



**MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION**

**Official Minutes**

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**MINUTES OF THE REGULARLY SCHEDULED HIGHWAYS AND  
TRANSPORTATION COMMISSION MEETING HELD IN  
ST. JOSEPH, MISSOURI, WEDNESDAY, JUNE 7, 2017**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, June 7, 2017, at Missouri Western State University, Spratt Stadium, 4525 Downs Drive, St. Joseph, Missouri. Michael B. Pace, Chairman, called the meeting to order at 10:00 a.m. The following Commissioners were present: Gregg C. Smith, Michael T. Waters, Jr., and Mary E. Nelson. John W. Briscoe was present by teleconference.

On January 30, 2017 Governor Eric Greitens withdrew the appointment of Commissioner Edward D. Hillhouse; at the time of the June 7, 2017 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, June 7, 2017.

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

The Commission met in closed session on Wednesday, June 7, 2017 at 8:00 a.m. and adjourned at 9:45 a.m.

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**-- OPEN MEETING --**

**APPROVAL OF MINUTES**

Upon motion by Commissioner Waters, seconded by Commissioner Smith, the Commission unanimously approved the minutes of the regular meeting held May 3, 2017 and amended minutes for April 1, 2015. Commissioner Nelson abstained from voting on the May 3, 2017 minutes. 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 June 7, 2017, Consent Agenda**

No items were removed from the consent agenda. Upon motion by Commissioner Smith, seconded by Commissioner Briscoe, 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 June 7, 2017, meeting.

**Audit Committee** – Commissioner Waters stated the Audit Committee met on June 6, 2017 and accepted three internal audit reports that focused mainly on the Kansas City and Southeast Districts. The Committee met with the department's external auditors, Rubin Brown, and reviewed the audit engagement letter for the fiscal year 2017 audit. The external auditors will work through the rest of the summer and bring a final report to the Committee this fall. The Committee also reviewed and approved the fiscal year 2018 audit plan. The next meeting will be in November.

**Legislative Committee** – Commissioner Smith reported the 2017 session of the Missouri General Assembly adjourned on May 12. The department was able to work with legislators to pass some initiatives important to the overall operation of MoDOT.

These proposals included clean-up legislation that passed during the 2016 legislative session on the use of amber and white lighting on MoDOT vehicles. There were two federal mandate proposals, the first of which added required federal language into Missouri's current ignition interlock law. The second federal mandate proposal was necessary to comply with the current federal authorization act, called Fixing America's Surface Transportation (FAST) Act, which required longer car-hauling transporters to operate on Missouri's interstates. Both proposals were necessary to keep the state of Missouri in compliance with federal laws in order to continue to receive federal transportation dollars.

Several highway and bridge designations were also passed by the General Assembly this year in two different omnibus bills. The one of most interest to the Commission is the Lyndon Ebker Memorial Bridge. The bridge over Big Boeuf Creek in Franklin County on State Highway 100 will be designated for fallen MoDOT worker Lyndon Ebker, a 30 year MoDOT employee who lost his life in 2016 while working in the area.

The General Assembly also passed a resolution that creates a task force consisting of House and Senate members, the Governor’s staff, the directors of MoDOT and the Department of Economic Development, and nine Missouri residents. The mission of the task force as outlined in the resolution includes: evaluating the condition of the state highway system, including roads and bridges; evaluating current transportation funding in Missouri; evaluating whether current transportation funding in Missouri is sufficient to not only maintain the highway system in its current state but also to ensure that it serves the transportation needs of Missouri's citizens; and making recommendations regarding the condition of the state highway system and making recommendations regarding transportation funding. The overall intention of the resolution is to continue to educate the general public on the need for additional transportation funding. The name of the group is called the 21<sup>st</sup> Century Missouri Transportation System Task Force.

The legislature did not pass the commission’s recommended safety package that included a primary safety belt law and a prohibition for using a cell phone while operating a motor vehicle. However, the department did start the “Buckle Up – Phones Down” initiative. This effort has been designed to bring safety awareness to the traveling public by encouraging everyone to fasten their seatbelts when in a motor vehicle and not to use their mobile devices when driving. Outreach is taking place through social media for this educational effort.

The Governor has until July 14, to take action on all legislation passed this session. Legislation passed and signed into law by the governor will go into effect on August 28, unless noted otherwise in the legislation. Any bills vetoed by the governor may be considered to be overridden by the legislature during their annual veto session in mid-September.

**MoDOT and Patrol Employees’ Retirement System** – Commissioner Pace stated there was no report. The board is scheduled to meet next on June 22, 2017.

**Missouri Transportation Finance Corporation (MTFC)** – Commissioner Smith stated there was no report. The next meeting is scheduled for August 2017.

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## **DIRECTOR'S REPORT**

During the June 7, 2017, Commission meeting, Director Patrick McKenna provided the following report:

**Recognition of Employees** – Director McKenna announced that Brian Kidwell had been selected to serve as the Kansas City District Engineer. Mr. Kidwell has over 26 years of experience with MoDOT as a construction inspector, resident engineer, Construction and Materials Engineer, Project Director for the kcICON bridge project, and Assistant District Engineer. Director McKenna expressed his appreciation to Don Wichern for serving dual roles as District Engineer for the Northwest District and Interim District Engineer for the Kansas City District.

Director McKenna also announced that Nicole Hood had been selected to serve as the new State Highway Safety and Traffic Engineer. Ms. Hood has over 21 years of service with MoDOT in positions with the Design, Traffic, and Planning Divisions. Most recently she has served as the Assistant State Design Engineer.

