from the vehicle and waited with her until emergency responders could arrive at the scene. Senior Maintenance Technician, Donald Hall was traveling Interstate 70 near downtown Kansas City and noticed a truck had driven off the roadway. He stopped and turned on his vehicle emergency lights to warn drivers to slow down. After approaching the vehicle and speaking with the driver's wife he realized the severity of the situation and called emergency responders. Hall surmised the man was suffering from extremely low blood sugar levels. In both of those circumstances, MoDOT employees took the time to notice and to act. That quick action in life-threatening situations saved lives. The Director stated it is an honor to be associated with these employees and expressed his appreciation for leadership recognizing these employees and to be able to award them with the meritorious safety award.

**Funding** –Director McKenna noted he was in Washington D.C. for the annual AASHTO briefing and to meet with the members of Missouri's congressional delegation. He commented about the U.S. Transportation Secretary's announcement of an eighth round of Transportation Investment Generating Economic Recovery (TIGER) grant program making \$500 million available for transportation projects across the country. Applications are due April 29, 2016. MoDOT is evaluating what projects could be competitive for a TIGER grant.

**Preparedness Exercise** –MoDOT underwent the annual earthquake preparedness exercise. This year’s scenario included a major earthquake impacting the Southeast and St. Louis districts. Employees across the state practiced their roles in the incident command structure and how they would respond over a 48 hour and two week period following the earthquake. The tabletop exercise highlighted several areas of best practices and also processes that need to be worked on in case of a real earthquake. Director McKenna explained it is important to go through these drills on a regular basis so that the department is prepared in the event of an emergency.

**MoDOT Money Calculator** –Director McKenna announced the department has made available on its website [www.modot.org](http://www.modot.org) a funding calculator. This provides a tool for the citizens of Missouri to calculate just how much they pay toward the transportation network in Missouri. It can help an individual figure out how much they have paid on a monthly or annual basis and it can run different scenarios for funding proposals. For instance it could calculate how much an individual would pay if Senate Bill 623 were to pass and increase the fuel tax rate.

Commissioner Miller acknowledged this was Director McKenna’s three month anniversary at MoDOT and remarked at the pace he has set, including 65 public presentations and a trip to Washington D.C. to get to know Missouri’s congressional delegation.

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**ROTATION OF CHAIR AND VICE CHAIR**

In keeping with Section 226.030.2 of the Revised Statutes of Missouri, Commission leadership rotated. Commissioner Miller, formerly Chair, will serve as Vice Chair until March 1, 2017. Commissioner Smith, formerly Vice Chair, will serve as Chair until March 1, 2017. Commissioner Smith thanked Commissioner Miller for his leadership over the past year and for being such a strong advocate for transportation initiatives.

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**PRESENTATION BY STEVE BOYD OF PELOTON TECHNOLOGY**

Steve Boyd, Founder and Vice President of Peloton, Inc., presented the intelligent truck platooning concept, and thanked the Commission for launching the Road to Tomorrow program and for

considering truck platooning technology as one of the demonstrations through this program. Peleton is working with a number of leading fleet and industry partners across trucking manufactures and major fleets and safety suppliers to provide truck platooning. The industry recognizes that these kinds of solutions are part of the path ahead of advanced safety systems on trucks and other vehicles.

Truck platooning occurs where there are two trucks that are wirelessly linked together and the first truck is controlling the braking and the acceleration of the second truck. Once linked, the trucks will operate at a distance of 40 to 80 feet. Both drivers remain fully engaged with this system, the rear driver is steering the truck and is able to detach and brake as necessary. Platooning only occurs on multi-lane divided highways with at least two lanes in each direction to reduce the perception of platoons being an obstacle to other motorists. Truck platooning improves reaction time through vehicle to vehicle communications, so when the front truck perceives an obstacle on the radar the back truck immediately begins slowing down as well. Truck platooning also allows the drivers of both vehicles a better view of the road as the front truck's view is shared with the back truck and vice versa.

Mr. Boyd explained that not only will the use of intelligent platoon trucks improve safety by preventing accidents it will save fuel. The trucking industry is a \$700 billion industry that expends over \$90 billion in accident costs and over \$100 billion in fuel costs. Both of these are significant components of every fleet's expense. The trucking industry typically has a very tight profit margin of three percent or less. By operating at a close distance and platooning, trucks reduce fuel use by 4 to 5 percent for the first truck and 7 to 10 percent for the second truck. This is a significant savings for the industry and the payback period for a fleet is under one year with this system.

Mr. Boyd explained at the federal level there are no limitations to platooning. The main issue is the following distance rules are different in each state. One of the obstacles with this proposal is a close operating distance currently violates Missouri's tailgating law, and legislative action would be necessary

to allow this. The platooning concept is included in the department's legislative agenda that was approved by the Commission in November.

Commissioner Miller thanked Mr. Boyd for his presentation and explained the Commission wants to move forward with partnering with Peleton to get a pilot program for truck platooning going in Missouri.

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### **PUBLIC COMMENTS ABOUT ARTICULATED BUSES**

Greg Meyer, owner and operator of All About You Limousines requested the Commission issue a permit to allow the articulated bus in his fleet to operate in Missouri. Mr. Meyer explained his company is a limousine service that operates in the St. Louis area. The fleet of vehicles includes large buses, motor coaches, limousines, and more. In 2012 his company purchased an articulated bus, this is a large bus that bends in the middle and major cities such as New York and Los Angeles operate these vehicles in their public transit system. In 2015 his articulated bus was stopped by a commercial vehicle enforcement officer that said the bus was too big to operate in Missouri. State law states a bus may not be over forty-five feet in length. Mr. Meyer indicated he then applied for an oversize permit from MoDOT, but the permit application was declined. Mr. Meyer then sought a permit from St. Louis city and St. Louis County and both entities issued permits so the bus could operate legally on local roads but not the interstate highways. Mr. Meyer appealed to Chief Engineer, Ed Hassinger regarding the rejection of the oversize permit application from MoDOT. Mr. Hassinger explained that he is not allowed under state law to issue a blank permit allowing the articulated bus to operate. Mr. Meyer explained that Missouri is behind the times, these buses operate in urban areas around the country and no one in Missouri opposes the use of articulated buses. He appealed to the Commission to allow this bus to operate on the interstates in Missouri.

