



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED HIGHWAYS AND
TRANSPORTATION COMMISSION MEETING HELD IN WEST PLAINS, MISSOURI,
WEDNESDAY, NOVEMBER 2, 2016**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, November 2, 2016, at City Hall, 901 North Elm Street, Rolla, 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 November 2, 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 Wednesday, November 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 Smith, Aye
Commissioner Pace, Aye
Commissioner Waters, Aye
Commissioner Nelson, Aye
Commissioner Briscoe, Aye

The Commission met in closed session on Wednesday, November 2, 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 meeting held October 12, 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 November 2, 2016, Consent Agenda

Chairman Smith pulled item number eight titled “Change in Route Status and Road Relinquishment” and tabled this item for further consideration at a later date. Upon motion by Commissioner Briscoe, seconded by Commissioner Waters, the remaining 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 November 2, 2016, meeting.

Audit Committee – Commissioner Waters reported the committee met with the external auditing firm, RubinBrown. Jeff Winter and Ted Williams presented the fiscal year 2016 comprehensive annual financial report. The state statute, Section 21.795.3 RSMo, requires an annual audit of MoDOT’s financial statements by an independent certified public accountant. Mr. Waters was pleased to report the department received an unmodified opinion for the seventeenth consecutive year. The Commission also reviewed and accepted one internal audit at the meeting and authorized the extension of RubinBrown’s contract for the next year of audit services. Commissioner Waters commended Brenda Morris and Roberta Broeker for their team’s work on taking care of MoDOT’s finances year round and for earning the seventeenth consecutive unmodified opinion.

Legislative Committee – Commissioner Pace explained there is no formal committee report for this month as everyone is anxiously awaiting the outcome of the election next week. He encouraged everyone to exercise their right to vote on November 8.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there is not a report and the board will meet next in February 2017.

MoDOT and Patrol Employees’ Retirement System – Commissioner Pace reported the Board will meet again on November 17 so there is no report this month but there will be a report in December.

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DIRECTOR'S REPORT

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

Missouri University of Science and Technology (Missouri S&T) – The director recognized a number of people in MoDOT who are alumni of Missouri S&T and how the department has benefited from the work that has been and continues to be done at the university. The director explained he is looking forward to putting together a series of meetings between the faculty, students, and MoDOT to continue the partnership and efforts to learn and be able to do more in the state of Missouri. He noted the university has a document titled “Rising to the Challenge” which is a great way to frame both the investments that need to be made in Missouri in human capital through education, and mirrors what is being done in transportation with planning for and investing in the future through improved transportation infrastructure.

Celebration – Director McKenna reported MoDOT’s Veteran’s Day celebration will be held on November 10 to honor employees who have served in the military and protected the freedom of Americans.

Winter Operations – The department continues to think about snow and will be conducting its fifth annual statewide winter operations drill in preparation for the upcoming winter weather season. The drill, in conjunction with winter operations skills training, allows the department to test the readiness of the workforce and equipment. There is a detailed winter operations plan and the trucks drive set routes that allow the department to test the readiness of our workforce and equipment. The drill gives the department an opportunity to measure the snowplow circuit and help the department better anticipate response times when an actual snowfall occurs. The director reassured everyone that when they see the snow plows on the road next week, not to worry about snow yet, but to rest assured the department will be ready when the time comes.

Safety – Last month, the department held the annual Traffic and Highway Safety Conference in Columbia. The conference unveiled the fourth edition of the Missouri Highway Safety Plan: “Missouri’s Blueprint – A Partnership Toward Zero Deaths.” The blueprint identified new strategies having the greatest potential to save lives and reduce serious injuries. The Focused Five strategies are: change the traffic safety culture, highway safety legislation, increase enforcement efforts, implement engineering solutions, and enhanced pedestrian safety.

Missouri has seen a thirty-one percent reduction in fatalities since 2005 when 1,257 people lost their lives to traffic crashes. Beginning in 2011, these fatality reductions began to plateau. In 2015, Missouri, as well as the rest of the nation, experienced an increase in fatalities. The previous blueprint goal of 700 or fewer fatalities by 2016 has not been met, so it will extend through 2020. Bill Whitfield, Highway Safety Director, and the traffic safety team did a phenomenal job preparing the blueprint, presenting it at the conference, and reaching hundreds of safety stakeholders around the state. Zero fatalities is our ultimate goal, how can we accept anything else?

