



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED HIGHWAYS AND
TRANSPORTATION COMMISSION MEETING HELD IN ST. LOUIS, MISSOURI,
WEDNESDAY, NOVEMBER 1, 2017**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, November 1, 2017, at Hilton St. Louis Frontenac, 1335 S. Lindbergh Boulevard, St. Louis, Missouri. Michael B. Pace, Chairman, called the meeting to order at 2:15 p.m. The following Commissioners were present: Gregg C. Smith, Michael T. Waters, Jr., John W. Briscoe, Terry L. Ecker, and Robert G. Brinkmann.

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 1, 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 Briscoe, Aye
Commissioner Ecker, Aye
Commissioner Brinkmann, Aye

The Commission met in closed session on Wednesday, November 1, 2017 at 1:00 p.m. and adjourned at 2:15 p.m.

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-- OPEN MEETING --

COMMISSION PRESENTATION

At the August 4, 2017, Commission meeting, the Commission unanimously approved by a quorum of Commission members present the Resolution Expressing Appreciation to Greg Horn for Outstanding Service to the State of Missouri. Mr. Horn retired September 1, 2017 and was not present at the August meeting. The Commission presented the resolution to Mr. Horn at the November 1, 2017 meeting and congratulated him on his recent retirement.

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APPROVAL OF MINUTES

Upon motion by Commissioner Briscoe, seconded by Commissioner Waters, the Commission unanimously approved the minutes of the regular meeting held August 4, 2017. 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 1, 2017, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Smith, seconded by Commissioner Waters, the consent agenda items were unanimously approved by a quorum of Commission members present.

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees’ Retirement System Board of Trustees. The following committee and board reports were made during the November 1, 2017, meeting.

Audit Committee – Commissioner Waters reported the committee met with the external auditing firm, RubinBrown. Jeff Winter and Ted Williams presented the fiscal year 2017 comprehensive annual financial report including the independent audit report. State law, 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 eighteenth consecutive year. The Commission also reviewed and accepted two internal audits 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 Broecker for their team’s work on taking care of MoDOT’s finances year round and for earning the eighteenth consecutive unmodified opinion.

Legislative Committee – Commissioner Smith reported, the first day for pre-filing legislation for the 2018 session of the Missouri General Assembly is December 1. MoDOT staff has also been actively pursuing legislative sponsors for the commission’s legislative agenda items which include strengthening

Missouri's seat belt law; prohibiting the use of hand-held electronic wireless communication devices while driving; and seeking legislation that would advance automated and driver-assistive connected vehicle technologies. The Commission and the department look forward to the upcoming legislative session and what advances can be made for transportation.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report.

MoDOT and Patrol Employees' Retirement System – Commissioner Pace stated there was no report.

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DIRECTOR'S REPORT

During the November 1, 2017, Commission meeting, Director Patrick McKenna provided the following report:

Statewide Winter Operations Drill –The Director reported the department is preparing for the upcoming winter weather season with the annual statewide winter operations drill today. The drill, in conjunction with the winter operations skills training allows the department to test the readiness of the workforce and equipment. The detailed winter operations plan includes set routes for the trucks to drive to allow the department to work efficiently and make the most of the department's resources. The snowplow circuits are measured to assist with determining response times when snowfall occurs.

2017 Missouri Seatbelt Usage Survey Report – Director McKenna explained recent survey results indicate Missouri's overall seatbelt usage is up to 84 percent that is a 2.6 percent increase from 2016. The national average for seatbelt usage is 90.1 percent so while there is room for improvement, progress is being made. Missouri is one of only 15 states that does not have a primary seatbelt law. About two-thirds of the fatalities from crashes in Missouri are due to unbelted drivers and passengers.

Fifty-three Missouri cities and two counties have adopted their own primary seatbelt ordinances to protect their citizens. It does not cost any taxpayer dollars to take a half a second to buckle up. It is a critical safety measure that all citizens should be focused on. The department is working with legislators to pursue a primary seat belt law this legislative session. Additionally, the department currently has the Buckle Up Phone Down safety campaign taking place to encourage individuals and businesses to take the pledge to wear their seat belts and not use their cell phones while driving. To date the department has over 250 companies that have signed up and changed their corporate policy to prohibit the use of cell phones and texting and driving while on company time.