Randy Avett, is a professional Class A driver for All About You Limousines, and requested the Commission honor the company by issuing a permit to allow operation of the articulated bus. Mr. Avett explained the bus is shorter than a trailer with a tractor that operates legally on interstates today. He also explained that the articulated bus is much easier to drive in urban areas than the stretch Hummer limousines. Mr. Avett appealed to the Commission in the interest of safety to allow the articulated bus to operate on interstates in Missouri.

Commissioner Smith thanked Mr. Meyer and Mr. Avett for their presentation and explained the Commission will look into this further with counsel and will respond to their request.

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#### **“ROAD TO TOMORROW” PROGRESS REPORT**

On behalf of the Director, Tom Blair, St. Louis Assistant District Engineer, explained since June 3, 2015, MoDOT's Road to Tomorrow (R2T) team has been soliciting private industry, innovators, entrepreneurs and the general public for innovative techniques, products and funding streams to rebuild Interstate 70 as the first section of the "highway of the future." More than 300 ideas have been received and screened for more analysis. Nearly a third of those have merited additional examination. The team has identified a number of innovations that could provide additional revenue or efficiencies for Missouri's transportation system and what next steps would be required for implementation.

Mr. Blair explained the review process that the R2T has conducted for each submission. He explained that over 300 Level 1 submissions have been received. About 100 of those submissions were considered unique enough to merit a discussion with the proposer and became Level 2 submissions. Currently there are about 35 proposals that have risen to a Level 3 submission that has an R2T member analyzing the proposal. This process has resulted in 7 Level 4 submission that are worthy of consideration for moving forward. The Level 4 submissions include smart highways, trucking

efficiencies, data/communications, various funding proposals, alternative travel, energy, and advertising these proposals were reviewed in detail at the December 2, 2015 meeting.

Mr. Blair provided an update on some of the Level 4 submissions that have had some recent movement, he explained some traditional innovations that were submitted to the R2T team and are being implemented, and reviewed what some of the next steps are for the R2T team.

At this meeting an update regarding truck platooning, one of the Level 4 trucking efficiencies submissions, will be provided by Steve Boyd with Peleton Technology. The next Level 4 submission reviewed was smart highways, a concept for adding intelligence and premium services into the roadway pavements. Those premium services would be provided through a subscription. MoDOT received a formal proposal for a one mile pilot of this smart highway concept and the department is seeking funding to allow for the construction of a pilot program that will most likely take place in the Kansas City area. The next Level 4 innovation reviewed is the internet of things interstate. Not only are electronics within the vehicles getting smarter and more connected, but the number of devices that people are using is increasing. The concept is to take advantage of the demand and partner with network providers to increase access and market that access with possible roadside devices. The next step for MoDOT with this concept is to find an internet of things broker to garner a lucrative deal that identifies the market and demand for these services on the interstate system.

The final Level 4 innovation reviewed was the creation of energy on public right of way. Solar Roadways, a company in Idaho has been creating solar panels that can be driven on and are called solar roadways. The co-founders Scott and Julie Brusseau will be traveling to St. Louis to speak at the Transportation Engineers Association of Missouri conference. After which they will install a data collection site which consists of two solar panels and some data collection hardware at MoDOT's Transportation Management Center in St. Louis. The electrical data will provide the company with information about the amount of solar power that can be created in Missouri. Additionally, MoDOT

will receive free power from the solar panels. Following that installation, the co-founders along with a team from MoDOT will travel to the Conway Rest Area located on Interstate 44. Numerous measurements will be taken on site to estimate what a solar roadway pilot at the welcome center will look like and how much it could cost.

Mr. Blair then reviewed the traditional innovations from this effort. One is a bridge sensor that will be installed on the Missouri River Bridge in Washington on Route 47. The device will measure all of the stresses and strains of the old bridge while the new bridge is being built. This is the first time a device like this will be used and the department is already planning where it could be deployed next.

In October 2015 MoDOT tested the use of a fortified proprietary fiber in asphalt. The test project was on Route 87 in Moniteau County where traditional asphalt was laid next to this new product and reports about the product have been positive. The department is considering using this fortified fiber in asphalt on another project yet this construction season. The benefit of this product is it makes the asphalt stronger, and allows a thinner layer of asphalt that uses less material, resulting in a lower cost with a better product that has a longer life.

Internal concrete curing is another traditional innovation being reviewed. Mr. Blair explained if some sand is taken out of the concrete mix and replaced with a proprietary porous lightweight aggregate that contains water; it is all mixed together so when the concrete cures it changes the hydration process or curing of the concrete. This will increase the density of the concrete which extends the service life of the concrete and reduces the shrinkage of the concrete. MoDOT is currently completing the lab work on the product and to date it appears to be a promising product.

Mr. Blair explained the next steps for the team is to focus on trying to find money, and the funds need to be above and beyond what is used to take care of the transportation system today. There are two grants the department is preparing to submit to the Federal Highway Administration. One is the accelerating innovation deployment grant; the other is a state transportation innovation council

grant. Another possible area of funding is through the just announced eighth round of Transportation Investment Generating Economic Recovery (TIGER) grants. MoDOT is reviewing if there is a R2T project that could compete. Recently a Fixing America's Surface Transportation (FAST) Act freight grant opportunity was announced and the department will review that program to see if there is an opportunity. Under the FAST Act that was recently passed by Congress there is a competitive grant program for funding solutions or pilot programs that will replace the gas tax or augment the gas tax and the R2T projects could be the type of projects the federal government is looking for. Additionally, the department entered into a unique agreement with Missouri S&T that will help identify non-traditional funding grants. This contract also provides for them to instruct MoDOT how to seek non-traditional grants in the future, and tips on completing the grant application to improve the chances for being awarded a grant.