**Flood Recovery** – Director McKenna reported the department is continuing to recover from the recent flooding across the state. The department is working with the Federal Highway Administration to review flood damage around the state at 407 locations, this includes six in the Northeast District, fifty-eight in the Central District, twenty-three in the St. Louis District, one hundred nineteen in the Southwest district and two hundred one in the Southeast District. Extraordinary damage occurred and recovery is ongoing, there are still twelve roads under water and twelve others that are closed or partially closed due to pavement damage, bridge damage or embankment slides. Three bridges were lost; two in Ozark county and one in Pulaski county. Roadways were washed away in places below Clearwater Lake and Lake Wappapello and major slides occurred in Jefferson, Shannon, Reynolds, and Gasconade counties. At the peak of the flood there were 400 roads closed. There were approximately 330 roads opened in just over five days following the flooding. There wasn't a single road that didn't require at



least debris cleanup if not substantially more. The director expressed his appreciation for MoDOT's extraordinary efforts in difficult times, whose work had great impact on the citizens for Missouri. In the early days of the flood, MoDOT's response was 24 hours a day, testing the department's employees who were tired but working hard and proud of what they were doing. He reported through the end of May, MoDOT logged 81,000 hours in flood-related duties.

Two special lettings are scheduled to occur in June and July to address repair work. Director McKenna acknowledged the Design and Bridge divisions' efforts to get repair work started before the flood waters have even receded.

Total damage from the flood to Missouri's transportation system is estimated at \$18 to \$20 million. This is not something that can be planned for in the budget, but you must respond to it when it happens. This flood highlights the importance of the operating capacity of MoDOT. Having trained, qualified people in place with equipment and operating plans in place for when natural disasters happen is extremely important for the citizens of Missouri. This work must continue to be supported through the budget to make sure the ability to respond to natural disasters is available for the residents of Missouri.

Commissioner Waters expressed his appreciation for all of MoDOT's efforts to address flooding in Missouri. From the communications team that kept the website up to date with information, to the maintenance crews who were closing roads and then got them back open as quickly as they could. To the District Engineers who shared resources throughout the state. He encouraged the director to share his appreciation down through the ranks of the department.

**State Highway Map** – Director McKenna was pleased to debut the newest edition of the state highway map. The department used cutting edge geographic information system software to provide Missourians with the most accurate information possible. The state map is one of the most desired services provided to the traveling public. Even though there is mapping available on the computer and

with the traveler information map, people like to have a map in their hand, and the department will distribute about 700,000 copies of this edition.

**Missouri Bridge Conference** – The Bridge Division hosted the second Missouri Bridge Conference in Columbia in May. Over 200 people from MoDOT, the private sector, and higher education community were in attendance. This is a great way to share best practices in Missouri and look at ideas and projects from around the country. This is also a cost-effective way for the professional engineers to get their needed professional development hours necessary to retain their certifications.

**National Association and Committee Participation** – Director McKenna expressed his appreciation for the Commission’s support of MoDOT’s participation in a variety of national associations and committees. He explained that Missouri benefits from the department’s participation. In May, the department participated in the American Association of State Highway Transportation Officials (AASHTO) meeting in Portland, Maine. AASHTO is working with the nation’s departments of transportation to prepare for the new administration’s plans for changes in transportation related to regulations, financing, and project delivery. Participation in this organization allows Missouri to bring this information back to the state and make plans to align Missouri’s transportation programs with these changes.

Director McKenna reminded the Commission that on July 1, 2017, he will assume the role of the President of the regional association of transportation officials called Mid-America Association of State Transportation Officials (MAASTO). The director plans to continue the efforts of Randy Blankenhorn from Illinois who will pass the gavel to the director. These efforts include freight harmonization in the region which will spur economic development by moving freight through the region. This includes aligning policies, practices, and permitting to improve and enhance the movement of freight.

Director McKenna will join the executive board of the Transportation Research Board (TRB) and is attending a meeting in Washington D.C. later in June. The TRB is an academic wealth of

knowledge that is shared around the country and throughout the world so that the best techniques for transportation project deployment, financing, and professional delivery of services may be implemented in the transportation industry.

Director McKenna reported he will be meeting with the United States Department of Transportation Secretary, Elaine Chow, later this week to participate in a roundtable discussion regarding regulatory reform, and is excited to share some great ideas from Missouri that could benefit the state and the rest of the country.

Commissioner Smith commended the director and the department for their participation at the national level association and committees. He also congratulated the director for being elected as President of MAASTO.

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#### **PRESENTATION BY DELEGATION REPRESENTING THE ST. JOSEPH REGION**

Brad Lau, St. Joseph Chamber of Commerce Vice President of Economic Development, shared facts and statistics regarding St. Joseph and the region. He provided an economic overview of St. Joseph including a summary of the various industries and businesses that are vital to the region's economy. Then he focused on the continued development of the Regional Port Authority and Stockyards Industrial Park. He described how the transportation project to extend Route AC to 169 Highway led to Schütz Container Systems, Inc. locating in the East Town Business Park. St. Joseph is ranked third in state product exports behind St. Louis and Kansas City. A good transportation system is vitally important to get these products distributed from St. Joseph.

Mr. Lau noted that St. Joseph is a community that is large enough to have key resources and industries, but is small enough to get everyone around the table including MoDOT. Mr. Lau thanked Don Wichern, Northwest District Engineer, for MoDOT's partnership and participation with the community.

Mr. Lau then explained the St. Joseph Regional Port Authority was established in 1989 and it has two areas of focus; one is to redevelop the Stockyards Industrial Park and the other is to develop the port facility. Progress has been made in redevelopment of the industrial park with the removal of blighted buildings and several businesses locating and investing in the industrial park. Transportation improvements have been key to the development of these businesses. One improvement included the construction of a truck staging area so that grain trucks can safely park off of Highway 759 during harvest season. Another safety improvement included the installation of a traffic signal at the intersection of Highway 759 and Lower Lake Road. Through a cooperative effort of the City of St. Joseph, Buchanan County, and the state of Missouri investments have been made in the dock and mooring cells, the roadway system, and a conveyor system. Currently, a storage facility is in the process of being added. Mr. Lau noted that he appreciates the department's efforts and funding to continue to develop the port so that it can be fully functioning in the very near future.