Washington D.C. – In October, Director McKenna provided testimony to the House subcommittee on highways and transit of the committee on transportation and infrastructure of the U.S. House of Representatives. This subcommittee is chaired by Missouri’s Congressman, Sam Graves. The subcommittee has been holding public hearings seeking input from state departments of transportation to prepare for drafting the next transportation authorization act. The current act, Fixing America’s Surface Transportation Act (FAST Act) will expire in 2020. Now is the time to get a long term bill in place to stabilize federal funding for transportation.

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PRESENTATION BY THE EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS

James Wild, Executive Director, described for the Commission the East-West Gateway Council of Governments (EWGW) region. It includes 2 states, 8 counties, 203 municipalities, \$141 billion economy, 150,000 businesses, 10,600 miles of road that includes 750 miles of the interstate system, and 2.6 million people. The EWGW has a 24 voting-member board that includes elected officials and regional citizens. The board also includes 5 non-voting members, MoDOT is a non-voting member. The EWGW organization has four different departments: transportation, research, community planning, and homeland security.

Transportation is about more than moving people and goods; it is about quality of life, mobility, economic development and accessibility. The EWGW is a metropolitan planning organization and as such it has things that it is required to do and there are other things that it gets to do. One of the mandated things is a twenty-year long range transportation plan that establishes a vision and priorities for the St. Louis region. This plan explains how EWGW will invest federal, state, and local funds for transportation and transit. The long range plan is about a \$14 billion program over a 20 year horizon. Another requirement is the Transportation Improvement Program (TIP) and projects must be included in the TIP in order to receive federal funds. The TIP is about a \$2.6 billion program over a 4 year period of time.

Mr. Wild described a few things that the EWGW gets to do for the region. One of those is to have a focus on freight with a regional freight-way that was established as a result of a freight study and strategic analysis. Freight is one of the biggest users of the transportation system not just in St. Louis but the state and the nation. Another thing the EWGW gets to do is a Great Streets Initiative. To date there have been 12 different great street projects that have looked at roads beyond moving cars and products, but for moving people, creating spaces, and improving the quality of life in the region. He then described a great streets project currently underway at Forest Park. A safety effort that EWGW gets to do is called the Drive for Tomorrow program. This is an opportunity to partner with MoDOT to help young people understand the gravity and responsibility of driving and consequences when you're not meeting those responsibilities.

Mr. Wild then described a document that is developed by the research department every four years called Where We Stand. This document compares the St. Louis region to the fifty largest urban areas in the country using 222 different metrics including economic development, education, innovation, segregation, and economic opportunity. The document indicates where the region is doing well or not doing well, and creates an opportunity for conversation on how the St. Louis region can do better.

The homeland security department put together the St. Louis Area Regional Response System in 2003 that distributes homeland security funding to police, fire, emergency medical services, and other organizations that deal with homeland security issues. A result of this collaborative effort has been the microwave communication system that was implemented in the St. Louis region. Mr. Wild stated it is the largest regional communications network in the country.

The St. Louis region is facing funding challenges similar to MoDOT. This includes not only funding for roads but for transit as well. Transit is used in every part of the state regardless of whether it is a rural or urban area. People use transit to gain access to healthcare, jobs, and education. The only way to maintain and improve the economy is to make sure people are able to get where they need to go.

Commissioner Briscoe thanked Mr. Wild for his presentation and for his continued advocacy for transportation in the St. Louis region. He reminded Mr. Wild that there are many transportation needs all across the state as well.

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BI-STATE DEVELOPMENT AND ST. LOUIS REGIONAL FREIGHTWAY

John Langa, Vice President of Economic Development with Bi-State Development, and Dennis Wilmsmeyer, Executive Director of America's Central Port, presented about Bi-State Development and the St. Louis Regional Freightway. Mr. Langa explained in 1949, Bi-State was established through an interstate compact between Missouri and Illinois. Bi-State is an economic development agency that works in three counties in Illinois, three counties in Missouri, and the city of St. Louis. There are five different enterprises within Bi-State that include Metro transit, St. Louis Downtown Airport, St. Louis Regional Freightway, the Gateway Arch, and the Bi-State Development Research Institute.

