



**MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION**

**Official Minutes**

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**MINUTES OF THE REGULARLY SCHEDULED HIGHWAYS AND  
TRANSPORTATION COMMISSION MEETING HELD IN ST. LOUIS, MISSOURI,  
THURSDAY, JULY 7, 2016**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Thursday, July 7, 2016, at the Chase Park Plaza, 212 North Kingshighway, St. Louis, Missouri. Gregg C. Smith, Chairman, called the meeting to order at 1:00 p.m. The following Commissioners were present: Michael B. Pace, Michael T. Waters, Jr., Mary E. Nelson, and John W. Briscoe.

Commissioner Stephen R. Miller tendered his resignation effective July 1, 2016; at the time of the July 7, 2016 meeting, a replacement had not been appointed.

The meeting was called pursuant to Section 226.120 of the Revised Statutes of Missouri, as amended. The Secretary verified that notice of the meeting was posted in keeping with Section 610.020 of the Revised Statutes of Missouri, as amended.

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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 Thursday, July 7, 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.
4. Section 610.021(2) – Lease, purchase or sale of real estate

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

The Commission met in closed session on Thursday, July 7, 2016 at 9:30 a.m., and adjourned at 12:00 p.m.

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**-- OPEN MEETING --**

**APPROVAL OF MINUTES**

Upon motion by Commissioner Waters, seconded by Commissioner Briscoe, the Commission unanimously approved the minutes of the regular meetings held February 3, 2016, and March 2, 2016, and the special meeting held March 1, 2016. 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 July 7, 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 July 7, 2016, meeting.

**Audit Committee** – Commissioner Waters stated there was no report.

**Legislative Committee** – Commissioner Smith reported Governor Nixon continues to review legislation passed this year by the legislature. He signed the 2017 budget into law, but has not taken action on the proposal regarding truck platooning. Legislation passed and signed into law by the Governor will go into effect on August 28, 2016. Any bills vetoed by the Governor may be considered to be overwritten by the legislature during their annual veto session in September.

**Missouri Transportation Finance Corporation** – Commissioner Smith stated MTFC held a special electronic ballot meeting on June 13, 2016. The Board approved one loan totaling \$843,018 to the city of Cottleville for their share of a MoDOT project to widen Route N. The next MTFC meeting will be held on August 3, 2016.

**MoDOT and Patrol Employees' Retirement System** – Commissioner Pace reported MPERS held a meeting on June 23, 2016. That day happened to be the same day as the Brexit vote and the MPERS portfolio was fairly well-positioned and only had about a 12 percent exposure to international equities. The Board loosely estimates FY 2016 performance to be in the 0.5 percent range, while not great, this position is really good when compared to the peer group. The recent volatility is just another reminder of the uncertainty of today's investment market. The United Kingdom's departure from the European Union all but guarantees a lower growth rate across Europe with global interest being at or near all-time lows.

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## ELECTION OF VICE CHAIR

Stephen R. Miller served as Vice Chair of the Commission; with his recent resignation, there remains a vacancy in this leadership position. Commissioner Briscoe nominated Commissioner Pace to serve as Vice Chair for the remainder of the term, until March 1, 2017. Upon motion of Commissioner Briscoe, seconded by Commissioner Waters, the Commission unanimously elected Michael B. Pace to serve as Vice Chair of the Commission.

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## DIRECTOR'S REPORT

During the July 7, 2016, Commission meeting, Director Patrick McKenna provided the following report:

**Award** – Director McKenna congratulated Rudy Nickens on receiving the Robert L. Bailey Distinguished Service Award at the 2016 AASHTO Civil Rights Training Symposium. This national award recognizes an individual who demonstrates some or all of the following characteristics: an inspiration to others, dedicated to community service, showing exceptional dedication to the civil rights program, epitome of professionalism, exceptional character, and a legendary champion of the profession. The director continued by saying that he received dozens of letters internally nominating Rudy for this award. Rudy makes an impact on MoDOT and is well-deserving of this national award.