Bob Dempster, St. Joseph Area Transportation Study Organization Chairman, described the metropolitan planning organization's (MPO) region and its function to promote economic vitality of the region and keep the transportation system operational and in good condition. He noted the extreme need for state support of both operating and capital assistance for transit in the St. Joseph region. Transit serves basic needs for many citizens in the region. Additionally, the region needs improved pedestrian facilities so transit riders may safely board and alight from the buses, as well as address access for people with disabilities. He noted freight investments are key to the national and international distribution systems. The region has eighteen miles of critical urban freight corridor that needs a federal designation so that it may have additional funding opportunities through federal programs. Mr. Dempster also noted the need for regional non-motorized priorities which includes projects for trail linkages for the Katy Trail and uses a multi-modal approach to walking, biking, and transit needs. He also shared the MPO's preference for functional and aesthetically pleasing roads and bridges that

include walking, biking, and transit needs placing the region's focus on complete transportation networks. He shared the MPO's support of complete streets policies and noted the recent loss of STP-Small Urban funds makes addressing this need a challenge.

Bruce Woody, St. Joseph City Manager, discussed the relationship the city has with the department and the importance of forging that relationship and developing the partnerships that have led to the investment in successful transportation projects. Through combined funding from MoDOT, the city and the National Guard, the community has completed several large projects at Rosecrans Memorial Airport. Taxiway A was reconstructed in 2012; runway 1331 was completely rebuilt, widened and lengthened in 2016. The airport is an asset that will continue to grow and prosper and be a key multimodal connector with rail and highways.

Mr. Woody stated public transit is important for the residents of St. Joseph to get to their jobs, receive healthcare services, and travel to other important destinations. However, funding for transit continues to be a challenge in Missouri. The City of St. Joseph contributes \$6 million per year for transit, while state assistance is less than \$20,000 per year. He noted, efforts need to continue to improve funding for transit in Missouri.

He also mentioned the concept of addressing various modes of transportation along roadways through the complete streets program. He thanked MoDOT for their partnership on several projects that have added sidewalks and other types of transportation along corridors in the community. He noted the projects which added sidewalks along North Belt Highway and the conversion of Highway 59/St. Joseph Avenue from 4 car lanes to 3 car lanes with bike lanes.

He also reported on highways in the city and noted growth continues to take place along the I-29 corridor and has put pressure on the main interchange at Frederick Boulevard where there are congestion and safety problems that need to be addressed. He thanked MoDOT for the investment in several projects including the extension of Route AC to connect the Mitchell Woods and Eastside Business

Parks. He also reported the I-229 corridor, and specifically the double-deck bridge is a subject of discussion, and the community has applied for a grant to evaluate the bridge and review alternatives.

Ron Hook, Buchanan County Western District Commissioner, expressed concern about the condition of rural routes in Missouri. The lack of shoulders or crumbling shoulders are cause for concern as the farmers use these roads to get from their fields to the market. He noted there is a need for guardrail in some locations on state lettered routes. He expressed appreciation for the off-system bridge (BRO) fund to address the bridge replacement needs in the county. He also thanked MoDOT for the great relationship with the rail program, specifically Larry Scheperle, who has helped the county address railroad crossing safety improvements and the closure of several railroad crossings. He also expressed his appreciation for Northwest District staff including Don Wichern, Mike Rinehart, Tony McGaughy, and Shelly Aebersold for their assistance with meeting the transportation needs for St. Joseph and Buchanan County.

Chairman Pace stated he looks forward to continuing to work with everyone to make transportation better in the St. Joseph region and thanked everyone for their presentation. Director McKenna expressed his appreciation for highlighting the specific funding challenges that the community is facing with the changes to allocation of federal funds and the ripple effect that has on the entire transportation network. He encouraged the community to continue to support funding for transit, rail, and ports at the state and federal levels and explained their advocacy in those areas is appreciated.

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**PUBLIC PRESENTATION ABOUT THE IMPACT OF A WETLAND ON A PROPERTY OWNER**

John Gillenborg, Whitney Kerr, Joyce Galbreath, and James Slaven presented to the commission their frustration about the situation that has developed near their property in Jackson County. They are the investment group that owns 32 acres along 40 Highway in Lee's Summit, known as the Family Golf Park. The group purchased the property in 1989 and developed it into a source of outdoor recreation

and enjoyment. The business offered gainful employment, provided tax revenues at the city, county, and state levels, and donated to the charitable cause of local school libraries through the birthday book club program.

The investment group had hoped to contribute to the community on a larger scale through future planned development of the 32 acres. Because the area is rapidly developing, the group had planned to develop high rise apartments that included ten story buildings. But the investment group stated with the mosquito problem the wetland mitigation project next to the property has some very unintended consequences. Subsequently they believe it has destroyed the Family Golf Park business and prevented any future development.

Mr. Gillenberg stated the disruption to the business and plan for future development came about in 2008 and 2009 with the construction of the Blue Springs Lake Wetland Mitigation Bank immediately to the south on land that was once proposed and planned for other uses.

The investment group met with MoDOT and the Army Corps of Engineers in 2007 at the Family Golf Park where the plan was revealed to develop the wetland mitigation bank. The investment group objected to the plan at the time. The investment group explained subsequently their request for a public hearing was ignored and they were not granted any public hearing prior to the construction of the wetland mitigation bank. They believe the construction of the wetland mitigation bank completely disrupted and destroyed the existing eco-system adjoining the business and investment property.

In 2014 the investment group attained documents through a Freedom of Information Act request that the invest group believes indicates there were two issues with the Blue Springs Lake wetland mitigation bank. One issue is the trees and other vegetation that were not to be removed as a buffer were cleared from the property. The second issue is two of the cells in the wetland do not function properly.

The Family Golf Park business has shown a steady decline since the construction of the wetland mitigation bank primarily due to the substantial and dramatic increase in insect populations from the destruction of the former eco-system. They can no longer operate the facility into the evening hours with lights due to the attraction of the insects from the swamp as they now refer to it.