Mr. Blair reported the R2T has several more submissions to review and expect to have more Level 3 innovations and ultimately some Level 4 submissions to present at the June Commission meeting. Mr. Blair reminded everyone that the R2T team is still accepting ideas and asked that they submit their ideas on the team website: <http://www.modot.org/Road2Tomorrow/>.

Commissioner Miller thanked the team for their presentation and recognized them for their efforts to date. He was pleased to learn the department is implementing some of the traditional innovations and is looking forward to hearing about the implementation of some pilot projects at the June meeting.

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## **UPDATE ON MODOT'S WORKFORCE**

On behalf of the Director, Micki Knudsen, Human Resources Director, explained the department has evaluated workforce challenges and some strategies to address those challenges. There are metrics



in place to assess how the department is doing with supporting employees and the organizational culture; those details were provided in the meeting materials to the Commission.

Ms. Knudsen's presentation is centered on Maslow's hierarchy of needs and she explained where MoDOT is in relation to this hierarchy. She also outlined the challenges ahead, what needs to be done, and some insight on what the future workplace looks like into 2020 and how MoDOT will need to adjust to that future.

Many organizational and industrial psychologists have studied the relationship between Maslow's hierarchy of need and the workplace. The hierarchy is shaped like a pyramid with physiological needs/survival issues at the bottom, the next layer up is security needs/stable work environment, the third layer up is "belongingness" needs/social concerns, the fourth layer up is esteem needs/respect and recognition concerns, and the top of the pyramid is self-actualization/achievement concerns. The pyramid is a depiction of those needs as they relate to the workplace and specifically individual employee needs. There is an order of priority of these needs. When you build a pyramid, or a bridge or house, you must have a solid foundation. You can focus a significant amount of effort on the needs within the structure, but the key is to put organization effort toward the right things by listening to employees, and understanding their needs and using organizational data.

Self-Actualization / Achievement - MoDOT offers many opportunities for the highest levels of achievement at MoDOT. Some examples include the innovations challenge, tuition reimbursement, professional certifications, continuing licensure education, major projects/initiatives, advisory boards and conferences. MoDOT is considered a leading department of transportation in the country and the department's expertise and best practices are sought after from around the country. Employee surveys reflect many employees have achieved the feeling of loving what they do as public servants.

Esteem needs / respect and recognition concerns – Esteem needs correlate to the way the department onboard, orient, train and provide ongoing development and upward mobility for employees.

Tremendous effort has been placed into numerous programs to address this need. Some of these programs include Gear Up, Maintenance Leadership Academy, and the professional engineer cross training programs which have all been developed and implemented statewide within the last three years. These programs along with the accelerated leadership development program address development of employees in areas where the department has experienced or is expecting to experience in the near future a higher rate of turnover. These areas included entry level and supervisory maintenance positions, engineering positions, and senior management jobs. The learning management system called MoDOT U was implemented last year as a low cost, efficient means of enhancing online learning across the state. The senior management team is working to implement several recommendations from the employee survey teams, including items to improve the employment selection process, further career development, and improve department recognition programs.

Belongingness needs / social concerns – As Human Resources Director, it has been Ms. Knudsen's goal for all employees to love what they do, have the opportunity to be authentic and respected for who they are, their contributions, talents, and perspective they bring every day. She wants employees to feel their voice is being heard, and that their definition of work life balance is achieved. She wants employees to feel they are making a difference here and in the world. She noted that these are organizational culture and work environment issues. There are many efforts underway to help employees achieve a level of belonging; some include statewide teams, affinity groups, flexible work schedules, diversity and inclusion events, work life balance programs, and state charitable campaign. Meeting the needs in this area is critical to MoDOT's success and can be the difference between an employee's decision to stay or leave MoDOT.

Security needs / stable work environment – The department has put a significant amount of effort to make safety the highest priority for employees and customers. There are numerous strategies being used to address safety and security issues some include health care plans, retirement plans, equipment

training, and workplace security training. MoDOT's comprehensive safety program helps employees recognize safety as the highest priority for the department, and yet the department recognizes it will need to remain vigilant and continue to work on these issues from the top down.

Physiological needs / survival issues – It is fitting that the foundation for the pyramid of needs is basic physiological needs. When you build a house or a bridge or other structure, you must invest in the foundation and keep it maintained or the entire structure will eventually crumble. Similarly, MoDOT must invest in its employees' base salaries or the high performance culture will continue to erode. In the most recent employee survey, pay was the most significant issue. There are many employees at MoDOT and other state agencies that are fighting month to month to adequately meet the basic needs of their families. The basic premise of the hierarchy of needs theory is that no amount of increased investment up the pyramid will compensate for inadequacies that exist with base salaries. Ms. Knudsen then shared an example of an employee who has worked at MoDOT for 12 years, is 44 years old and is married with two children. This employee earns a weighted average salary of \$42,150 taking into consideration the spouse's employment and then deducting basic needs for housing and utilities, food, transportation, and childcare, there is roughly \$1,000 a month to cover all the rest of life expenses like clothing, school supplies, and emergencies. The department needs to address pay for MoDOT, and all of Missouri state government needs to address pay related issues as well.