**Safety** – Director McKenna recognized and thanked the Commission for challenging the department to rededicate and refocus efforts on safety. The Commission increased the safety allocation in the STIP by forty percent. The Commission will consider 855 projects being added to the STIP that includes this increase for additional safety projects as a result. He thanked the Commission for recognizing the need for safety and allocating the funds so that safety can continue to be MoDOT's focus. The Director reminded the Commission, last month, MoDOT, in an effort to lead by example, put a cell phone ban in place. All employees do not use cell phones while they are operating equipment or vehicles while on MoDOT time. MoDOT's purpose is to improve the safety conditions on the roads to keep people safe as they move to and from their destinations.

**Average Citizen's Cost for Transportation** – MoDOT has developed an educational tool to show what the cost of transportation is for the average citizen. The tool, which can be found on MoDOT's website

at [www.modot.org](http://www.modot.org), allows an individual to enter numbers into the system to calculate the amount of money they spend annually on transportation. For example, if Joe Citizen drives 10,000 miles a year and his vehicle can travel 20 miles per gallon, then the calculator computes he has purchased 500 gallons of fuel and paid federal motor fuel taxes of \$92.00, state motor fuel taxes of \$86.00, and other fees of \$180 a year. That is \$14.95 per month to access 34,000 miles of road and 10,400 bridges. With this tool, if there are funding proposals being considered by the General Assembly, you can go into this program and it would show the average citizen what their cost would be if a tax increase were to pass. For example, if the motor fuel tax were to be increased by 2 cents that calculates to an additional 83 cents per month or \$7.21 per year. This tool allows an individual to see the impact of policy decisions that are under consideration. This tool shares where the money comes from and where it goes for transportation in Missouri. The Director said this is part of what MoDOT does and he wants to start educating people as to what the system costs them on an individual basis, how those funds aggregate at the state level, and how the money is distributed to the transportation network in Missouri.

**State Transportation Improvement Program** – Director McKenna recognized Mabelle Watkins, Ed Hassinger, district engineers, planners and planning partners throughout the state for the incredible job they did when they were challenged less than two months ago to come up with a plan to deploy an additional \$2.5 billion worth of capital over and above the 2016-2020 State Transportation Improvement Program. There were constraints on the plan. The top priority for the organization was to meet asset management goals to try to keep the infrastructure in the condition it is in today. These employees put together their responses in about six weeks where taking care of the existing system is clearly the priority in the plan. Director McKenna thanked the department for its work in bringing forward a plan that he believes the Commission will be pleased with and will meet their priorities.

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**PUBLIC COMMENT – KIP WELLBORN, ROUTE 66 GASCONADE RIVER BRIDGE GUARDIANS**

Kip Wellborn with the Route 66 Gasconade River Bridge Guardians and Route 66 Association of Missouri commented about the need to preserve and protect the assets and values along Route 66, specifically the Gasconade River Bridge. He spoke about the importance of having the bridge repaired rather than replaced because Route 66 is a state historic highway and a vital part of the history of this nation. Mr. Wellborn finished by saying that if the bridge could not be repaired, the Gasconade



Guardians would like to save the bridge at the very least for bike and foot traffic to show future generations this was part of a road that made this country great.

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**PUBLIC COMMENT – RICH DINKLEA, ROUTE 66 GASCONADE RIVER BRIDGE GUARDIANS**

Rich Dinklea applauded the Commission and MoDOT for coming up with the fuel tax budget calculator that Director McKenna shared earlier in the meeting. He said when the department was seeking a fuel tax increase he tried to get people to understand a 2 cent fuel tax increase would cost them the equivalent of buying two Big Gulps (44 ounce soda) per year.

Mr. Dinklea reported that since the Gasconade River Bridge closed, there has been an increase in tourists stopping in the area and observing the bridge. The increase in tourists is a boost for the local businesses in the area. He said the Gasconade Guardians understand the bridge will probably be bypassed. He stated that the bridge has probably surpassed its functionality but locals would like to see it reutilized as a landmark. Mr. Dinklea expressed his hope that the bridge could be preserved and incorporated with a nearby park and boat ramp. He shared an example of another Route 66 bridge that was preserved in a similar fashion in Kansas.