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WELCOME BY THE MERAMEC REGIONAL PLANNING COMMISSION

Bonnie Prigge, Executive Director of the Meramec Regional Planning Commission explained her organization includes the counties of Crawford, Dent, Gasconade, Maries, Osage, Phelps, Pulaski, and Washington. She noted this portion of south central Missouri is bisected by Interstate 44.

Ms. Prigge described how the regional planning Commissions (RPCs) in Missouri entered into a partnership with MoDOT in 1994 and began forming transportation advisory committees (TACs). The RPCs convened local elected officials, community leaders, and transportation stakeholders to form the membership of the TACs. The TACs were asked to share what the transportation needs of the region were and what was most important. This information was shared with MoDOT for inclusion in the Statewide Transportation Improvement Program (STIP). This statewide transportation planning framework started over 20 years ago and is still working today, and has been recognized as a model nationally. What has made this system work is the true partnership between MoDOT and their planning partners. While the decision for project selection ultimately rests with the Commission, the department and Commission have listened and taken into consideration what was most important to the residents of Missouri and over the years invested in those projects.

Ms. Prigge noted everyone likes to see projects funded and built, however, the Meramec Regional Planning Commission fully recognizes the funding constraints for transportation in Missouri.

She noted that through the partnership with MoDOT, the region's local leaders have also gained an understanding of why projects are not funded.

The top two transportation needs of the Meramec region are the four-laning of Highway 63 and the four-laning of Highway 50 across the Meramec region and actually, across the state. While she recognized there is not enough money to take on these projects at this time, the RPC will continue to keep them in front of the department and the Commission, and look for ways to make them happen in the future.

Ms. Prigge provided the Commission with a list of the RPC's prioritized projects that will be updated in December. She thanked the Commission for meeting in Rolla, and for coming to the Meramec region and noted they all stand ready to continue in the partnership with MoDOT and the Commission.

Chairman Smith thanked Ms. Prigge for her presentation and asked her to continue to support the effort to find a transportation funding solution that will help all Missourians meet the state's transportation needs.

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PRESENTATION BY THE CITY OF ROLLA

John Butz, City Administrator for the City of Rolla, presented to the Commission historic and present transportation plans for Rolla. He explained in the late 1990s MoDOT conducted a study that was approved by the Federal Highway Administration in 2002. This study resulted in what was called the Wide West Hybrid bypass and included improvements to US 63, realignment of I-44, addressing traffic at the US 63 and I-44 interchange, extending Highway 72 out to I-44, and building a fifth interchange southwest of Rolla.

In about 2005, the community started to look at the transportation study jointly with an effort to determine how to develop the community further. The Rolla West master plan was developed that

determined future land use in the city and what the infrastructure, both transportation and utility, would look like to provide access for the development. The community determined since Kingshighway was the corridor that would provide the best access to the area, and that roadway was already congested, it would be necessary to build the Highway 72 extension. Shortly thereafter the community submitted a cost-share application to MoDOT. The project application was not deemed appropriate at that time. While this road is a state route, the project was more of a city economic development type project and the community wanted to figure out what they could do to move that project forward. The master plan was finally approved in 2007, unfortunately the recession occurred in 2008 and it wasn't until 2013 and 2014 that economic activity returned to the region that would justify developing infrastructure for economic development purposes.

The community then rallied again, gathering up its partners, stakeholders, and businesses and held a series of meetings that resulted in the Move Rolla Transportation Strategy with a primary vision of developing a transportation system that would affect all modes of transportation while promoting safety, a healthy community, and economic development. The study included a review of congestion, level of service, bicycle and pedestrian access, and transit connectivity. The project would also need to address safety issues so accident history was reviewed. An origin destination study was also conducted. Together, all of this information confirmed the need for the alternate loop that would provide congestion relief with the extension of Highway 72.

The Move Rolla Transportation Strategy includes a list of 18 transportation projects. The top five project recommendations include the Highway 72 extension, Bishop Avenue complete street, Kingshighway improvements, West Marketplace roads for development, and an improved University Dive pedestrian bridge. Due to limited funding options, implementation of the strategy will be a multi-step process that will occur over many years. A Transportation Development District (TDD) was identified as one potential funding source. The election for the TDD started in November 2016 and will

run through the middle of December 2016. The TDD boundaries include about sixty percent of the commercial district and will generate one cent for transportation, that the city estimates can be used to issue bonds to generate about \$30 to \$35 million for a portion of the transportation projects identified in the Move Rolla Transportation Strategy.