Mr. Langa described Metro transit services explaining there are eighty bus routes, thirty-seven metro-link stations, and forty-six miles of metro-link traffic. Last year, Metro had 44 million riders. He also noted Metro's economic impact that has occurred within one-half mile of each metro link station; about \$7 billion that has been invested near these stations.

Mr. Langa then explained how the St. Louis Regional Freightway was launched in 2014 with support from both sides of the Mississippi River. The St. Louis region has six Class 1 railroads, four interstate highways, and is the furthest north port on the Mississippi River that can ship twelve months a year.

Mr. Langa shared how transportation cost is a prominent factor that is considered by businesses when locating in a region. For example, a widget is manufactured and needs to get to retail, the cost of moving that widget from manufacturer to retail is \$1.00. The breakdown of the \$1 per unit cost is 50 cents allocated to transportation, 21 cents allocated to inventory, 17 cents allocated to labor, and 4 cents

allocated to real estate costs. The largest item of cost is transportation. When site selectors come to the region they are looking for a location that can reduce their transportation costs. Site selectors try to find low congestion sites with easy on and off access to interstates and a good market to deliver the goods.

Mr. Langa stated site selectors also consider the mode of transportation based on what is being shipped and the time frame for shipping. He provided an example of moving one ton of cargo with a single gallon of fuel by the different modes; that cargo can travel 576 miles on a barge, or 413 miles by train, or 155 miles by truck. He also described how a fifteen barge tow can transport the amount of cargo it would take 1,050 trucks or 216 rail cars to transport.

Mr. Langa reported the mission of the St. Louis Regional Freightway is to optimize the region's transportation network through public and private partnerships. There are three committees organized by the freightway. The Needs Analysis and Freight Development Committee is led by Mike McCarthy of the Terminal Railroad Association of St. Louis. The Marketing Committee is led by Dennis Wilmsmeyer of the America's Central Port. The Policy Committee is led by Dr. Ed Hillhouse, formerly of the East-West Gateway Council of Governments.

Mr. Wilmsmeyer reported the Needs Analysis and Freight Development Committee were instrumental in selecting projects to help move products more quickly for less cost, which will help attract more business to the St. Louis region. Project selection was based on economic impact, multimodal impact, efficiency impact, and safety and security in travel. Two nationally significant projects were identified. The Merchants Bridge is a bridge owned by the Terminal Railroad Association originally designed and built for two trains to cross at one time; it is currently over 100 years old and has been weight restricted for a number of years. The other project includes improvements to Interstate 270 in Illinois and Missouri.

Mr. Wilmsmeyer explained the region has many barge advantages due to its central location in the country on the Mississippi River and the northernmost ice-free and lock free access to the

Mississippi River. The St. Louis region is also known as the Ag Coast of America. There are fifteen public and private terminals located within a fifteen mile stretch of the river. These ports move agricultural products that include grain and fertilizer. Over the past seven years more than \$200 million has been invested in the ports on the Ag Coast of America to encourage the continued economic activity on the river.

Commissioner Waters expressed his appreciation for their work to promote the movement of freight in Missouri. He noted the importance of freight to Missouri and to the nation.

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PUBLIC COMMENT – ST. CLAIR CITY ADMINISTRATOR

Travis Dierker, St. Clair City Administrator, thanked the Commission on behalf of the citizens of St. Clair, the Board of Alderman, and the mayor for approving the acceptance of the St. Clair Regional Airport’s assets so that the closure of the airport may proceed. This is a unique situation but the community hopes this closure will benefit the community and the region. Mr. Dierker thanked MoDOT for their assistance throughout this process and specifically mentioned Amy Ludwig, Administrator of Aviation; Judy Wagner, Area Engineer; and Director McKenna.

Chairman Pace thanked Mr. Dierker for his remarks and expressed appreciation for the cooperation between the city and MoDOT.

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STATE OF THE ST. LOUIS DISTRICT

On behalf of the Director, Tom Blair, St. Louis District Engineer, shared some basic statistics about the district that includes Franklin, Jefferson, St. Charles and St. Louis counties as well as the city of St. Louis. The district is responsible for 5,736 lane miles of road this includes a mix of urban roads and rural routes. Of the major roads 89 percent are in good condition and of the minor roads 76 percent are in good condition. The district maintains 57 major bridges that are over 1,000 feet in length, 87

percent of these bridges are in good or fair condition. There are also 1,098 non-major bridges and 50 of those bridges are in poor condition. On average the district will replace about 4 non-major bridges per year, but unfortunately about 3 non-major bridges per year are downgraded from fair to poor condition.