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**PUBLIC COMMENT – GWEN MOORE, TRANSPORTATION FUNDING**

Gwen Moore shared that voters are often reluctant to improve tax increases when they are not sure what projects are being funded. She also stated she believes voters are not confident that MoDOT works effectively for them, or should receive any more money. Ms. Moore stated she believes no one trusts MoDOT. She asked the Commission to not hold stubbornly to their power thereby harming all of us. She believes the Commission should ensure local control first and only then might the citizens be willing to provide needed funding for all transportation.

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## **2017-2021 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

On behalf of the Director, Machelles Watkins, Transportation Planning Director, presented the 2017-2021 Statewide Transportation Improvement Program (STIP) which is developed in unison with the budget and financial forecast. Ms. Watkins explained the STIP is MoDOT's proposed list of transportation projects for the next five years, this document describes how transportation dollars are being invested, and represents MoDOT's commitment to Missourians.

The 2017-2021 STIP was designed with safety being a top priority. The Commission took action earlier in the year to put more funding toward safety projects and as a result, this year's STIP has \$50 million more of systematic safety improvements including median guard cable installations, shoulders with rumble stripes, the Chevron program, J-turns and high friction pavement treatments; all of which are aimed at reducing fatalities.

This year's STIP was developed using asset management. The department's goal is to continue to maintain the system at least at the condition level that it is today. Some districts have sufficient funding to take care of their system, as well as pursue limited congestion improvements. However, many districts still do not have sufficient funding to adequately take care of their systems. Approximately eighty-eight percent of the STIP is work related to taking care of the system, and about twelve percent of the work addresses congestion or mobility issues in regions and about one-third of those projects have an element of preservation or maintenance work included.

Ms. Watkins stated the STIP covers three program areas: highways and bridges, local programs, and multimodal programs. She said in 2017, the department anticipates having about \$700 million available for contractor awards and by the fifth year of the STIP, it is expected that amount will increase to approximately \$860 million.

She reported the local program is funded at \$153 million beginning in 2017. Local programs receive federal funds for air quality, state planning and research, highway and rail crossing safety, transportation alternatives, and recreational trail programs. Ms. Watkins reminded the Commission the department recommended the discontinuation of the small urban program area and the city bridge program areas. The Commission asked that this be included in the STIP to give the public the opportunity to review and comment on the proposed changes. Even with discontinuation of those programs, local programs will be funded and increase to approximately \$165 million by the end of the five year STIP.

The STIP also provides \$163 million beginning in 2017 for multimodal programs. While most of the funding is for transit throughout the state, it also provides funds for aviation, rail, waterways, and freight. Ms. Watkins noted the multimodal program relies on the annual appropriation process which makes it extremely difficult to plan beyond one year of the STIP.

The STIP was developed using an open and engaging public involvement process called the planning framework process. Additionally, a thirty day public comment period took place in May and June. There were 433 comments on this year's STIP that came from 405 sources. Almost half of those were comments about the old route 66 bridge on the outer road of I-44. People commenting expressed concern about that project and hoping the bridge could be saved. There were 51 comments on the discontinuation of the three local programs; these people indicated some entities wanted to continue the programs and three requested some data on those programs and one had a question about the use of any balances associated with those programs. MoDOT received 39 comments supporting an intersection project on route 141 in St. Louis, and 29 supporting a traffic signal in St. Louis on route 21. There were 27 comments supporting the Champ Clark Bridge replacement and one that was opposed to that bridge replacement. MoDOT received 10 comments supporting a bridge replacement on route 61 that is in the scoping section of the STIP and one of those was very complimentary of the way the district staff works

with entities in that region. There were 6 comments supporting improvements on 270 in St. Louis. Another 5 comments requested saving a bridge that is associated with route 66 on an I-44 outer road in the St. Louis region. There were 5 requests for the web address associated with the draft STIP, 3 to include an overlay associated with a project on route 100 in St. Louis and Franklin counties. There were 3 comments that wanted addition of roundabouts on a route 109 project in St. Louis. MoDOT received two comments expressing concern about the amount of funds in Butler, Carter, Reynolds, Ripley, Shannon and Wayne counties. MoDOT received 26 submittals that provided name and address but not a comment so the department followed up with those individuals and received 22 comments that were individual and those are summarized in the meeting material for this agenda item.