Commissioner Pace thanked Mr. Butz for his presentation and asked the community of Rolla to continue to work with the Commission and MoDOT to find transportation funding for transportation projects like the ones highlighted today. The community has put a lot of thought and time into this effort and a reduction in traffic congestion will be a welcome relief for the region.

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PRESENTATION BY THE MISSOURI UNIVERSITY OF SCIENCE AND TECHNOLOGY

Walt Branson, Vice Chancellor of the Missouri University of Science and Technology, presented to the Commission the university's role in the transportation plan and needs in the context of the university's master plan. The master plan has defined several districts within the university campus. There is the campus arrival district, library district in the heart of campus, residential and mixed-use district, and the athletic and recreation district. Three of those districts are affected by transportation around campus and impacted by US 63. Additionally, the master plan calls for connecting with downtown and strengthening partnerships with downtown businesses, creating a connection for students and faculty. Corporate partnerships are important to the university. There is currently one technology department building that houses start-up companies. The university anticipates the need to expand in the future and is currently in the preliminary stages of creating another innovative space, and is prepared to expand even further on I-44 with a second stage growth area.

Currently, the university does not have an arrival district on the west side of campus. When visitors and new students arrive off of I-44 on Route E / University Drive you reach a dead end which requires you to turn either north or south on US 63. The master plan for the campus calls for a

realignment of Route E / University Drive about two blocks south of its current location to the arrival district. This district would include a traffic signal to allow safe access for traffic on US 63.

The athletics and recreation district is located on the west side of campus and student access to the area crossing US 63 has increased due to recent improvements to the intermural fields and football stadium. Future growth is anticipated as the golf course is redeveloped with other athletic fields. This will result in an increase in the number of students, faculty, and staff who need to access the athletic and recreation district.

Safety improvements were taken into consideration when the master plan was developed. The university identified some areas along US 63 that were considered the most critical needs for improvement. On the northern part of campus on US 63 a new 450 bed student housing dormitory was constructed. Access to this dormitory is at an intersection without a traffic signal and curves from both directions. The additional housing has increased traffic at this intersection. Traveling a bit southerly on US 63 where Route E / University Drive intersects with US 63 there is a tunnel for bicycle and pedestrians to cross safely under the highway. This tunnel is at capacity and requires expansion. Continuing south on US 63 would be the new intersection for the campus arrival district, this intersection will need a traffic signal. Then a little further south on US 63 is the athletic and recreation district where there are already a significant number of students crossing the highway daily and that traffic is anticipated to increase in the future.

It is really important to the university to decrease traffic along US 63. The university has worked with the community on the development of the Move Rolla Transportation Strategy and the transportation projects that have been recommended today make sense to help Rolla move forward to meet the needs of the university and the community.

Commissioner Nelson thanked Mr. Branson for his presentation and encouraged the department, the Commission, and the university to continue developing its relationship with Missouri S&T. She

expressed appreciation for the university's innovations in transportation engineering and producing fabulous graduates, many of whom are now part of MoDOT staff. Commissioner Nelson then recognized MoDOT staff who are alumni of the university.

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STATE OF THE CENTRAL DISTRICT

On behalf of the Director, David Silvester, Central District Engineer, presented to the Commission the state of the Central District of the Missouri Department of Transportation. The district is comprised of 18 counties in the center of the state that includes 5,200 miles of roads serving over 650,000 central Missouri citizens every day.

Being safe is the department's top priority. The district works to make sure every employee goes home safely every day. Through employee participation the district was able to report zero lost work days from January 2015 through July 2016. The daily Morning Muster allows employees to talk about being safe in their jobs in the tasks they will be accomplishing each day. Safety is factored in to the project planning, design and construction so the customer is safe when traveling.