An area of focus for the district is traffic congestion. The department tracks congestion in the morning and evenings in the TRACKER performance measures. The major routes are coded by color; green is good traffic flow, yellow is moderate traffic flow, and red is traffic congestion. The district has been working to change some of the areas that are red to yellow. One way this has been accomplished is through capital improvement projects that added lanes on I-64 west of I-270. Another effort underway is the multi-agency work zone coordination where weekly calls with sister agencies take place to discuss project work zones so that impacts to traffic can be minimized. Traffic congestion is also mitigated by the district through the Transportation Management Center (TMC) and an emergency response team that operates 24/7/365. The TMC communicates with the traveling public regularly to reduce the impact to traffic when incidents occur.

From 2014 through 2016 nearly 400 people lost their lives in crashes in the St. Louis region. Of those nearly 400 fatalities 244 were unbuckled. The St. Louis region has stepped up to the challenge to encourage the use of safety belts by passing primary safety belt ordinances; St. Louis county and many municipalities have passed these ordinances. The top contributing circumstances to these crashes continues to be driver behavior. These behaviors include speed, impaired driving, failure to yield, and distracted driving. The department continues to try and mitigate the impacts of those crashes through strategic engineering solutions. Additionally, regional partners that include law enforcement, schools, hospitals and other groups try to make a difference through education and enforcement efforts. The Drive to Tomorrow program is an effort to educate thousands of high school students across the St. Louis region to develop good driving behaviors.

The district receives nearly one-third of funds available in the Statewide Transportation Improvement Program (STIP). This equates to about \$300 million per year, of that approximately 80 percent is used to take care of the system and 20 percent is used to improve the system focusing on congestion and safety measures. The district is able to use its operations budget to contract a lot of the routine maintenance operations through the STIP. However, much of the work of the emergency response team, motorist assist operations, drainage work, and some bridge work is included in the district's operations work plan.

Mr. Blair explained that during the spring flooding this year, the I-44 and Highway 141 interchange was under water, but now it is under construction. This is a design build project that is scheduled to open in the summer of 2018 and will address mobility and safety issues for both roadways. Another project the district is proud to be working on is the safety design-build project that will address 31 locations in St. Charles and Franklin counties. When completed in 2019 the district believes 70 lives will be impacted positively due to these safety improvements that will reduce serious and fatal crashes. Another project under construction is the Route 47 Bridge that will connect Warren and Franklin counties at Washington. This project is taking care of the system and will be open to traffic in 2018. The Poplar Street Bridge in downtown St. Louis is being rehabilitated, this project will be an engineering spectacle to watch when the contractor slides the bridge over nine feet and add, a lane so there will be a total of five lanes of traffic from Missouri to Illinois.

Mr. Blair reported the environmental assessment for I-270 north has been completed. This project will address I-270 from the Chain of Rocks Bridge over the Mississippi river on one end all the way to I-70 on the other end. This is a 15 mile project and the study's preferred alternative will cost \$700 million; unfortunately the St. Louis Region only has \$140 million available currently. Another study that is currently in progress is the planning and environmental study for I-70 from downtown St. Louis west to Wentzville. That study is expected to be completed by early 2018.

While proud of the workforce, Mr. Blair is concerned about the district workforce. He is concerned about the district's ability to retain and attract employees. The district reached an all-time high of 20 percent turnover for 12 consecutive months. This impacts both areas of operations and program delivery. The district struggles to retain licensed professional engineers and to attract maintenance workers.

Commissioner Brinkmann commended Mr. Blair for the roads and bridges that are in good condition. He agreed with Mr. Blair that your workforce is your biggest asset and recognized the challenges the district is facing currently.