Ms. Knudsen then described some of the challenges the department is facing today. The turnover rate at MoDOT has increased significantly. Prior to 2010, MoDOT's turnover was consistently below 8 percent, now the turnover rate ranges from 8 to 12.9 percent in the rural areas and even higher at 15.2 to 18.3 percent in the urban areas. She described the cost of employee turnover citing in 2015 MoDOT lost 580 employees to voluntary turnover, this equates to a cost of \$32 million she noted that \$2 million is in hard cost and \$30 million is in lost productivity. Another challenge for the department is employees are retiring earlier, in the past employees would wait two to five years after becoming

retirement eligible to earn additional retirement benefits through the backdrop program but are now leaving as soon as they are eligible. She noted that in 2005, fifteen percent of retirees retired before reaching backdrop eligibility, in 2015 twenty five percent of retirees retired early.

The changing workforce is going to be a challenge that the department needs to prepare for. By 2020 millenials will be half of the global workforce. This generation of employees is not interested in working in the trades as a career choice; they are immersed in technology, and seek flexibility with their work. The department will need to adjust to attract and retain these employees and find a workforce pipeline that will help fill positions in the trade area.

MoDOT remains a high performing team of dedicated public servants who stand prepared for any challenge. However, MoDOT is struggling to retain employees. Continued investment in employees is critical to the department's future success. MoDOT will need to invest in its employees through funding of salary increases; good benefits programs; investments in innovative tools, technology, and safe work practices; and employee development efforts. These actions are necessary for the workforce to be able to maintain and operate Missouri's transportation system and do its best to meet the needs of Missouri citizens. Investment must also continue to generate the necessary pipeline of future generations of MoDOT employees.

Commissioner Miller thanked Ms. Knudsen for her presentation. Commissioner Nelson stated it was shocking to hear that entry level positions at MoDOT do not pay a living wage; she inquired what needs to be done to address this? Ms. Knudsen responded it is going to require making the difficult decision to invest in employees by providing cost of living increases and moving employees through the pay ranges.

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## **CRITICAL CONDITION BRIDGES AND THEIR LOCAL IMPACT**

On behalf of the Director, Kevin James, Northeast Assistant District Engineer, explained of the 641 critical condition bridges in the state of Missouri, the Northeast district has 104 critical condition bridges. The Northeast district also has 51 bridges that are restricted due to weight limits or lane reduction. While the district was able to make progress on the system of bridges in the district through the Safe and Sound bridge improvement program, Missouri's long term insufficient funding problem continues to cause challenges in maintaining this system.

Mr. James highlighted two bridges located on Route 16 in Lewis County. The first bridge is over the North Fabius River and is 86 years old. This bridge carries over 900 vehicles per day. With recent inspections, the district had to post the bridge as a one-lane bridge and due to the layout of the road, it also requires the use of temporary signals because vehicles cannot see approaching traffic and have time to react to cross the bridge as one lane. In addition to the impact this restricted bridge is having on commerce, it is also safety concern. The second bridge is a few miles west and is located over the Middle Fabius River. This bridge is also 86 years old and is posted as a one-lane bridge. Mr. James shared a video of Ralph Martin, Port Director for the Lewis County Port Authority. Mr. Martin explained Missouri Route 16 is a vital artery for area farmers to move grain to the port and fertilizer from the port. He expressed concern for the future of the corridor and the impact a bridge closure would have on the port and the hardships it would create for area agriculture.

Mr. James then highlighted a series of bridges on the Highway 79 corridor. He explained this corridor is important to the agricultural industry as well as the commuters who travel to St. Louis daily, this route is also designated a scenic byway and carries a lot of tourist traffic. Although there are six bridges scheduled for replacement in the Statewide Transportation Improvement Program there are additional critical condition bridges that will not be able to be repaired or replaced. He highlighted a bridge in Lincoln County on Route 79 near the community of Winfield. It carries over 5,000 cars per

day. This route will require significant detours when bridge work occurs and the impact is significant when a bridge is restricted. Mr. James shared a video of Mayor Jo Anne Smiley from the city of Clarksville. She noted any interruption in the flow of traffic on Highway 79 impacts the community in a multitude of ways including medical and fire emergencies, travel time to and from work, school bus routes, farmers, and the people traveling from field to field while hauling crops for sale. The critical condition bridges on Highway 79 are of great concern to the city of Clarksville as it will impact the way of life for the community.

Mr. James then reminded the commission about the Champ Clark Bridge located at Louisiana. This is a major bridge that carries Highway 54 across the Mississippi River. Several industries around the community such as a grain elevator, rock quarry, and chemical plants are impacted each time the bridge is closed for inspection and repairs. The district continues to seek funding for the bridge but there is considerable concern as more time passes and the bridge continues to deteriorate any further bridge restrictions will impact the community.

There are nearly 1,100 bridges in the Northeast district. Fourteen percent of those bridges are in critical condition and impacts almost every highway in the road network in the northeast district.

Commissioner Smith thanked Mr. James for his presentation and commented how one bridge closure could cause a detour that changes life and business in the northeast district.

\* \* \* \* \*

**MISSOURI’S NEXT STRATEGIC HIGHWAY SAFETY PLAN**

On behalf of the Director, Bill Whitfield, Highway Safety Director, reported Missouri is developing the next Strategic Highway Safety Plan (SHSP) for 2017-2020.

In 2005 Congress passed legislation that required all states to develop a SHSP. Missouri has historically referred to the SHSP as Missouri’s blueprint. The blueprint that is currently under development will be the fourth SHSP for Missouri; the first was completed in 2004 and was titled

Missouri's Blueprint for Safer Roadways. Missouri's Blueprint to Arrive Alive was the second SHSP in 2008, and the third was Missouri's Blueprint to Save More Lives in 2012. The purpose of these strategic plans is to reduce fatalities and serious injuries on Missouri's roadways using a partnership approach.