They expressed concern about mosquitoes and explained that Jackson County, Missouri State University, and the Missouri Department of Health and Senior Services will be coordinating a mosquito monitoring program. They expressed concerns that the study will find mosquitos that transmit the West Nile and Zika viruses.

In their opinion the wetland mitigation bank should never have been planned for this site where it is located next to a business that provided income and enjoyment to the community. The wetland mitigation bank should never have been constructed without public comment or knowledge through a public hearing as was requested. They requested the wetland bank be removed from the site and the eco-system and landscape be restored for the health and welfare of the community.

Commissioner Pace inquired if the Blue Springs Lake was in existence when the property was purchased, and they indicated it opened in 1988 prior to their purchase of the property in 1989. Commissioner Pace thanked the group for their presentation.

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## **PUBLIC COMMENTS ON THE US 169 BUCK O'NEIL BRIDGE**

Wes Minder, City of Kansas City, thanked the department for the recent dialogues regarding the US 169 Buck O'Neil Bridge. He explained about recent and future investments in the downtown Kansas City area and how those investments help the entire Kansas City region. He also thanked the Commission for the successful completion of several projects in the Kansas City region including the Kit Bond Bridge and others. He noted the city looks forward to continuing the discussion on the US 169 Buck O'Neil Bridge and determining a solution for the project.



Sheila Tracy, Northland Regional Chamber of Commerce, thanked the commission for the great partnership with the chamber. She noted that transportation is a favorite topic for the chamber because they know that transportation equates to good economic development in the communities and region. She explained that a task force has been formed that includes several chambers of commerce, and cities and counties within the region. This task force can be a resource moving forward with a solution and allow the department to come to one place and hear from everyone what the consensus is on different topics. She expressed her delight in the recent announcement of Brian Kidwell being selected as the Kansas City District Engineer. She noted that she is looking forward to his leadership and innovation that MoDOT always brings to the table to help the region find a solution for the US 169 Buck O'Neil bridge project.

Nan Johnston, Mayor of Parkville, explained that there are 48,000 cars that cross the US 169 Buck O'Neil Bridge every day commuting from the northland suburbs. She asked the commission not to make the investment in fixing the bridge as she felt this was kicking the can down the road further. The present alignment does not work for the current needs and the communities would like to see a complete reconstruction of the bridge. She also noted that a possible closure of this bridge for up to two years will have a huge economic impact on communities in the north and both airports. She acknowledged that there is a funding issue and little can be done about that but she requested this project be made a priority.

Kelley Martin, local businessman and former Commissioner, expressed his concern about closing the US 169 Buck O'Neil Bridge for repairs over an 18-24 month period. His concern was regarding the direct economic impact to the region as well as the indirect impacts on the environment, social, health and public safety of the region. He explained that there are many businesses just north of the bridge that employ several thousand people whose commute to work would be impacted. New businesses have just located at the airport that will need to attract workers and business and will be

impacted by a bridge closure. He asked the commission to take into consideration all the impacts a bridge closure would have on the region.

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## **STATE OF THE NORTHWEST DISTRICT**

On behalf of the Director, Don Wichern, Northwest District Engineer, explained the Northwest district has twenty counties and is overwhelmingly agricultural based. The district has 2,200 miles of interstate and major roadways, along with 3,000 miles of minor roadways. In addition, the district has 6,000 miles of low-volume minor roadways, which is fifty-four percent of the district's system. The district has 34 major bridges, 964 standard bridges, and 366 culverts for a total of 1,364 bridges in the district system. While the district is comprised of about 10,000 square miles, its population is only about 208,000.

The disparity between the size of the district and the population leads to a huge funding challenge to maintain the roads and bridges in the northwest. However, Mr. Wichern thanked the Commission for their recent action which added \$10 million to the department's asset management plan. The northwest district was one of the districts with a gap that would not allow for the system to be maintained. With the additional asset management funds the district is now able to meet its asset management goals and keep the system in the condition it is in today.

It takes the funds from the Statewide Transportation Improvement Plan (STIP) and the district's operating budget to take care of the transportation system. The operating budget allows for maintenance work plans that replace tubes, fix bad bridge joints, and chip seal hundreds of miles. The district also seeks innovative ways to repair the low volume routes and has had success with laying hot-mix asphalt a lot thinner than most districts would do but it is a preventive tool that helps hold the low volume minor routes together.

The district has used a unique approach to addressing fatalities from crashes. In partnership with the regional planning partners, roadway safety assessments take place. Together priorities are determined to address the perceived as well as actual safety issues. Most of these safety improvements include signing, striping, flashing yellow arrows, right turn lanes, and occasionally the addition of a two foot shoulder with rumble stripes. This effort allows the district to address the highest needs and is a great partnership.

There are unfunded needs in the district. An example is at Riverside Road and US 36. This interchange provides access to five of the top ten employers in the St. Joseph region. It is highly congested in the morning and evening rush hour. It needs to be expanded and improved. Additionally, the low volume roads are what the farmers use to get to market. These roads carry the big farm equipment and continue to be an issue for the district.

The district has 204 poor condition bridges currently. There are 145 with weight restrictions, and 68 bridges have lane restrictions. With the additional funds in the asset management plan the district is able to replace or repair about 65 bridges in the next three years in the STIP.

The northwest district has a unique challenge with the windmill farms. The district now has over 300 windmill farms. These windmills are 500 feet tall and present significant challenges when being constructed. The impact to the transportation system occurs when the gravel roads are being built to access the windmill construction site. There are numerous 80,000 pound gravel trucks running from the quarries for weeks at a time across the minor roads. The minor roads were not engineered to carry that weight and that volume of traffic and they fall apart as the windmills are being constructed. Recently, the district was able to negotiate with the windmill company and has received \$3 million to apply to resurfacing the low volume minor roads. As a result there will be 25 miles of lettered routes that will be overlaid due to that partnership and those negotiations. The district is working to continue this effort in the future.