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FISCAL YEAR 2017 COMPREHENSIVE ANNUAL FINANCIAL REPORT, INCLUDING INDEPENDENT AUDIT REPORT

On behalf of the Director, Brenda Morris, Financial Services Director, and Ted Williams, CPA, RubinBrown, presented the Comprehensive Annual Financial Report (CAFR) for Fiscal Year 2017 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. Morris reported for the eighteenth 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. Morris stated the management discussion and analysis section of the CAFR provides a good overview of the financial activity of the last year and the statistical section provides comparative information. One of the statistics presented is the ten-year history of the net position for the department. An item discussed in the management discussion and analysis section is the department's financial

health based on information presented in the financial statements. The department's net position in fiscal year 2017 increased by almost \$443 million or 1.6 percent when compared to fiscal year 2016. The increase in net position is the result of assets increasing while liabilities decreased. The increase in assets is a result of completed projects that raised the value of the infrastructure. The decreased liabilities are the result of a reduction in debt. The department paid \$413 million in debt service in fiscal year 2017, of which \$309 million was principal and \$104 million was interest. The department called a couple of bond series in 2017 that totaled \$118 million and resulted in saving just under \$30 million in interest.

Ms. Morris explained the value of the state's transportation infrastructure can be obtained from the CAFR. That is the value of the almost 34,000 miles of roads 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 2017 was \$55 billion. The replacement cost for this same asset is \$125 billion. In contrast to the value of the infrastructure, the state of Missouri is only investing two percent in maintain or improving this asset. This falls short of what should be invested in Missouri's transportation system.

Ted Williams, CPA, reviewed with the Commission the results of the audit of the CAFR for the year ended June 30, 2017. He explained the CAFR is a large comprehensive report, and the auditor's opinion covers the financial statements. Included in the financial statements is the independent auditor's report which is the unmodified clean opinion on the financial statements. The auditor's opinion states the financial statements are free from any material misstatement and presented in accordance with generally accepted accounting principles. Mr. Winter indicated the auditor's opinion on internal control and compliance over the financial reporting process is included in the last two pages of the CAFR, and there is no opinion rendered there. He also reported there were no audit adjustments required as a result

of the audit work. Mr. Winter praised the professional and competent Financial Services Division staff for their assistance and cooperation during the audit process.

Ms. Morris recommended the Commission accept the Fiscal Year 2017 CAFR and independent audit report as presented. Commissioner Waters noted RubinBrown reviewed the CAFR in great detail with the Audit Committee. He commended staff for the outstanding work to accomplish yet another clean report. After consideration and upon motion by Commissioner Briscoe, seconded by Commissioner Ecker, the Commission unanimously accepted the Fiscal Year 2017 Comprehensive Annual Financial Report and Independent Audit Report as presented.

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ACCEPTANCE OF ASSETS FROM THE CITY OF ST. CLAIR REGIONAL AIRPORT

On behalf of the Director, Michelle Teel, Multimodal Operations Director, explained the City of St. Clair has pursued closure of the St. Clair Regional Airport for several years. In 2014, Congress passed Public Law 113-285, authorizing the Federal Aviation Administration to accept closure of the airport and transfer funds from the city's airport fund and other salvageable equipment as part of the closure process. Ms. Teel stated airports are a tremendous asset to the communities they serve and it is very rare to have a closure of an airport. The transfer of assets is being presented to the Commission due to the unique nature of the closure of a federally funded airport in Missouri. Teel reported that closure of the St. Clair Regional Airport will be undertaken solely by the City and the Federal Aviation Administration.

After consideration, and upon motion by Commissioner Smith, seconded by Commissioner Waters, the Commission unanimously authorized the Department to accept the funding and asset transfer that Public Law 113-285 requires be paid to MoDOT, and authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the Agreement Regarding

Transfer and Disposition of Airport Equipment and Facilities, subject to approval as to form by the Chief Counsel's Office.

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A REPORT CARD FROM MISSOURIANS – 2017

On behalf of the Director, Machel Watkins, Transportation Planning Director, presented the results of the 2017 Report Card from Missourians. This is the tool the department uses to determine how satisfied customers are with MoDOT's work, and also to get input about the services and results that are most important to them. She reminded the Commission about how this information is collected. Independent telephone surveys are conducted with more than 3,500 Missourians throughout the state. At least 500 telephone interviews are conducted in each of the seven districts, and this is to ensure accurate, statistically valid results.

The department learned that customer satisfaction is high, higher than it was two years ago when the last survey was conducted. Customer satisfaction is at 83 percent compared to 81 percent two years ago. Ms. Watkins also noted the 3 percent increase in customers that were very satisfied, from 25 percent in 2015 to 28 percent in 2017.