The state of Missouri has seen nearly a 40 percent reduction in roadway fatalities from 2005 to 2014. This reduction was possible by a comprehensive effort from law enforcement, education, emergency response and engineering partners using a strategic approach. In 2005 Missouri had 1,257 fatalities on its roadways. Between 2005 and 2011, Missouri experienced a 37 percent reduction in fatalities. Between 2011 and 2014 the steady decline in fatalities began to level out with only an additional two percent decrease, bringing the overall total to 39 percent between 2005 and 2014. In 2015 Missouri saw a significant increase in fatalities; Missouri is now over 871 fatalities for the year end. The increase in fatalities has lowered the overall reduction from 39 percent down to 31 percent fatality reduction. These numbers are not acceptable to the department or its safety partners.

The SHSP must be developed after consultation with a broad range of stakeholders and address the 4 E's of safety through a multidisciplinary approach. These 4 E's include Engineering, Enforcement, Education and Emergency Medical Services. Missouri's safety partners including Metropolitan Planning Organizations (MPOs), law enforcement, Emergency Medical Services, universities, health professionals, and federal and state agencies have been involved in the Blueprint development and will play a large role in its implementation. The SHSP must also be based on crash and other safety data analyses to identify safety issues on all public roads.

The multidisciplinary team that is developing the next SHSP is determining the next strategic goals. In 2004 the goal was 1,000 or fewer fatalities. The current goal is 700 or fewer fatalities by the end of 2016. Under the FAST Act, the 2017 reduction goals will be included for both number and rate

of fatalities and serious injuries. These goals will be finalized after Federal Highway Administration (FHWA) releases its performance measures later this year.

Essential strategies will be included in the next SHSP that have the most potential for reducing fatalities and serious injuries. Many of these strategies will be the same as in previous blueprints because data show they still have the biggest potential to reduce fatalities and serious injuries and remain the biggest safety issues in Missouri. These include increasing safety belt usage, improving shoulders and installing rumble strips, intersection improvements, reducing the number of substance impaired and distracted drivers, increasing targeted enforcement, and improving curve safety. Legislative issues such as passage of a primary seat belt law, an all driver ban on texting and driving, and keeping our all rider motorcycle helmet law will continue to play a large role in reducing fatalities in Missouri.

Mr. Whitfield noted that much of the engineering effort has focused on using a systematic approach to implementation; instead of applying a safety measure at a particular accident location, but rather applying that safety measure on corridors has had a tremendous impact on fatality and serious injury reduction. He also noted that when working with law enforcement agencies the use of targeted corridor enforcement for DWI checkpoints and setting the checkpoints up as a work zone has improved roadway safety two ways: reducing the number of impaired drivers and increasing the safety for those working at the checkpoints and traveling through the checkpoints. A strong public information and education campaign is essential to the success of the blueprint and requires educating young children to the oldest drivers on safe driving habits and emphasizing personal responsibility when driving.

Once a draft SHSP has been prepared it will be available for public comment. Following the public comment period, the plan will be reviewed and revised and prepared for final publication and will be presented at the Traffic Safety and Blueprint Conference that will be held October 18 through October 20, 2016 in Columbia, Missouri.



Mr. Whitfield shared with the Commission another success of the SHSP is bringing the partners from enforcement, emergency services, education, and engineering together. In the past many of these disciplines worked independently and seldom was their collaboration among the four groups. In 2005, when Missouri implemented the blueprint for safer roadways, these four disciplines began to work together and realized by working collectively as a whole, a greater impact could be made on reducing fatalities and serious injuries on Missouri's roadways. Mr. Whitfield explained the Missouri Coalition for Roadway Safety was formed and became the glue that helped bond these four E's together. The Missouri Coalition for Roadway Safety is a partnership of local, state, federal, public and private organizations committed to the common goal of making travel on Missouri's roadways safer. The Coalition's structure consists of an Executive Committee, eleven Subcommittees and seven Regional Coalitions that oversee the implementation of the blueprint.

Commissioner Briscoe thanked Mr. Whitfield for his presentation and asked how Missouri compares to other states on seatbelt usage. Mr. Whitfield responded Missouri is ranked forty-fifth in the country. The national usage rate is currently 88.5 percent. Usage in Missouri varies between 77 to 80 percent.

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#### **EXTENSION OF MODOT FINANCIAL STATEMENT AUDIT CONTRACT**

On behalf of the Director, Brenda Morris, Financial Services Director, recommended the Commission approve of a one-year extension for the fiscal year 2016 audit with RubinBrown, and authorize the Director, Chief Engineer, Chief Financial Officer or Assistant Chief Engineer to execute the one-year renewal of the independent audit contract for the fiscal year 2016 audit.

Section 21.795.3(1), RSMo, requires an annual audit of MoDOT's financial statements performed by independent certified public accountants. Audited financial statements are also required by the Commission's bond covenants. During August and September 2012, proposals were solicited to

conduct the fiscal year 2013 audit. The Request for Proposal (RFP) included a three-year proposal with the option of two one-year renewals. RubinBrown was selected as the department's independent auditor.

The Audit Committee's Charter gives the Commission's Audit Committee the responsibility of recommending the appointment of the independent auditor to the Missouri Highways and Transportation Commission (MHTC). The Audit Committee concurred with staff's recommendation for the appointment of RubinBrown for the fiscal year 2016 audit at the November, 2015 meeting.

Via approval of the consent agenda, the Commission unanimously approved the one-year extension for the fiscal year 2016 audit with RubinBrown and delegation of authority as described above.