Ms. Watkins reported on the changes for the 2017-2021 STIP. There are 855 projects added to the STIP in comparison to the existing STIP; and that includes taking care of the system projects, and 13 expansion-type projects to address congestion and mobility issues in some regions. There were 24 projects deleted from the STIP, the work from all but one of the projects is being accomplished in another way. Those projects are either incorporated into another project, or addressed by an existing contract, or accomplished by MoDOT's forces. One project was deleted at the request of the community as they were unable to provide the necessary funds for the project.

Ms. Watkins stated there is one change associated with this final STIP that did not appear on the draft STIP; one emergency bridge repair that was added, and 22 projects where federal oversight changed at the request of the federal partners.

Ms. Watkins then recommended the Commission

- approve the 2017-2021 STIP;
- approve the elimination of sub-allocating federal funds to three local partner programs: STP-U Small Cities, BRM-Small Cities, and BRM-Large Cities; approve the revision to the Commission policy on the STIP-Funding Allocation, eliminating the three sub-

allocated federal programs; the policy revision includes a technical correction to the Transportation Alternatives Program to better reflect the February 3, 2016 changes; the complete text of the policy changes follows at the end of this minute;

- certify to the Federal Highway Administration and the Federal Transit Administration that the transportation planning process used in the development of the STIP complies with the requirements listed in 23 CFR 450.218(a) and 23 CFR 450.334(a);
- delegate to the Chief Engineer the authority to approve the addition of scoping projects, hardship right of way purchases, and urgent or emergency projects;
- and to delegate to the Chief Engineer authority to approve fiscally constrained revisions to projects.

Commissioner Smith thanked Ms. Watkins for her presentation. After further discussion and consideration, and upon motion by Commissioner Briscoe, seconded by Commissioner Waters, the Commission unanimously approved the recommendation as outlined above.

**Category:** STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
**Subcategory:** Funding Allocation

#### STIP FUNDING ALLOCATION

*After soliciting significant public involvement into its funding allocation process in 2003, the Commission approved a policy for distribution of funds available for road and bridge improvements. This decision is the financial basis upon which the Five-Year Statewide Transportation Improvement ~~Plan~~-Program is prepared.*

Of the total funds available for road and bridge improvements in the Statewide Transportation Improvement Program (STIP), allocation will be in keeping with the following process:

- Step 1: Deduct federally sub-allocated pass-through funds designated for specific purposes, including the following:
- Off-System Bridge Replacement and Rehabilitation Program (BRO) - Maintain replacement and rehabilitation funding for bridges not on the state road system at the fiscal year 2009 (SAFETEA-LU) level of \$21.2 million.
  - ~~On System Bridge Replacement and Rehabilitation Program (BRM) - Small Cities - Maintain replacement and rehabilitation funding at \$500,000 per year for the state roads' competitive bridge program for small cities with a population of 5,000 to 200,000.~~
  - ~~On System Bridge Replacement and Rehabilitation Program (BRM) - Large Cities - Maintain replacement and rehabilitation funding at \$6.3 million per year for the large urban bridge program serving the Kansas City, St. Louis, and Springfield regions.~~
  - ~~Small Urban Surface Transportation Program (STP-U) - Small Cities - Maintain funding at \$3.5 million per year for the small city road or bridge program for cities with a population of 5,000 to 200,000.~~