MoDOT works very hard as an organization to communicate very clearly with Missourians. The survey indicates MoDOT is doing a good job there; nearly all of the respondents indicated that accurate, timely and understandable information is provided. This result is particularly satisfying, as state government, one has to communicate some technical information, and to do so in a manner that is understandable is notable.

Missourians indicate that they trust MoDOT to keep its commitments, and that level of trust is up from 85 percent in 2015 to 87 percent in 2017. The percentage that felt very strongly that they trusted the department went up significantly from 35 percent in 2015 to 41 percent in 2017. When you add this

information to the overall customer satisfaction it indicates that Missourians think MoDOT is doing a good job with the funds that are available even though funding is insufficient.

The survey also asked Missourians, of the services provided by MoDOT, what is important to them? The results indicate keeping major roads in good condition is most important to them, quickly followed by keeping bridges in good condition, and then managing snow and ice. They are also very interested in having signing and striping that is easily visible and bright. It is also important to them to maintain the minor road system in good condition. This information will be used to manage and allocate resources moving forward.

Missourians were asked about their opinions on transportation funding. The results were that eighty-six percent want more transportation funding. The survey then asked how much more one would be willing to pay on a monthly basis for transportation. Seventy percent indicated they would be willing to spend another \$5.00 a month to take care of the system adequately. However, there was no clear funding choice; a split among many different options most notable was the fuel tax option was up five percent from two years ago at 29 percent. Other options selected were tolls at 23 percent, sales tax at 15 percent, mileage tax at 12 percent, none at 11 percent and fees at 10 percent. Missourians have continued high satisfaction with slight increases about the work MoDOT is doing. They do believe that providing more funding for transportation should occur, but they're not in agreement about what the best method is to do that.

Commissioner Ecker commented that he felt the good results were a reflection of the good work that our employees are doing to provide safe travel through maintenance of the state's transportation system. Commissioner Smith commented it was good to see the support for a fuel tax increase. Commissioner Pace commented that the good news is Missourians are getting the word that transportation needs additional funding, the crux of the matter is the need to reach consensus on how to get the funding.

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RESOLUTION EXPRESSING APPRECIATION TO MARY E. NELSON FOR OUTSTANDING SERVICE ON THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

WHEREAS, Mary E. Nelson was appointed to the Missouri Highways and Transportation Commission by Governor Jay Nixon, on July 13, 2015. Commissioner Nelson served a two-year term ending September 8, 2017; and

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

WHEREAS, Commissioner Nelson performed her duties with extraordinary professionalism, integrity, dignity, and a keen sense of humor that would rise to the occasion; and

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

WHEREAS, Commissioner Nelson gave unselfishly of her personal time to enhance public awareness of Missouri’s transportation needs and shared her passion for all modes of transportation; and

WHEREAS, Commissioner Nelson valued transparency in government as evidenced by her support of the open meetings law that allowed the public to provide formal presentations and informal comment to the Commission. During her tenure she heard forty public presentations and thirty-three public comments from citizens regarding transportation in Missouri; and

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

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

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

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RESOLUTION EXPRESSING APPRECIATION TO EDWARD D. HILLHOUSE FOR OUTSTANDING SERVICE ON THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

WHEREAS, Edward D. Hillhouse was appointed to the Missouri Highways and Transportation Commission by Governor Jay Nixon, on December 2, 2016. Commissioner Hillhouse served an all too brief term ending January 30, 2017; and

WHEREAS, Commissioner Hillhouse performed his duties with extraordinary professionalism, integrity, and dignity; and

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

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

WHEREAS, Commissioner Hillhouse gave unselfishly of his personal time to enhance public awareness of Missouri’s transportation needs and has a demonstrated past of collaboration and cooperation among transportation stakeholders in the St. Louis region; and

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

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

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

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REPORT AND RECOMMENDATION REGARDING NOTICE OF PROPOSED AMENDED RULEMAKING – DESIGN-BUILD PROJECT CONTRACTS ADMINISTRATIVE RULES

On behalf of the Director, Eric Schroeter, State Design Engineer, presented to the Commission notice of proposed amended administrative rulemaking 7 CSR 10-24.010 through 7 CSR 10-24.330 -

Design-Build Project Contracts, which would eliminate unnecessary language restrictions throughout, update and incorporate references to the United States Code and Code of Federal Regulations throughout, update the definitions of terms used throughout the rules, including an expanded definition of the methods of design-build procurements the Commission may use, correct titles to match the current Department organizational structure, and update the rules to remove outdated processes and guidance. Under Executive Order 17-03, the Commission is required to review each of its rules in the *Code of State Regulations*, as a result of this review these rule changes are being proposed for consideration.