Customer service is important to the central district and is evident through the customer satisfaction rating of over 90 percent. Customer service is provided through maintenance crews striping 11,000 lane miles per year, mowing an average of over 88,000 acres of roadsides each year, and plowing an average of 900,000 miles of snow off the roads. Customer service is provided by delivering transportation solutions that are of great value. For example, the district replaced three bridges on I-70 in Columbia using the design-build method. Providing a first class transportation system is an important service and is provided through projects such as the Lafayette interchange on US 50/63 in Jefferson City which gives the community access to an area that has not had access before, Lamine River bridges on I-70 in Cooper county repaired an infrastructure asset while maintaining mobility on a vital Missouri corridor, ADA sidewalk improvement projects enhanced accessibility for pedestrians and disabled

persons, and maintenance of the Missouri River Bridge on US 54/63 in Jefferson City provided a reliable structurally sound bridge for many years in the future.

At the Central district they work to maintain stability by keeping the roads and bridges in good condition. In 2016, 90 percent of the major highways are in good condition, and 94 percent of the interstates are in good condition. However, there are many unfunded transportation needs in the district, including bridges that are currently load posted, one lane, or poor condition; while some are being replaced not all will be and it affects schools and emergency services as well as major businesses. There are major corridors such as I-44 where there are congestion or flooding issues that need to be addressed, or at the US 63 and I-70 interchange in Columbia where there is considerable congestion; due to the lack of funding, these transportation needs are not able to be addressed at this time.

Despite these challenges the district is committed to do their jobs to the best of their ability with the funds that are available. The district employees are dedicated to provide service to Missouri and work together very well, which makes MoDOT a great organization that can get the job done!

Chairman Smith thanked Mr. Silvester for the video presentation and for the continued focus on safety, service, and stability.

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FISCAL YEAR 2016 COMPREHENSIVE ANNUAL FINANCIAL REPORT, INCLUDING INDEPENDENT AUDIT REPORT

On behalf of the Director, Roberta Broeker, Chief Financial Officer, and Brenda Morris, Financial Services Director, presented the Comprehensive Annual Financial Report (CAFR) for Fiscal Year 2016 including the independent audit report. State law requires an annual audit of MoDOT's financial statements be performed by an independent certified public accountant. MoDOT believes preparing the CAFR demonstrates the highest level of public accountability. Ms. Morris explained while the Financial Services division is responsible for preparing the CAFR, the results that are presented in

the report are based upon a department wide effort. Ms. Broeker reported for the seventeenth consecutive year, MoDOT received an unmodified clean opinion. An unmodified opinion is issued when auditors can state that financial statements conform, in all material respects, to all reporting requirements. Ms. Broeker explained typically Jeff Winter and Ted Williams of Rubin Brown would review the auditor's opinion and report regarding the financial statements, however, due to illness they needed to leave prior to the start of the Commission meeting.

Ms. Morris noted due to a new accounting standard, last year the CAFR includes the net pension liability that is also referred to as the unfunded liability and represents the total amount owed to employees and retirees for their pension. The amount of net pension liability decreased almost \$18 million compared to the previous year, but the total liability remains just over \$1 billion.

Ms. Morris explained the department is asked on occasion, what is the value of the state's transportation infrastructure? That is the value of the almost 34,000 miles and nearly 10,400 bridges on the state's highway system. The department calculates the amount that is added or deleted from the infrastructure asset annually. The amount that is added is depreciated over the average useful life of the type of asset, either roadways or bridges. The total value of the infrastructure asset in 2016 was \$49.7 billion, and just under half of that has already been depreciated, so the net value of the infrastructure asset is just over \$25 billion.

Ms. Morris reported another frequently asked question is regarding the cash balance, the CAFR reports the cash balance as just under \$852 million at June 30, 2016. She noted bond covenants and the Missouri Constitution require a little over \$71 million must be maintained in the cash balance for the bond debt. She noted the high cash balance is partly due to concern about federal reimbursement risk due to the lack of a long-term transportation act from Congress. The good news is that in December 2015, Congress passed, Fixing America's Surface Transportation Act (FAST), creating funding stability and reducing the federal reimbursement risk. The current Statewide Transportation Improvement

Program (STIP) will use the available cash balance to take care of Missouri's transportation infrastructure assets. Over the next several years this spending will cause the cash balance to decrease.

Ms. Morris recommended the Commission accept the Fiscal Year 2016 CAFR and independent audit report as presented.

Commissioner Waters noted RubinBrown reviewed the CAFR in great detail with the Audit Committee. He noted with an entity this big, it is amazing that MoDOT does such a great job with this clean report, it was impressive to listen to the auditors praise MoDOT for the work that is done to prepare the CAFR.