- Large Urban Surface Transportation Program (STP-U) – Large Cities – Maintain funding at approximately \$60 million per year for Kansas City, St. Louis, and Springfield, as mandated in the current federal transportation act.
- Congestion Mitigation and Air Quality (CMAQ) Program - Distribute Missouri’s estimated minimum guarantee of CMAQ funds to St. Louis and Kansas City based upon population. Distribute remaining CMAQ funds to the area(s) not meeting federal air quality requirements. This distribution will use the same demographics included in apportioning the federal CMAQ funds to Missouri.
- Transportation Alternatives Program – ~~Revise funding to~~ Allocate 50 percent of Transportation Alternatives program per year for local programs.
- Recreational Trails Program – This program provides approximately \$1.7 million annually for developing and maintaining motorized and non-motorized recreational trails. This program is administered by the Department of Natural Resources.
- Rail/Highway Crossing – This program provides approximately \$6 million annually for improving the safety of highway/rail crossings.
- Highway Planning & Research – This program provides approximately \$20 million annually for MoDOT planning and research activities and for planning activities performed by Regional Planning Organizations.
- Metropolitan Planning – This program provides approximately \$5 million annually for planning activities performed by Metropolitan Planning Organizations.

Step 2: Deduct funding for non-highway transportation agencies (aviation, railways, transit, and waterways) appropriated by the state legislature for the designated purposes and federal funds. This funding cannot be used for roads and bridges.

Step 3: Deduct the financing cost for projects accelerated through bond financing, including debt service relative to Amendment 3. Excludes GARVEE bonds.

Step 4: Deduct specific funding sources, such as federal Open Container safety funds, federal Transportation Alternatives (statewide) funds, and other uniquely distributed funds.

Step 5: Beginning in Fiscal Year 2013, deduct \$45 million for economic development and cost-share projects statewide. Deduct an additional variable amount with savings generated from debt service savings associated with refinanced bonds and redirected internal operating budget cost savings, plus an additional variable amount generated from prior project savings.

Step 6: Deduct funding contributed by partnering agencies. Includes project funding from cities, counties, or other state agencies, and federal earmarked funds.

Step 7: Deduct project savings and adjustments. Includes project cost savings or overruns, and adjustments for engineering costs.

**Of the remaining funds available for road and bridge improvements:**

Step 1: Deduct \$35 million for Safety Projects. Distribute \$32 million based on three-year average accident rate. Allocate \$3 million for statewide safety initiatives.

Step 2: Allocate \$435 million to Taking Care of the System, divided as follows:  
 \$125 million for Interstates/Major Bridges.  
 \$310 million for remaining Taking Care of System  
 Distribution based on a formula that averages:

- Percent of total Vehicles Miles Traveled (VMT) on the National Highway System and remaining arterials.
- Percent of square feet of state bridge deck on the total state system.
- Percent of total lane miles of National Highway System and remaining arterials.

Step 3: Allocate remaining funds to Flexible Funds that can be used for either taking care of the system or major project type of work.

Distribution based on the average of:

- Percent of total population.
- Percent of total employment.
- Percent of total VMT on the National Highway System and remaining arterials.

Effective Date: ~~February 3, 2016~~ July 7, 2016  
Supersedes Policy Dated: ~~November 7, 2013~~ February 3, 2016  
Last Reaffirmed:  
Date of Origin: January 10, 2003

Related Commission Minutes: January 10, 2003; June 2, 2004; February 7, 2006; February 4, 2011; March 1, 2012; November 7, 2013 – Comprehensive Policy Review; February 3, 2016.

(February 4, 2011- Increased base level funding from \$30M to \$35M and added a variable amount component with savings generated from debt service associated with refinanced bonds and with redirected internal operating budget cost savings).

(March 1, 2012 – Beginning in Fiscal Year 2013, increased base level funding from \$35M to \$45M and added a variable amount generated from prior project savings for Fiscal Years 2013 through 2015.)