\* \* \* \* \*

**AGREEMENT BETWEEN MHTC AND THE INTERNATIONAL UNION OF OPERATING ENGINEERS**

On behalf of the Director, Micki Knudsen, Human Resources Director, recommended the Commission approve the new agreement with Local 148 of the International Union of Operating Engineers AFL/CIO and authorize the Director, Chief Engineer, or Chief Financial Officer to execute the Agreement. This agreement will continue to serve as the foundation for MoDOT and the union to address labor relations issues. The union has agreed to the provisions of the document, and all provisions are consistent with existing policy and practice.

Ms. Knudsen reported the significant changes from the previous agreement include 1) continuing to allow employees the option of having grievances reviewed by a panel of other employees for at least the duration of the Agreement. This optional grievance panel review process is currently allowed for certain grievances and is outlined in Policy 2100, "Grievance Procedure;" 2) updating the Non-Discrimination Article to include ancestry, consistent with recent personnel policy changes; 3) adding a

section acknowledging the Department recognizes the impact of temporary shift changes on its employees; and that unless legitimate business reasons exist to do otherwise (e.g., reducing safety risk to employees and minimizing disruption to traffic flow in high traffic volume areas), every effort shall be made to schedule routine and non-emergency maintenance work during regular day shifts for employees who regularly work day shift schedules; and 4) adding a section stating that if the Department implements a behavioral-based safety program, the Union will be notified in advance of implementation and allowed an opportunity to comment prior to full implementation of such program.

Via approval of the consent agenda, the Commission unanimously approved the recommendation; this agreement will become effective April 11, 2016, and it will remain effective until April 10, 2019.

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**THE HARRISONVILLE BROOKHART TRANSPORTATION DEVELOPMENT DISTRICT,  
CONSIDERATION OF THE PROJECT AND APPOINTMENT OF AN ADVISOR**

On behalf of the Director, Dan Niec, Kansas City District Engineer, advised the Commission that in response to a petition filed by The Brickyard, Inc., C.J. Roberds Mfg., Inc., and Love's Travel Stops & Country Stores, on September 28, 2015, the Circuit Court of Cass County established the Harrisonville Brookhart Transportation Development District (TDD) as a new political subdivision on December 21, 2015. The proposed project includes an additional right turn lane on the southbound and northbound I-49 exit ramps, and shoulder widening and turn radius improvements on Commercial Street. I-49 is part of the state highways and transportation system and, therefore, under the jurisdiction of the Commission.

In keeping with Sections 238.220.4 and 238.225.1, RSMo, the Commission via approval of the consent agenda, (1) appointed the Kansas City District Engineer, or his designee, as the Commission advisor to the Harrisonville Brookhart TDD board of directors, and (2) found the improvements to the

area noted above, to be a necessary and desirable extension of the state highways and transportation system, subject to the TDD making any revisions on the plans and specifications required by the Commission and subject to the TDD entering into a mutually satisfactory agreement with the Commission regarding development and future maintenance of the project. In keeping with the Commission's Delegation of Authority and Execution of Documents Policy, the Director, Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, or respective business unit director may execute the related agreements.

\* \* \* \* \*

**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 G09, G14, and H04 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 February 19, 2016, letting, as recommended and noted in Table I below. (2) Rejection of bids received on Call F06 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  
February 19, 2016, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	13	Caldwell	J1P0434	\$1,265,548.60	\$110.72	Phillips Hardy, Inc.	Bridge Replacement
B01	79	Marion	J2M0268	\$187,714.12	\$0.00	Young's General Contracting, Inc.	Slide Repair
B02	156	Macon	J2S0438	\$878,199.85	\$0.00	Boone Construction Co.	Bridge Replacement
	151	Knox	J2S3073				
B03	94	Warren	J2S2006	\$622,734.25	\$0.00	Boone Construction Co.	Bridge Replacement

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
B04	MM	Lincoln	J3S2184	\$486,264.35	\$0.00	Don Schnieders Excavating Company, Inc.	Bridge Replacement
C01	M	Cass	J4S3069	\$799,088.48	\$0.00	Ennis Excavating, LLC	Bridge Deck Replacement
	B		J4S3072				
D02	54	Miller	J5L3075D	\$6,404,388.59	\$0.00	Magruder Paving, LLC	Bridge Deck Rehabilitation
			J5P3131				Resurface
D03	179	Moniteau	J5S3050	\$668,077.40	\$0.00	Ennis Excavating, LLC	Bridge Superstructure Replacement
	Z	Cooper	J5S3052				Bridge Deck Replacement
F03	30	St. Louis	J6S1870	\$4,620,000.00	\$0.00	Pace Construction Company	Resurface and ADA Improvements
F04	D	St. Louis	J6S3006	\$1,355,000.00	\$0.00	Pace Construction Company	Resurface
F05	61	Jefferson	J6S3050	\$770,547.90	\$0.00	N.B. West Contracting Company	Resurface
G01	44	Various	J0I3002N	\$282,500.00	\$0.00	Blevins Asphalt Construction Company, Inc.	JOC - Asphalt Pavement Repair
G02	44	Greene	J0I3002O	\$280,400.00	\$0.00	APAC-Central, Inc.	JOC - Asphalt Pavement Repair
G03	44	Webster	J0I3002P	\$119,000.00	\$0.00	Willard Asphalt Paving, Inc.	JOC - Asphalt Pavement Repair
G04	49	Vernon, Bates	J0I3002W	\$72,000.00	\$0.00	Blevins Asphalt Construction Company, Inc.	JOC - Asphalt Pavement Repair
G05	49	Vernon, Barton, Jasper	J0I3002X	\$214,125.00	\$0.00	Blevins Asphalt Construction Company, Inc.	JOC - Asphalt Pavement Repair
G06	49	McDonald	J0I3002Y	\$88,500.00	\$0.00	Blevins Asphalt Construction Company, Inc.	JOC - Asphalt Pavement Repair
G07	14	Christian	J0P3011I	\$229,786.80	\$0.00	Hunter Chase & Associates, Inc.	ADA Improvements
G08	54	Hickory	J7P3029B	\$190,031.83	\$0.00	APAC-Central, Inc.	ADA Improvements
G09*	Bus 13	Henry	J7P3031B	\$569,279.90	\$0.00	Branco Enterprises, Inc.	ADA Improvements
G10	65	Dallas	J7P3038B	\$208,593.90	\$0.00	Hunter Chase & Associates, Inc.	ADA Improvements
G11	65	Greene	J8P0605G	\$15,553,908.53	\$0.00	Emery Sapp & Sons, Inc.	Grading, Paving, and Bridge
			J8P2158				
G12	13	St. Clair	J8P2379	\$64,182.00	\$0.00	James H. Drew Corporation	Guardrail Improvements
G13	A/38	Webster	J8S2220B	\$292,846.60	\$0.00	Branco Enterprises, Inc.	ADA Improvements
	38		J8S2457C				