Mr. Wichern highlighted how the northwest district employees are always willing to step up and volunteer, demonstrating the tradition of one-team MoDOT. In response to the recent historic flooding the district was able to support others by sending 96 barricades to the southeast district to help close roads safely. The district also sent equipment including a bulldozer, a backhoe, and a mini-excavator. Six employees volunteered to travel to the central district to help with clean-up efforts. Four bridge inspectors volunteered to help determine the damage caused by the floods. Lisa Kellison, a customer service representative, volunteered to take calls to as the call center was overwhelmed throughout the flood. In addition to those emergency response efforts the district has other employees who rise to the occasion to help others. Amber Dydell, helps install car seats safely. Jose Rodriguez works to raise interest in transportation and engineering jobs through education outreach at the local high schools. Tim Hayes promotes behavior based safety around the district. He noted the district has truly amazing public servants.

Commissioner Waters thanked Mr. Wichern for sharing resources with other districts that is important and critical to have occurred. Director McKenna noted that while the additional funds for asset management helps the district and the state address bridges that need to be repaired or replaced, this dramatic improvement really helps the department just tread water. This highlights once again the need for a sustainable increase in funding for transportation in Missouri. Commissioner Pace thanked Mr. Wichern for his presentation and for the district's assistance with the flooding that impacted so much of the state.

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## **CONDITION OF STATE BRIDGES**

On behalf of the Director, Dennis Heckman, State Bridge Engineer, reviewed with the Commission the different functions of the Bridge Division. He explained there are 30 employees in MoDOT that design bridges, and the department also has about 60 consulting firms that are prequalified

to do that work as well. The department also manages the bridges, similar to asset management for roads. There are 15 employees at MoDOT who determine weight restrictions on bridges and work on reviewing super load permits to make sure those heavy loads can safely travel Missouri's transportation system. The division also inspects bridges. There are 12 employees who are dedicated to full time bridge inspection, but there are also other MoDOT employees in the district who inspect bridges too. There are a total of 70 employees at MoDOT who do bridge inspection and this is another example of teamwork and sharing resources.

Bridge inspection is part of the department's risk management. All bridges are inspected on a regular basis; historically they were inspected every other year. However, with recent changes at the federal level those inspections can be flexed up to 48 months. If there is a new bridge that does not have any moving parts and is a simple bridge, it can be inspected every four years. This flexible inspection schedule is currently being implemented by the department.

MoDOT has 10,403 bridges; there are another 14,000 bridges that are owned by cities and counties for a total of 24,000 bridges in Missouri. All bridges in Missouri are classified as either typical or major. A major bridge is over 1,000 feet long. The major bridges are over the Mississippi and Missouri Rivers but can also be a flyover ramp at a major interchange. MoDOT has 10,196 typical bridges and 207 major bridges on its system.

Missouri currently has 883 poor condition bridges. These bridges are scattered all across the state. Last year there were only 866 poor bridges, so the number has increased. Missouri rates bridges on a scale from 2 to 9; a bridge rated as a 9 is a brand new bridge and a 2 rating is a closed bridge. Poor bridges are condition ratings of 3 or 4 and are typically one or two steps from being closed. Mr. Heckman shared some examples of what a poor condition bridge looks like.

Mr. Heckman explained there are also bridges that are weight restricted. When a weight restriction is placed on a bridge it impacts economic development, it can also affect the delivery of

emergency services. Missouri currently has 1,253 weight restricted bridges, while that is a problem; MoDOT has made some improvement in that area.

The use of asset management with implementing Statewide Transportation Improvement Plan (STIP) and operating budget funds has helped take care of the bridge assets. In the first three years of the draft STIP there is about \$200 to \$250 million per year for bridge work out of the \$900 million available. That is about 20 to 25 percent of the construction program and fits well with the asset management goals of trying to hold our own on bridges. With this funding about sixty percent are bridge replacements, ten percent are replacing the decks on bridges, and about thirty percent are rehabilitation and repainting projects. It is a good balance of work on taking care of fair and good bridges as well as addressing some of the poor condition bridges. In the operating budget funds are used to take care of bridges by flushing and washing bridges, sealing the bridge decks, repairing bridges, responding to floods, designing bridges, on-call repair work, and underwater inspections by both MoDOT's dive team as well as private companies.

Commissioner Nelson inquired with 883 poor bridges and more being assessed and added to the list, what additional amount of investment is needed to make and keep that level manageable? Mr. Heckman responded that it would take about \$1.3 billion to get rid of all the poor bridges. But he also reminded everyone that about 100 more are added to the list each year. He also noted that from an asset management standpoint you don't want to aim for zero poor bridges, but should have around 200 or so in an ideal situation. Director McKenna commented the reason you do not want to get to zero is you want to actually get the full and useful life out of the investment you have made in the bridge and you want to go about doing that in an orderly fashion. Commissioner Pace thanked Dennis for his informative presentation.

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## **MISSOURI DEPARTMENT OF TRANSPORTATION PROPOSED FISCAL YEAR 2018 BUDGET**

On behalf of the Director, Brenda Morris, Financial Services Director, presented the Fiscal Year 2018 budget in the amount of \$2,132,418,000. This proposed budget is \$73.1 million less than fiscal year 2017.

Ms. Morris noted the budget request presented to the Commission in May has been updated to include changes due the General Assembly's passage of appropriations legislation on May 4, 2017. The appropriations legislation has not yet been signed by Governor Greitens.

The key investments for the Fiscal Year 2018 budget are:

- Program Delivery - \$1,371 billion
- System Management - \$502 million
- Multimodal - \$121 million
- Fleet, Facilities, and Information Systems - \$79 million
- Administration - \$57 million
- Other State Agencies - \$288 million

Following discussion, and upon motion by Commissioner Smith, seconded by Commissioner Waters, the Commission unanimously approved the Fiscal Year 2018 Budget as noted in the table below. Any necessary revisions to the fiscal year 2018 budget will be presented to the Commission by request for a budget amendment. The Commission also authorized the expenditures in accordance with Commission policies.