(February 3, 2016 Beginning in fiscal year 2017, increase funding for the safety category from \$25 million to \$35 million annually, with \$3 million allocated to statewide safety initiatives and the remaining \$32 million distributed to districts. Eliminate the major projects and emerging needs funding category and allow all remaining funds to be distributed in the flexible funding category. Revise the Transportation Alternatives funding from 75 percent allocated for local programs and 25 percent allocated for MoDOT statewide usage, to 50 percent for local programs and 50 percent for MoDOT statewide usage.)

(July 7, 2016 Eliminated the sub-allocation of federal funds for the STP-U and BRM programs. These programs are no longer required by federal law. Technical correction to the Transportation Alternatives Program to better reflect the February 3, 2016 changes.)

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## **RESOLUTION EXPRESSING APPRECIATION TO STEPHEN R. MILLER FOR OUTSTANDING SERVICE ON THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION**

Via approval of the consent agenda, the Commission unanimously approved the following resolution.

**WHEREAS**, Stephen R. Miller was appointed to the Missouri Highways and Transportation Commission by Governor Jay Nixon, on August 11, 2009. Commissioner Miller served a seven-year term ending July 1, 2016; and

**WHEREAS**, Commissioner Miller brought to the Commission a distinguished background of business expertise and public service, which provided him with a unique knowledge of highway and transportation issues, astute understanding of public funding and fiduciary responsibility and respect for the perspectives and input of Missouri’s diverse populace; and

**WHEREAS**, Commissioner Miller’s expertise in the development of sound public policy, coupled with his humility in resolving complex civic challenges, gained his well-deserved recognition as a respected public servant and esteemed statesman; and

**WHEREAS**, Commissioner Miller was Vice-Chairman from March 2013 to March 2014, and then served as Chairman from March 2014 to March 2016; and then served as Vice-Chairman again from March 2016 to July 2016; and

**WHEREAS**, Commissioner Miller was instrumental in the Commission’s historical decision in June 2011 to implement the Bolder Five-Year Direction that saved \$605 million to build and repair Missouri’s roads and bridges and make MoDOT smaller by reducing from ten to seven districts, closing

over one hundred facilities around the state, reducing MoDOT staff by one thousand two hundred, and reducing over seven hundred-fifty pieces of equipment; and

**WHEREAS**, Commissioner Miller’s steady leadership guided the department through tumultuous organizational changes including five different directors, and most of the last five years of his term was served while there were vacant seats on the Commission; and

**WHEREAS**, Commissioner Miller’s big ideas and courage to pursue his dream have helped propel the Commission and MoDOT forward. In July 2015 the Commission announced its intention to make 200 miles of Interstate 70 across the midsection of Missouri available to the nation and the world as the laboratory to construct the next generation of highways. Called “**Road to Tomorrow,**” the Commission issued a call for private industry, entrepreneurs and innovators to bring their products and ideas to the birthplace of the interstate highway and join with MoDOT in collaboration to build the first section of the highway of the future. It is most appropriate that the re-birth of the interstate highway begin at its birthplace; and

**WHEREAS**, Commissioner Miller’s advocacy for and support of transportation led to the formation and launching of the Mercury Alliance, a federation of transportation stakeholders; and

**WHEREAS**, Commissioner Miller gave unselfishly of his personal time to enhance public awareness of Missouri’s transportation needs and shared his passion for transportation whether traveling across the state on Amtrak, writing articles for the View from the Chair, or attending numerous and various meetings to speak about the importance of and need for an improved transportation system in Missouri; and

**WHEREAS**, during Commissioner Miller’s tenure he performed his duties with unparalleled determination as the Commission and Department sought additional transportation funding through House Joint Resolution 68 which led to Amendment 7 on the ballot in 2014, Senate Bill 540 in 2015, and Senate Bill 623 in 2016; and

**WHEREAS**, Commissioner Miller’s interest and concern for others endeared him to fellow members of the Missouri Highways and Transportation Commission and department staff.

**NOW, THEREFORE, BE IT RESOLVED** that the Missouri Highways and Transportation Commission does hereby publicly express its appreciation and gratitude to Commissioner Miller for the public service he has performed for the citizens of Missouri and extends to him best wishes in his future endeavors.