After consideration and upon motion by Commissioner Waters, seconded by Commissioner Pace, the Commission unanimously accepted the Fiscal Year 2016 Comprehensive Annual Financial Report and Independent Audit Report as presented.

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RESOLUTION EXPRESSING APPRECIATION TO BECKY BALTZ FOR OUTSTANDING SERVICE TO THE STATE OF MISSOURI

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

WHEREAS, Rebecca "Becky" J. Baltz began her distinguished career with the Missouri Department of Transportation on June 1, 1984, and will be retiring on December 1, 2016, after 32 years of service to the State of Missouri and as the longest serving female District Engineer in MoDOT history; and

WHEREAS, Becky Baltz served in a variety of capacities in three districts including the former Districts Six, Eight, and Seven moving through increasingly responsible assignments culminating in her career with MoDOT as District Engineer with the Southwest District. When Becky became a District Engineer in 2006 she was only the second female District Engineer to serve at MoDOT; and

WHEREAS, Becky Baltz led the Southwest District of MoDOT through a restructuring phase in 2011 that consolidated facilities and combined two district offices formerly located in Springfield and Joplin, effectively making the Southwest District that is now headquartered in Springfield. The Southwest district is the largest MoDOT district in terms of employees, the second largest in lane miles

(6,500 lane miles), third in population (926,656), and the only district with two distinct media markets (Joplin and Springfield); and

WHEREAS, Becky Baltz valued and encouraged participation from the department's employees when planning and preparing for incidents and emergencies. While District Engineer, she led the district in responding to the catastrophic devastation caused by the Joplin tornado in May 2011. The tornado not only created significant transportation issues, but caused great personal struggles for many MoDOT employees and their families. Becky worked closely with the city to ensure MoDOT provided appropriate support to clean-up and rebuild the area as needed, but also took much of her personal time to spend with affected employees to ensure their needs were being met. After recovering from this natural disaster, Becky shared with the department how to improve planning and response to emergencies and incidents; and

WHEREAS, her inspiring leadership and engineering knowledge brought her much success with completion of many significant transportation projects including the region's first six-lane freeway on US 65 through Springfield, completing the four-laning of the Route 13 corridor between Springfield and Kansas City, completion of the Route 249 corridor in the Joplin area, new and historical reconstructed bridges over Lake Taneycomo in Branson, a new Interstate 44 interchange at Crossroads Industrial Park in Joplin, and five new diverging diamond interchanges. The single largest transportation project in the region's history, an urban directional freeway interchange at the intersection of US Route 65 and US Route 60 (James River Freeway), forever altering the infrastructure landscape of Missouri's third largest city was delivered under her leadership. Most notably has been the conversion of US Route 71 between Kansas City and Joplin to Missouri's most recent Interstate Highway, I-49, which will ultimately create one the greatest North-South transportation corridors in North America connecting Winnipeg, Canada to New Orleans, Louisiana. This was an enormous undertaking that began years ago, and was only achieved through Becky's persistence and diplomatic acuity; and

WHEREAS, throughout her career, Becky Baltz served admirably, diligently, tirelessly, and collaboratively on behalf of the Department of Transportation and the State of Missouri, as evidenced by her ability to establish and maintain excellent relations with organizations in Missouri for the betterment of Missouri's transportation system and Missouri's future. Becky always searched for ways to attract young women into the engineering profession, she ensured that part of the design-build project at Rogersville on US 60 included an education component to introduce young women from Rogersville high school to careers in transportation engineering; and

WHEREAS, Becky Baltz worked to foster innovation at every level, giving employees the encouragement and freedom they need to create new ideas, tools and processes to allow the District to succeed. This innovation led to building projects and conducting work more efficiently and for less cost as evidenced by the construction of five diverging diamond interchanges. Springfield boasts the first such innovative highway interchange design in the western hemisphere. One of the diverging diamond interchanges located at Battlefield Road and US Route 65 in Springfield, received the "Best Use of Innovation" award in the small projects category from the American Association of State Highway Transportation Officials; and

WHEREAS, her work ethic, integrity, expertise, and caring for others have earned her the respect, admiration, and friendship of department employees and the public she served; and

WHEREAS, Becky Baltz recognized the importance of balancing family and career and is a loving wife to Bryan; and devoted mother to Nick and Patrick while performing her job duties with compassion, dedication, and pride;

NOW, THEREFORE, BE IT RESOLVED that the Missouri Highways and Transportation Commission does hereby publicly express its appreciation and gratitude to Rebecca J. Baltz for her service to the citizens of Missouri and extends to her best wishes for her future endeavors.