**Fiscal Year 2015-2017 Summary and  
Fiscal Year 2018 Budget Request**  
(Dollars in Thousands)

	<b>Fiscal Year 2015 <u>Actual</u></b>	<b>Fiscal Year 2016 <u>Actual</u></b>	<b>Fiscal Year 2017 Budget as <u>Amended</u></b>	<b>Fiscal Year 2018 Budget <u>Request</u></b>
<b>Receipts</b>				
State Receipts	\$ 1,262,611	\$ 1,310,965	\$ 1,261,818	\$ 1,360,808
Less Motor Carrier Refunds	( 19,912 )	( 16,646 )	( 30,035 )	( 30,035 )
Less Miscellaneous Refunds	( 10,988 )	( 10,500 )	( 13,255 )	( 13,255 )
Net State Receipts	<u>1,231,711</u>	<u>1,283,819</u>	<u>1,218,528</u>	<u>1,317,518</u>
Federal Reimbursement	851,965	904,816	1,025,382	1,057,071
Federal Reimbursement-ARRA	1,311	6,102	6,700	0
<b>Total Receipts</b>	<b><u>2,084,987</u></b>	<b><u>2,194,737</u></b>	<b><u>2,250,610</u></b>	<b><u>2,374,589</u></b>
Disbursements by Other State Agencies <sup>1</sup>	<u>250,107</u>	<u>250,272</u>	<u>278,948</u>	<u>288,936</u>
<b>Receipts Available to MoDOT</b>	<b><u>1,834,880</u></b>	<b><u>1,944,465</u></b>	<b><u>1,971,662</u></b>	<b><u>2,085,653</u></b>
<b>Disbursements</b>				
Administration	<u>50,718</u>	<u>51,564</u>	<u>55,405</u>	<u>57,899</u>
System Management				
Maintenance Operations <sup>2</sup>	428,807	423,677	466,971	472,304
Motor Carrier Services	6,283	6,386	7,227	7,045
Highway Safety	15,477	18,988	23,018	23,024
Total System Management	<u>450,567</u>	<u>449,051</u>	<u>497,216</u>	<u>502,373</u>
Program Delivery				
Construction Operations <sup>2</sup>	129,282	126,002	138,380	137,989
Contractor Payments	723,191	656,816	660,856	699,203
Design and Bridge				
Consultant Payments	16,545	7,971	30,000	40,000
Accelerated Program (Reimbursements)	20,062	7,213	507	383
Right of Way	13,570	9,358	30,000	35,000
Federal Pass-Through	139,560	137,635	163,370	169,174
Debt Service on Bonds	290,929	280,237	412,898	289,652
Total Program Delivery	<u>1,333,139</u>	<u>1,225,232</u>	<u>1,436,011</u>	<u>1,371,401</u>
Fleet, Facilities and Information Systems				
Operations <sup>2</sup>	24,474	24,131	27,180	27,509
Capital Improvements				
Investments	6,927	8,103	9,819	7,200
Information Systems				
Investments	17,003	19,448	20,000	20,000
Fleet Investments	18,713	27,172	28,424	24,607
Total Fleet, Facilities and Information Systems	<u>67,117</u>	<u>78,854</u>	<u>85,423</u>	<u>79,316</u>
Multimodal <sup>3</sup>	<u>88,550</u>	<u>95,620</u>	<u>131,460</u>	<u>121,429</u>
<b>Total MoDOT Disbursements</b>	<b><u>1,990,091</u></b>	<b><u>1,900,321</u></b>	<b><u>2,205,515</u></b>	<b><u>2,132,418</u></b>
<b>Receipts Over (Under) Disbursements<sup>4</sup></b>	<b><u>\$ ( 155,211 )</u></b>	<b><u>\$ 44,144</u></b>	<b><u>\$ ( 233,853 )</u></b>	<b><u>\$ ( 46,765 )</u></b>

<sup>1</sup> Fiscal year 2018 budget request is based on the truly agreed to and finally passed appropriations legislation as approved by the Missouri General Assembly on May 04, 2017.

<sup>2</sup> Operations include personal services, fringe benefits and expense and equipment.

<sup>3</sup> American Recovery and Reinvestment Act of 2009 (ARRA) is included in fiscal years 2015, 2016 and 2017 for the Rail Program.

<sup>4</sup> Existing cash balances will fund the excess of disbursements over receipts.

\* \* \* \* \*



**FISCAL YEAR 2017 BUDGET AMENDMENT**

On behalf of the Director, Brenda Morris, Financial Services Director, recommended decreasing receipts \$21.6 million and disbursements \$9.6 million for the fiscal year 2017 budget. Ms. Morris also recommended transfers between operating budget categories to address changing priorities and provide greater flexibility to districts and divisions in funding program priorities.

Via approval of the consent agenda, the Commission unanimously approved the fiscal year 2017 budget amendment described above.

\* \* \* \* \*

**MISSOURI TRANSPORTATION FINANCE CORPORATION (MTFC) ELECTION OF AT-LARGE BOARD MEMBER**

On behalf of the Director, Brenda Morris, Financial Services Director, reported in keeping with the Commission’s policy regarding the Missouri Transportation Finance Corporation (MTFC), at-large members of the MTFC Board of Directors are elected by the Commission and the President of the Board of Directors is appointed by the Commission Chairman. The term for at-large member Duane Michie expires on June 30, 2017.

Ms. Morris recommended the Commission elect James E. Smith to the MTFC Board of Directors for a two-year term expiring on June 30, 2019. The department appreciates that James E. Smith is a successful businessman from Clinton with knowledge in the field of finance and transportation, and also a past president of the American Bankers Association, will be a great asset to the MTFC Board of Directors.

Via approval of the consent agenda, the Commission unanimously elected James E. Smith to serve on the MTFC Board of Directors as an at-large member for a two-year term beginning July 1, 2017 and expiring on June 30, 2019.