**BE IT FURTHER RESOLVED** that a copy of this resolution be forwarded to Commissioner Miller so he will have a permanent record of the admiration and affection in which he is held by the members of the Missouri Highways and Transportation Commission and department staff.

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## CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Eric Schroeter, State Design Engineer, presented the following recommendations pertaining to bids received on federal-aid and state highway and bridge projects during the past month. He noted Calls B01, C01, C02 and C07 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 June 24, 2016, letting, as recommended and noted in Table I below. (2) Award call B01 contingent upon the Illinois Department of Transportation being funded. (3) Rejection of bids received on Call A05 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  
June 24, 2016, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	69	Harrison	J1L1600D	\$2,206,813.08	\$0.00	Herzog Contracting Corp.	Resurface
	46	Worth, Harrison	J1L1600E				
A02	36	Dekalb	J1P0875	\$1,733,699.52	\$0.00	Emery Sapp & Sons, Inc.	2 Bridge Deck Replacements
A03	24	Chariton	J1P3005	\$4,534,678.52	\$0.00	Capital Paving & Construction, LLC	Pavement and Add Shoulders
		Randolph	J2P3051				Resurface and Add Shoulders
B01*	72	Marion	J2I3074	\$243,651.44	\$0.00	St. Louis Bridge Construction Co.	Bridge Rehabilitation
B02	6	Adair	J2L1700C	\$441,822.87	\$0.00	Young's General Contracting, Inc.	Slide Repair
B03	54	Pike	J2P3058D	\$799,011.00	\$0.00	St. Louis Bridge Construction Co.	Bridge Rehabilitation and Bridge Painting
B04	T	Macon	J2S3110	\$480,262.28	\$0.00	Emery Sapp & Sons, Inc.	Bridge Rehabilitation
B05	H	Scotland	J2S3111	\$820,042.20	\$0.00	Bleigh Construction Co.	Bridge Replacement
C01**	435	Clay	J4I3038B	\$18,409,658.88	\$50,000.00	Clarkson Construction Company	Resurface
			J4I1980				Grading, Pavement and Bridges

C02***	65	Saline	J3P3049	\$154,149.50	\$0.00	Reinhold Electric, Inc.	Signal Improvements
C03	T	Ray	J3S3055	\$3,231,900.80	\$0.00	Phillips Hardy, Inc.	Slide Repair
	224	Lafayette	J3S3054				

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
C05	670	Jackson	J4I3116	\$4,910,694.67	\$0.00	Superior Bowen Asphalt Co., LLC	Coldmill and Resurface
	35	Jackson	J4I3109				
C06	92	Clay	J4P3081F	\$1,848,129.19	\$0.00	Ideker, Inc.	Resurface
C07****	45	Platte	J4U1108C	\$10,057,032.80		Clarkson Construction Co.	Grading, Pavement, Retaining Walls, and Lighting
F01	Various	Franklin, Jefferson, St. Louis	J6I3122	\$292,335.00	\$1,000.00	Gerstner Electric, Inc.	Signal Upgrades
F02	Various	Various	J6M3203	\$66,992.00	\$0.00	Reinhold Electric, Inc.	On Call Signal Detector Replacement
F03	D	St. Louis	J6M3204	\$278,773.20	\$0.00	L.F. Krupp Construction, Inc. DBA Krupp Construction	Drainage Improvements
G01	32	Dallas	J7P3091	\$491,042.21	\$0.00	Blevins Asphalt Construction Company, Inc.	Resurface
G02	18	Henry	J7S3096	\$173,962.55	\$0.00	APAC-Central, Inc.	Coldmill and Resurface
H01	55	Ste. Genevieve	J9M0273	\$19,425.25	\$0.00	Kinder Brothers Excavating, Inc.	Demolition & Removal of Residential Structure
			<b>TOTAL:</b>	<b>\$51,194,076.96</b>	<b>\$51,000.00</b>		