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to Rebecca J. Baltz so she will have a permanent record of the high esteem in which she is held by the members of the Missouri Highways and Transportation Commission and the Missouri Department of Transportation staff.

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CITY OF BROOKFIELD AND CITY OF MARCELINE – NORTH CENTRAL MISSOURI REGIONAL AIRPORT, STATE TRANSPORTATION ASSISTANCE REVOLVING (STAR) LOAN REQUEST

On behalf of the Director, Brenda Morris, Financial Services Director, and Michelle Teel, Multimodal Operations Director, presented to the Commission the Cities of Brookfield and Marceline’s State Transportation Assistance Revolving (STAR) fund loan request to finance an airport improvement project at the North Central Missouri Regional Airport. The project constructs an airplane hangar with general aviation terminal space and restroom facilities.

The STAR fund loan would not exceed \$690,000 with a fixed interest rate of 2.80 percent for a term of fifteen years. The Cities of Brookfield and Marceline will make annual principal and interest payments of \$29,005.76 on January 31 and July 31 of each year, beginning on July 31, 2017 through July 31, 2031. The Cities pledge to repay the loan from revenues generated by the hangar revenue and stipends from the Cities of Brookfield and Marceline. The Cities also pledge to do all things lawfully within their power to budget and appropriate debt service annually from all available revenues to make all loan payments when due. The loan was reviewed and approved by the Cost Share Committee, consisting of the Chief Engineer, Chief Financial Officer, and the Assistant Chief Engineer, on September 29, 2016.

Via approval of the consent agenda, the Commission unanimously approved the Cities of Brookfield and Marceline's STAR fund loan request described above.

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KCT INTERMODAL TRANSPORTATION CORPORATION, APPOINTMENT OF BOARD MEMBER

The KCT Intermodal Transportation Corporation requested the Commission appoint one member to its board of directors. Pursuant to state statute, Section 238.315, RSMo, the Commission appoints all directors to the transportation corporation board of directors. On behalf of the Director, Dan Niec, Kansas City District Engineer, recommended that the Commission appoint Thomas Lischer to fill the unexpired portion of the six-year term held by D. M. Giandinoto, which is set to expire June 27, 2022.

Via approval of the consent agenda, the Commission unanimously approved the appointment of Thomas Lischer to fill the unexpired portion of the six-year term held by D. M. Giandinoto, for a term ending June 27, 2022.

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WESTSIDE INTERMODAL TRANSPORTATION CORPORATION APPOINTMENT OF BOARD MEMBER

The Westside Intermodal Transportation Corporation requested the Commission appoint one member to its board of directors. Pursuant to state statute, Section 238.315, RSMo, the Commission appoints all directors to the transportation corporation board of directors. On behalf of the Director, Dan Niec, Kansas City District Engineer, recommended that the Commission appoint Thomas Lischer to fill the unexpired portion of the six-year term held by D. M. Giandinoto, which is set to expire December 26, 2021.

Via approval of the consent agenda, the Commission unanimously approved the appointment of Thomas Lischer to fill the unexpired portion of the six-year term held by D. M. Giandinoto, for a term ending December 26, 2021.

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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 Call F01 has local funding, as noted in Table I below, and the department received all of the necessary concurrences.

Mr. Schroeter recommended award of contracts to the lowest responsive bidders for bids received at the October 21, 2016, letting, as recommended and noted in Table I below.