\* \* \* \* \*

**WESTSIDE INTERMODAL TRANSPORTATION CORPORATION, APPOINTMENT OF BOARD MEMBERS**

On behalf of the Director, Don Wichern, Interim Kansas City District Engineer, conveyed the following recommendation of the Westside Intermodal Transportation Corporation Board of Directors as it pertains to membership on the board:

- Appoint Matthew Garland to fill the unexpired portion of the six-year term held by R.M. Reilly, which is set to expire December 26, 2021.
- Reappoint D.W. Hughes and S.W. Bailiff to six-year terms beginning December 27, 2017 and expiring December 26, 2023.

Via approval of the consent agenda, the Commission unanimously approved the appointments to the Westside Intermodal Transportation Corporation Board of Directors as recommended and noted above.

\* \* \* \* \*

**CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS**

On behalf of the Director, Eric Schroeter, State Design Engineer, presented the following recommendations pertaining to bids received on federal-aid and state highway and bridge projects during the past month. He noted Calls G01 and H01 have local funding, as noted in Table I below, and the department received all of the necessary concurrences. He also noted that Calls D01, H03, and H05 received no bids.

Mr. Schroeter recommended (1) award of contracts to the lowest responsive bidders for bids received at the May 19, 2017, letting, as recommended and noted in Table I below. (2) Rejection of bids received on Calls A03 and C05 due to excessive bids per Section 102.15 of the Missouri Standard Specifications for Highway Construction and noted in Table II below. (3) Ratify award of Call H01 that was an emergency project and was let on June 2, 2017 and awarded by Kathy Harvey, Assistant Chief Engineer on June 2, 2017 and noted in Table III below.

**Table I  
Award of Contracts  
May 19, 2017, Bid Opening**

<b>Call No.</b>	<b>Route</b>	<b>County</b>	<b>Job No.</b>	<b>Bid Amount</b>	<b>Non-Contractual Costs</b>	<b>Contractor</b>	<b>Description</b>
A01	I-29	Holt	J1P3023C	\$1,878,366.35	\$0.00	Comanche Construction, Inc.	Bridge Rehabilitation
A02	36	Buchanan, Dekalb	J1P3179	\$177,177.00	\$0.00	The Truesdell Corporation of Wisconsin dba Truesdell Corpora	High Friction Surface Treatment
A04	Various	Various	J1M0262	\$858,000.00	\$0.00	Collins & Hermann, Inc.	JOC - Guardrail Replacement
B01	61	Lincoln	J2P3058B	\$1,988,593.30	\$0.00	Millstone Weber, LLC	Bridge Deck Replacement
B02	Various	Various	J2I3092	\$377,500.00	\$0.00	Collins & Hermann, Inc.	JOC - Guard Cable Repair
B03	Various	Various	J2P3093	\$197,100.00	\$0.00	Collins & Hermann, Inc.	JOC- Guardrail Repair
B04	C	Macon	J2S2164	\$529,004.00	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Bridge Replacement
B05	N,W	Shelby	J2S3117	\$140,368.00	\$0.00	Thomas Industrial Coatings, Inc.	2 Bridge Paintings
B06	F	Montgomery	J2S3159	\$1,063,870.50	\$0.00	Magruder Construction Co., Inc.	Slide Repair
C01	70	Lafayette, Saline	J0I3003H	\$303,125.00	\$0.00	Ideker, Inc.	JOC - Asphalt Pavement Repair
C02	65	Pettis	J3P3030	\$1,066,613.15	\$0.00	Widel, Inc.	Bridge Deck Replacement
C03	Z	Lafayette	J3P3085B	\$386,706.76	\$0.00	Mega Industries Corporation	Pavement Improvements
C04	470	Jackson	J4I3168	\$10,852,854.21	\$0.00	Phillips Hardy, Inc.	15 Bridge Rehabilitations
C06	Various	Various	J4P3231	\$207,207.00	\$0.00	The Truesdell Corporation of Wisconsin dba Truesdell Corpora	High Friction Surface Treatment
C07	Various	Various	J4M0258	\$1,089,500.00	\$0.00	Collins & Hermann, Inc.	JOC - Guardrail Replacement
D02	F	Pulaski	J5M0276	\$317,875.80	\$0.00	Phillips Hardy, Inc.	Slide Repair
D03	17		J5P3190				
D04	Various	Various	J5P3183	\$535,500.00	\$0.00	Superior Rail System, LLC	JOC - Guardrail and Guard Cable Repair
D06	B	Boone	J5P3155	\$4,829,709.26	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	ADA Improvements
	124, B		J5P3225				Resurface and Shoulder Improvements
D07	5	Laclede	J5P3203	\$233,176.15	\$0.00	Extreme Sandblasting and Painting, Inc.	Bridge Painting
	M	Morgan	J5S0861B				
	Z	Cooper	J5S3052B				
D08	OR 54	Camden	J5S3139	\$1,063,874.84	\$0.00	E & C Bridge, LLC	Bridge Replacement