- \* Call B01 – Funding by IDOT - \$121,825.72
- \*\* Call C01 – Funding by Hunt Midwest Real Estate Development, Inc. \$300,000.00
- \*\*\* Call C02 – Funding by the City of Marshall - \$154,149.50
- \*\*\*\* Call C07 – Funding by the City of Parkville - \$5,794,000.00  
Funding by Platte County - \$1,448,500.00

**Table II  
Rejection of Bids  
June 24, 2016, Bid Opening**

Call No.	Route	County	Job No.	Description
A05	C	Clinton, Clay	J1S3088	Resurface and Shoulder Widening

**Commission Consideration and Action**

After consideration, and upon motion by Commissioner Pace, 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 June 24, 2016, bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Awarded call B01 contingent upon the Illinois Department of Transportation being funded.
3. Rejected the bids received on Call A05, as noted in Table II above, because they were considered excessive.
4. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Smith abstained from voting on Call G02. Commissioner Waters abstained from voting on Call C03. Commissioner Briscoe abstained from voting on CallB01.

\* \* \* \* \*

## **REQUEST FOR APPROVAL OF DESIGN OF HIGHWAYS**

### **Route 171, Jasper County Job No. J7P2228E Public Hearing Held April 7, 2016**

The proposed improvement provides for replacing existing Bridge K0903 over Center Creek. The project will have controlled access right of way. Route 171 will be closed to through traffic during construction of the new bridge over Center Creek. The traffic will be handled by using a detour on Route 96 and Route 43. Adequate signing will be provided to control traffic flow in these areas and will be augmented through public information and outreach efforts to advise motorists of the closure. The project is 0.2 miles in length.

On behalf of the Director, Becky Baltz, Southwest District Engineer, recommended approval of the design as presented at the public meeting.

After full consideration of the favorable and adverse economic, social and environmental effects of the recommended designs, the Commission via approval of the consent agenda unanimously found and determined the recommended designs would best serve the interest of the public and approved the recommendation.

\* \* \* \* \*

**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>
Jackson and Cass	I-49	J4P2256
Jackson	50	J4P2292
Worth	246	J1S1049

In accordance with Section 227.050 RSMo, the Commission via approval of the consent agenda, approved the detailed project plans for the above noted projects and directed they be filed as necessary for the condemnation of right of way.

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**-- REPORTS --**

The Commission received the following written reports.

**DEBT MANAGEMENT REPORT**

Brenda Morris, Financial Services Director, provided an update on Missouri Highways and Transportation Commission outstanding debt. On November 7, 2013, the MHTC revised its Debt Management Policy, which was originally adopted on May 5, 2000, to ensure each long-term financing is completed in compliance with laws and industry standards and in an efficient manner. The policy helps to attain the goal of maintaining optimum credit ratings and minimizing borrowing costs. The Debt Management Policy limits the amount of debt the MHTC can issue by capping annual debt service to no more than twenty percent of federal and state revenues available for roads and bridges. MHTC's estimated debt obligations are projected to be below the twenty percent limitation and the MHTC is in compliance with the policy.

Between December 2000 and June 2014, the MHTC issued \$3,812,195,000 in new money bonds and \$1,426,250,000 in refunding bonds. As of June 30, 2016, the amount of outstanding bonds is \$2,341,150,000. The current outstanding bonds are projected to be paid in full on May 1, 2033. Bond-financing allowed the Missouri Department of Transportation to provide much needed infrastructure improvements to the traveling public sooner than pay-as-you-go funding allowed. Building projects sooner results in cost savings by reducing project inflation costs, while advancing economic development, improving safety and addressing congestion. There are no plans to issue additional bonds at this time with the current funding level.

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

Brenda Morris, Financial Services Director, submitted a written financial report for fiscal year-to-date ended May 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 May 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 155 active contracts held by individual engineering consultant firms prior to May 1, 2016. Ten engineering consultant services contracts were executed in May 2016, for a total of \$1,489,004. There were two non-engineering consultant contracts executed in May 2016, for a total cost of \$118,564.

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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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