**Table I
Award of Contracts
October 21, 2016, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	136	Atchison	J1P2224	\$1,708,854.11	\$78.96	Herzog Contracting Corp.	Resurface and Add Shoulders
A03	LP 29	Buchanan, Andrew	J1S2230	\$1,127,688.65	\$0.00	Herzog Contracting Corp.	Resurface
B01	36	Macon	J2P3099	\$3,833,653.40	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Resurface and Shoulder Improvements
			J2P3100				
C01	29	Clay	J4I3111	\$2,466,758.83	\$0.00	Ideker, Inc.	Resurface
C02	435	Jackson	J4I3170	\$298,307.00	\$0.00	Greg Bair Track Hoe Service, Inc.	Bridge Removal
D01	52	Morgan	J5P3117	\$2,993,788.32	\$0.00	Capital Paving & Construction, LLC	Resurface and Add Shoulders
D02	133	Pulaski, Osage, Maries	J5S3151	\$1,339,942.73	\$0.00	Vance Brothers, Inc.	Seal Coat
F01*	64	St. Louis City	J6I2377C	\$53,849,000.00	\$5,000.00	KCI Construction Company	Grading, Pavement and Bridge
			J6I2377D		\$0.00		Substructure Repair
	55		J6I3025		\$0.00		Bridge Painting
	J6I3026		\$0.00		Resurface		
F02	61/67	Jefferson	J6S3123	\$3,126,138.72	\$0.00	Magruder Paving, LLC	Resurface and ADA Improvements
F03	70	St. Louis City	J6I3112	\$1,875,000.00	\$0.00	Pace Construction Company	Resurface
G01	49	McDonald	J7I3072	\$2,057,948.78	\$0.00	Blevins Asphalt Construction Company, Inc.	Resurface and Shoulder Improvements

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
G02	44	Webster, Laclede	J7I3075	\$5,998,604.03	\$0.00	Leo Journagan Construction Co., Inc.	Coldmill and Resurface
		Greene	J8I3047				High Friction Surface Treatment
		Webster	J7I3099				
G04	32	Cedar	J7P3097	\$57,220.50	\$0.00	RAM Construction Services of Michigan, Inc.	High Friction Surface Treatment
G05	LP 44	Greene	J8S3062	\$87,538.64	\$0.00	RAM Construction Services of Michigan, Inc.	High Friction Surface Treatment
	13		J8S3063				
H02	17	Texas	J9P3161	\$3,378,857.49	\$0.00	APAC-Central, Inc.	Resurface and Shoulder Widening
H03	91	Bollinger, Stoddard	J9P3177	\$1,494,213.86	\$0.00	Apex Paving Co.	Resurface
	N	Bollinger, Cape Girardeau	J9S3172				
	B	Bollinger	J9S3189				
TOTAL:				\$85,693,515.06	\$5,078.96		

* Call F01 – Funding by IDOT – \$18,192,744.26

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received on the October 21, 2016, bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

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2017-2021 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

On behalf of the Director, Ed Hassinger, Chief Engineer, requested approval to revise the 2017-2021 Statewide Transportation Improvement Program (STIP) that was approved in July 2016, for the implementation of seven projects, as noted in the tabulation below.

**2017 – 2021 STIP
Highway and Bridge Construction Schedule
November Amendment
Project Changes**

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds <small>(Dollars in Thousands)</small>	Change in Engineering Funds <small>(Dollars in Thousands)</small>
KC Various J4P3227	Various	Job Order Contracting for concrete pavement repair at various major route locations in the rural Kansas City District.	2017 CN	\$250	\$31
KC Various J4P3228	Various	Pavement striping at various intersections throughout the urban Kansas City District.	2017 CN	\$350	\$29
CD Gasconade J5P3164	US 50	Scour mitigation at the Gasconade River near Mount Sterling.	2017 CN	\$327	\$37
SL Franklin J6S3207	MO 47	Pavement improvements and guardrail upgrades from Norwood Trailer Drive to 3rd Street in Washington, MO.	2018 CN	\$398	\$77
SL St. Louis City J6I3150	IS 44	Bridge improvements from Kingshighway Boulevard to 39th Street.	2018 CN 2017 RW	\$20	\$2
SL St. Louis City J6I3149	IS 55	Bridge improvements from Virginia Avenue to Arsenal Street.	2018 CN 2017 RW	\$25	\$3
SL St. Louis City J6I3205	RP IS70W to Broadway	Interchange improvements at I-70 westbound exit ramp to Broadway and along Broadway.	2018 CN	\$1,380	\$81
			TOTAL:	\$2,750	\$260

Via approval of the consent agenda, the Commission unanimously approved the amendment to the 2017 – 2021 STIP as noted in the tabulations above.