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
D09	Various	Various	J5M0278	\$655,500.00	\$0.00	Collins & Hermann, Inc.	JOC - Guardrail Replacement
F01	44	St Louis	J6I3169	\$9,905,000.00	\$0.00	Pace Construction Company	Coldmill and Resurfacing
F02	64	St Louis, St Louis City	J6I3224	\$1,217,217.00	\$0.00	The Truesdell Corporation of Wisconsin dba Truesdell Corpora	18 Bridge Rehabilitations
F03	185 Spur	Franklin	J6M0264	\$365,563.15	\$0.00	N.B. West Contracting Company	Pavement Improvements
F07	141	St Louis	J6P3164	\$236,324.74	\$0.00	Collins & Hermann, Inc.	Guard Cable Installation
F08	61	St Charles	J6P3179	\$214,766.00	2,000.00	Gerstner Electric, Inc.	Signal Improvements
F10	21	Jefferson	J6S3174	\$216,884.00	22,000.00	Gerstner Electric, Inc.	Signal Improvements
F11	B	Franklin	J6S3216	\$697,643.81	\$0.00	N.B. West Contracting Company	Pavement Improvements
G01*	65	Greene	J8P3036	\$2,376,552.30	\$0.00	APAC-Central, Inc.	Grading, Paving and Bridges
G02	96	Lawrence	J7P2228H	\$2,859,770.00	\$0.00	Hartman and Company, Inc.	Bridge Replacement
			J7P2228I				
			J7S0526				
G03	Various	Various	J7P2229B	\$926,435.75	\$0.00	Omega Coatings & Construction, LLC	3 Bridge Paintings
			J7P2229C				7 Bridge Paintings
			J7P2229D				5 Bridge Paintings
G04	76	Stone	J7P3098	\$277,277.00	\$0.00	The Truesdell Corporation of Wisconsin dba Truesdell Corpora	High Friction Surface Treatment
		Taney	J8P2386				
	160		J7P3161				
G05	Various	Various	J7P3196	\$480,557.20	\$0.00	Ewing Signal Construction, LLC	Sign Installation
G06	E	McDonald	J7S0534	\$1,412,000.01	\$0.00	West Plains Bridge & Grading, LLC	Bridge Replacement
G07	Various	Various	J8P2240	\$1,728,900.00	\$0.00	Collins & Hermann, Inc.	JOC - Guardrail and Guard Cable Repair
G08	Various	Christian, Greene	J8P2243	\$850,500.00	\$0.00	Collins & Hermann, Inc.	JOC - Guardrail and Guard Cable Repair
G09	413, 60	Greene	J8P3056	\$2,541,759.28	\$0.00	APAC-Central, Inc.	Grading and Paving
G10	Various	Greene	J8P3100	\$1,034,247.75	\$0.00	Ewing Signal Construction, LLC	Pavement and Signal Improvements
G11	60	Greene	J8P3094	\$1,497,953.39	\$0.00	James H. Drew Corporation	Guardrail Improvements
G12	360,60	Greene	J8P3102	\$2,091,663.53	\$0.00	APAC-Central, Inc.	Grading and Paving
H01**	55	Scott	J0I0956	\$16,054,000.65	\$2,089.84	Emery Sapp & Sons, Inc.	Grading, Paving, and Bridges
H02	55, 57	Various	J0I3003S	\$120,250.00	\$0.00	Fronabarger Concreters, Inc.	JOC - Concrete Repair

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
H04	55, 155	New Madrid, Pemiscot	J0I3003U	\$120,250.00	\$0.00	Fronabarger Concreters, Inc.	JOC – Concrete Repair
H07	Various	Various	J9P3072	\$334,772.10	\$0.00	Collins & Hermann, Inc.	JOC - Guardrail and Guard Cable Repair
H08	34, M	Butler, Reynolds	J9P3303	\$449,621.08	\$0.00	Missouri Petroleum Products Company	Pavement Improvements
H09	Various	Various	J9P3304	\$57,120.00	\$0.00	A&H Co., Inc.	Sign Installation
H10	K	Stoddard	J9S3069	\$2,708,224.20	\$0.00	Robertson Contractors, Inc.	Bridge Replacement
	61	Cape Girardeau	J9S3135				
	C	Mississippi	J9S3139				
	102		J9S3142				
H11	V	Oregon	J9S3136	\$1,583,000.00	\$0.00	Pace Construction Company	Bridge Rehabilitation
			J9S3137				
	JJ	Ozark	J9S3143				
			<b>TOTAL:</b>	<b>\$81,109,874.26</b>	<b>\$26,089.84</b>		

\* Call G01 – Funding by the City of Springfield - \$1,252,026.15.

\*\* Call H01 – Funding by the Delta Region Authority - \$734,774.00.

**Table II  
Rejection of Bids  
May 19, 2017, Bid Opening**

Call No.	Route	County	Job No.	Description
A03	169	Buchanan	J1S3143	ADA Improvements
C05	Various	Various	J4P3228	Pavement Markings

**Table III  
Ratification of Bids  
June 2, 2017, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
H01	T	Wayne	J9S3495	\$638,240.00	\$0.00	Robertson Contractors, Inc.	Grading, Drainage and Culvert Replacement
			<b>TOTAL:</b>	<b>\$638,240.00</b>	<b>\$0.00</b>		

### Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received at the May 19, 2017, bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Rejected bids received on Calls A03 and C05 due to excessive bids per Section 102.15 of the Missouri Standard Specifications for Highway Construction and noted in Table II above.
3. Ratified award of Call H01 that was an emergency project and was let on June 2, 2017 and awarded by Kathy Harvey, Assistant Chief Engineer on June 2, 2017 and noted in Table III above.
4. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

There were no abstentions.

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**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>
St. Charles	I-70	J6I2418
Ozark	PP	J9S3075

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

\* \* \* \* \*

**CONSIDERATION OF DISPOSAL OF EXCESS PROPERTY, ROUTE 141 IN ST. LOUIS CITY,  
EXCESS PARCEL NUMBER E6-26846**

In keeping with the Commission's policy regarding disposition of Commission-owned property or property rights, the sale of all properties owned by the Commission with appraised or sale values of \$200,000 or more must be approved by specific Commission action.

On behalf of the Director, Greg Horn, St. Louis District Engineer, recommended conveyance of 2.56 acres of land located at 1045 Majestic Drive in St. Louis County, to TCM Realty 2, LLC. for a consideration of \$330,000.

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

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**-- REPORTS --**

The Commission received the following written reports.

**FINANCIAL – BUDGET – REPORTS YEAR-TO-DATE FINANCIAL REPORT, PERIOD ENDING APRIL 30, 2017**

Brenda Morris, Financial Services Director, submitted a written financial report for fiscal year-to-date ended April 30, 2017, 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 April 2017, 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 200 active contracts held by individual engineering consultant firms prior to April 1, 2017. Six engineering consultant services contracts were executed in April 2017, for a total of \$1,391,129. There were eight non-engineering consultant contracts reported in April 2017.

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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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