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
G14**	744	Greene	J8S3019	\$1,754,878.89	\$0.00	APAC-Central, Inc.	Grading, Pavement, and ADA Improvements
H02	Various	Various	J9P3112	\$652,386.00	\$0.00	James H. Drew Corporation	Guardrail Improvements
H03	72	Cape Girardeau, Bollinger	J9P3121	\$2,200,000.00	\$0.00	Pace Construction Company	Resurface
H04***	N	St. Francois	J9S3035	\$1,910,399.24	\$0.00	Lead Belt Materials Company, Inc.	Resurface
	E		J9S3036				
	NN		J9S3037				
	C		J9S3055				
	BB		J9S3065				
H05	TT	Dunklin	J9S3059	\$1,919,191.00	\$0.00	Joe's Bridge & Grading, Inc.	3 Bridge Replacements
H06	60	Wright	J9P3004B	\$3,909,042.70	\$0.00	APAC-Central, Inc.	Resurface
			<b>TOTAL:</b>	<b>\$48,568,615.93</b>	<b>\$110.72</b>		

\* Call G09 – Funding by City of Clinton – \$134,000

\*\* Call G14 – Funding by the City of Springfield – \$1,018,139.19

\*\*\* Call H04 – Funding by the City of Bonne Terre (J9S3036) – \$120,000

**Rejection of Bids  
February 19, 2016, Bid Opening**

Call No.	Route	County	Job No.	Description
F06	141	St. Louis	J6P3062	Pavement Improvements and 2 Bridge Rehabilitations

**Commission Consideration and Action**

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

1. Awarded contracts to the lowest responsive bidders for bids received on the February 19, 2016, 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 F06, as noted in Table II above, because they were considered excessive.

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

Commissioner Miller abstained from voting on Calls G09, G11, and G13. Commissioner Smith abstained from voting on Call G09.

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**2016 – 2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**

On behalf of the Director, Ed Hassinger, Chief Engineer, requested approval to revise the 2016-2020 Statewide Transportation Improvement Program (STIP) that was approved in July 2015, for the implementation of thirty-six projects, as noted in the tabulation below.

**2016 – 2020 STIP  
Highway and Bridge Construction Schedule  
March Amendment  
Project Changes**

<b>District County Job No.</b>	<b>Route</b>	<b>Description of Improvement/Location</b>	<b>Tentative Award State Fiscal Year and Change by Type</b>	<b>Change in Construction and Right of Way Funds (Dollars in Thousands)</b>	<b>Change in Engineering Funds (Dollars in Thousands)</b>
NE Macon J2S3110	Rt T	Bridge improvements over Middle Fork Chariton River 2.1 miles east of Route 3 near Bevier. Project involves Bridge R0128.	2017 CN 2016 RW	\$617	\$58
NE Pike J2P3058D	US 54	Bridge improvements over Route 61, at interchange near Bowling Green. Project involves bridge A3494.	2017 CN	\$629	\$42
NE Scotland J2S3111	Rt H	Replace bridge over North Wyaconda River 3.2 miles north of Route 136 near Arbela. Project involves bridge Y0029.	2017 CN 2016 RW	\$687	\$197
KC Clay J4I1980	IS 435	Operational improvements to the interchange at Route 210. Project involves bridges A1944, A1945, A1946 and A2004.	2017 CN	\$682	-\$174
KC Clay J4I3038B	IS 435	Pavement improvements from Parvin Road to north of the Missouri River.	2017 CN	-\$141	-\$2
KC Lafayette J3S3054	MO 224	Repair slide from Broadway to Highland Avenue in Lexington.	2017 CN 2016 RW	\$432	\$38
KC Platte J4I3143	IS 635	Drainage improvements on I-635 and Horizons Parkway in Platte County and on I-435 and 63rd Street in Jackson County.	2016 CN	\$349	\$74