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REPORT AND RECOMMENDATIONS REGARDING ST. LOUIS DISTRICT SAFETY IMPROVEMENTS ON STATE OWNED ROUTES, INCLUDING AUTHORITY FOR DESIGN-BUILD DELEGATION OF AUTHORITY

On behalf of the Director, Greg Horn, St. Louis District Engineer, recommended the Commission approve the St. Louis District Safety Improvements project as a Design-Build project and approve authority be delegated to the Chief Engineer or his designee to approve and execute documents and expend funds on behalf of the Missouri Highways and Transportation Commission for the following items on the St. Louis District Safety Improvements on State Owned Routes Design-Build Project:

- **Escrow of Bid Documents** – Approve authority to execute agreements, affidavits, and related documents on the project.
- **Agreements** – Approve authority to execute agreements with local governments including other entities for cost-share, enhancements, use of property, environmental mitigations, utilities, etc. on the project, subject to approval as to form by the Chief Counsel’s Office (CCO) and the Commission Secretary’s (CS) attestation.
- **Construction Change Orders** – Approve authority to approve construction change orders on the project.
- **Consultant Engineering Services** – Approve authority to execute contracts for engineering services needed subject to approval as to form by CCO and CS attestation and in keeping with the Brooks Act, USC 1101 et seq. and 23 CFR 172.5 as well as Section 8.285, RSMo.
- **Other** – Approve authority to expend funds for the project, as well as approve, execute, sign and seal project specific documents.
- **Design Exceptions** – Approve authority to sign design exceptions specific to the design of the project currently delegated to the State Design Engineer and the State Bridge Engineer, subject to consultation with the department’s technical experts.

Project changes resulting from this delegation will not exceed the cap of two percent over the programmed cost or those changes will be taken back to the Commission. The St. Louis District Safety Improvements on State Owned Routes procurement process will begin November 2016. Funds for this project are included in the Statewide Transportation Improvement Program. The project is estimated at \$23.826 million total for right of way, utility relocation, and the design-build contract. Of the total, \$18.794 million is safety funds, and \$5.032 million is open container funds. Via approval of the consent agenda, the Commission unanimously approved the delegation of authority as recommended and noted above.

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EMERGENCY PROJECT DESIGNATION AND AWARD OF AVIATION TRUST FUNDS FOR REPAIRS AT ROSECRANS MEMORIAL AIRPORT

The City of St. Joseph has requested \$116,560 in emergency funding to cover the cost to repair a major pavement blowup on Runway 17/35 that occurred on June 21, 2016. This pavement blowup, caused by excessive heat, required the city to shut down the airport until repairs were completed. The city completed this work in June in order to reopen the airport as soon as possible. Pursuant to section 305.230.5, RSMo, prior to awarding a grant for emergency repairs and reimbursing the City, the Commission must designate the project an emergency and approve the use of State Aviation Trust Funds for the project.

On behalf of the Director, Michelle Teel, Multimodal Operations Director, recommended the Commission, designate the major pavement blowup on Runway 17/35 that occurred on June 21, 2016 as a natural emergency that resulted in the closure of the runway thereby requiring immediate repairs. She also requested the Commission approve the use of State Aviation Trust Funds to be made immediately available to pay for these necessary repairs pursuant to section 305.230.5, RSMo. Ms. Teel also recommended the Commission delegate authority so that any contract for such repairs shall be authorized to be executed by the Director, Chief Engineer, Chief Financial Officer or Assistant Chief Engineer, subject to approval as to form by the Chief Counsel's Office.

Via approval of the consent agenda, the Commission unanimously approved the recommendation as noted above.

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REQUEST FOR APPROVAL OF CHANGE IN ROUTE STATUS AND RELINQUISHMENT OF ROADWAY

On behalf of the Director, Eric Schroeter, State Design Engineer, recommended the Commission waive the current Commission policy and approve the change in route status and relinquishment of the

Route 169 Spur from Owens Avenue to Mill Street/Church Street to the City of Smithville, with the exception of a 215 foot section where the Little Platte River Bridge is located. This item was pulled from the consent agenda by Chairman Smith and tabled for further consideration at a later date.

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-- REPORTS --

The Commission received the following written reports.

**FINANCIAL – BUDGET – REPORTS
YEAR-TO-DATE FINANCIAL REPORT, PERIOD ENDING SEPTEMBER 30, 2016**

Brenda Morris, Financial Services Director, submitted a written financial report for fiscal year to date September 30, 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 September 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 173 active contracts held by individual engineering consultant firms prior to October 1, 2016. Ten engineering consultant services contracts were executed in September 2016, for a total of \$670,301. There was one non-engineering consultant contract executed in September 2016, for a total cost of \$111,360.

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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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