KC Ray J3S3055	Rt T	Repair slide between Park Avenue and Frazier Street in Camden.	2017 CN 2016 RW	\$2,225	\$245
KC Various J3P3056	Various	Signal improvements at various locations on Routes 50, 65, and 224 in Pettis, Saline, and Lafayette counties in the rural Kansas City District.	2017 CN	\$103	\$23
KC Various J4P3142	Various	Signal improvements at various locations in Clay, Platte, and Jackson counties in the urban Kansas City District.	2017 CN	\$515	\$69
CD Crawford J5S3143	Rt M	Right of way acquisition for bridge improvements over Crooked Creek. Project involves bridge T0530.	2016 RW	\$10	\$2
CD Gasconade J5P3099	MO 100	Right of way acquisition for bridge improvements over Little Berger Creek. Project involves bridge K0160.	2016 RW	\$1	\$1
CD Gasconade J5S3140	MO 19	Right of way acquisition for bridge improvements over Second Creek. Includes Route EE over Dry Fork Creek. Project involves bridges K0636 and R0292.	2016 RW	\$10	\$2
CD Maries J5P3106	MO 42	Right of way acquisition for bridge improvements over Little Maries River. Project involves bridge A2531.	2016 RW	\$3	\$6
CD Maries J5P3122	MO 68	Right of way acquisition for bridge improvements over Coppedge Creek and Lanes Creek Fork. Project involves bridges A3405 and A3406.	2016 RW	\$1	\$1
CD Phelps J5S3141	Rt D	Right of way acquisition for bridge improvements over the BNSF Railroad. Project involves bridge X0638.	2016 RW	\$10	\$2
CD Pulaski J5P3100	MO 7	Right of way acquisition for bridge improvements over the Gasconade River. Project involves bridge A0843.	2016 RW	\$3	\$6
CD Washington J5P3105	MO 32	Right of way acquisition for bridge improvements over Cedar Creek. Project involves bridge J0987.	2016 RW	\$9	\$6
SL St. Charles J6I2418	IS 70	Restripe lanes, improve interchanges, construct outer roads and sidewalks from Woodlawn Avenue to TR Hughes Boulevard including Main Street intersections. Project involves bridges L0710 and A6157.	2018 CN 2017 RW	\$13,611	\$871
SL St. Charles J6S2101	Rt N	Construct left turn lane and shoulder additions from Eagle Hill Lane to Weiss Road for project STP-5410(622).	2016 CN	\$391	\$0



SL St. Louis J6S3125	MO 340	Add dual left turn lanes on Route 340 at Chesterfield Parkway East and West, and add right turn lane on I-64 westbound off ramp.	2018 CN 2017 RW	\$1,730	\$199
SW Dallas J7P3091	MO 32	Pavement and safety improvements from Route 65 to 0.6 mile west of Route H.	2017 CN	\$481	\$40
SW Henry J7S3096	MO 18	Pavement improvements on disconnected sections from Montgomery Street to 0.1 mi. west of Business 13 (2nd Street) in Clinton.	2017 CN	\$129	\$9
SW Jasper J7P2228F	MO 96	Right of way acquisition for bridge improvements over BNSF and MNA railroads. Project involves bridge K0428.	2016 RW	\$48	\$337
SW Lawrence J7S3000	BU 60	Right of way acquisition for bridge improvements over BNSF Railway. Project involves bridge H0787.	2016 RW	\$2	\$198
SW Lawrence J7S0526	MO 97	Right of way acquisition for bridge improvement over Center Creek, 3.0 miles south of I-44. Project involves bridge T-320.	2016 RW	\$31	\$10
SW McDonald J7S0534	Rt E	Right of way acquisition for bridge improvements over Big Sugar Creek. Project involves bridge T0929.	2016 RW	\$12	\$15
SW Taney J7S3087	MO 76	Right of way acquisition for bridge improvements over Kentucky Creek. Project involves bridge X0331.	2016 RW	\$2	\$124
SW Taney J7S3087B	MO 76	Right of way acquisition for bridge improvements over Beaver Creek. Project involves bridge X0355.	2016 RW	\$2	\$154
SW Taney J7S3087C	MO 76	Right of way acquisition for bridge improvements over Caney Creek. Project involves bridge X0354.	2016 RW	\$2	\$116
SE Cape Girardeau J9I3168	IS 55	Bridge repairs over Route 74. Project involves bridge L0279.	2016 CN	\$210	\$30
SE Perry 9P3186	MO 51	Pavement improvement from BNSF Railroad to Horse Island Chute bridge.	2016 CN	\$836	\$67
SE Perry J9S3184	Rt E	Pavement improvements from Bois Brule Creek to Route 61.	2016 CN	\$325	\$32
SE Perry J9S3185	Rt P	Pavement improvements from Route 61 to Route C.	2016 CN	\$379	\$36
SE Reynolds J9S3181	Rt AA	Pavement improvements from Route 49 to end of state maintenance.	2016 CN	\$429	\$39
SE Wayne J9S3182	Rt D	Pavement improvements from Greenville to Route T.	2016 CN	\$1,239	\$95
			<b>TOTAL:</b>	<b>\$26,004</b>	<b>\$2,968</b>

Via approval of the consent agenda, the Commission unanimously approved the amendment to the 2016 – 2020 STIP as noted in the tabulations above.

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**-- REPORTS --**

The Commission received the following written reports.

**ANNUAL REPORT TO U.S. ENVIRONMENTAL PROTECTION AGENCY REGARDING  
CONSENT DECREE**

Kathy Harvey, Assistant Chief Engineer, provided to the Commission the Annual Report to the U.S. Environmental Protection Agency (EPA). MoDOT was cited for stormwater control issues on five construction projects that occurred between calendar years 2003 and 2007. MODOT received notices of violation for this matter from the EPA in 2010. The Commission entered into a Consent Decree on July 20, 2015, with the EPA over alleged violations of MoDOT's stormwater permit under the Clean Water Act. One stipulation of the Decree is the defendant will submit an annual report to EPA to summarize all actions taken to comply with the terms of the Consent Decree. The final report will be submitted to the EPA on or before March 30, 2016.

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**FINANCIAL – BUDGET – REPORTS  
YEAR-TO-DATE FINANCIAL REPORT, PERIOD ENDING JANUARY 31, 2016**

Brenda Morris, Financial Services Director, submitted a written financial report for fiscal year-to-date ended January 31, 2016, 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 January 2016, 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 122 active contracts held by individual engineering consultant firms prior to January 1,

2016. Six new engineering consultant services contract were executed in January 2016, for a total cost of \$1,949,882. The fiscal year 2016 Design Bridge Consultants budget is \$10 million, as of February 1, 2016 expenditures from this budget totaled \$4.1 million. There were two non-engineering consultant contracts executed in January 2016, for a total cost of \$70,124.

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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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