The public will have an opportunity to submit comments in support of or in opposition to this proposed amended rulemaking. All comments received from the public will be considered and summarized in the order of rulemaking.

After consideration, the Commission, via approval of the consent agenda, unanimously found substantial evidence that the proposed amended rulemaking is necessary to carry out the purposes of 227.107 RSMo that grant the Commission's rulemaking authority. Authorized staff to work collaboratively with the Governor's Office on the proposed amended rulemaking; if the proposed rulemaking is revised after collaboration, staff shall submit to the Commission, via electronic ballot, the revised rulemaking to allow Commission review of the revisions and ask the Commission to approve the revised rulemaking. Authorized the Secretary to the Commission to file the notice of proposed amended rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in the *Missouri Register*. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute documents to initiate the rulemaking process.

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REPORT AND RECOMMENDATION REGARDING NOTICE OF PROPOSED AMENDED RULEMAKING – UNIFORM RELOCATION ASSISTANCE

On behalf of the Director, Eric Schroeter, State Design Engineer, presented to the Commission proposed amended rulemaking for 7 CSR 10-4.010 and 10-4.020 Uniform Relocation Assistance. These rules are being amended to remove unnecessary restrictive language, update the administrative hearing process for applicants denied relocation assistance benefits by the Department, clarify when the appeal board has no jurisdiction to hear an appeal request, clarify that the hearing will be conducted at MoDOT’s office in Jefferson City, update the members of the appeal board, and clarify the Design Division is responsible for the program. Under Executive Order 17-03, the Commission is required to review each of its rules in the *Code of State Regulations*, as a result of this review these rule changes are being proposed for consideration.

The public will have an opportunity to submit comments in support of or in opposition to the proposed amended rulemaking. All comments received from the public will be considered and summarized in the order of rulemaking.

After consideration, the Commission, via approval of the consent agenda, unanimously found that there is substantial evidence the proposed amended rulemaking is necessary to carry out the purposes of Sections 226.150 and 523.210, RSMo that granted the rule authority, authorized the Secretary to the Commission to file the notice of proposed amended rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in the *Missouri Register*, and authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute documents to initiate the rulemaking process.

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REPORT AND RECOMMENDATION REGARDING NOTICE OF PROPOSED AMENDED RULEMAKING – UTILITY AND PRIVATE LINE LOCATION AND RELOCATION

On behalf of the Director, Eric Schroeter, State Design Engineer, presented to the Commission proposed amended administrative rulemaking for 7 CSR 10-3.010 through 7 CSR 10-3.030 Utility and Private Line Location and Relocation that eliminates unnecessary language restrictions within the rules, corrects the address of the Commission in order for permit applicants to obtain information, corrects the number of Department districts from ten to seven, updates the utility location administrative hearing process to be consistent with the Missouri Administrative Procedures Act in Chapter 536, RSMo, updates antiquated information and clarifies emergency permit and other requirements. Under Executive Order 17-03, the Commission is required to review each of its rules in the *Code of State Regulations*, as a result of this review these rule changes are being proposed for consideration.

The public will have an opportunity to submit comments in support of or in opposition to the proposed amended rulemaking. All comments received from the public will be considered and summarized in the order of rulemaking.

After consideration, the Commission, via approval of the consent agenda, unanimously found substantial evidence that the proposed amended rulemaking is necessary to carry out the purposes of 227.240 RSMo that granted rule authority. Authorized staff to work collaboratively with the Governor's Office on the proposed amended rulemaking; if the proposed rulemaking is revised after collaboration, staff shall submit to the Commission, via electronic ballot, the revised rulemaking to allow Commission review of the revisions and ask the Commission to approve the revised rulemaking. Authorized the Secretary to the Commission to file the notice of proposed amended rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in the *Missouri Register*. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute documents to initiate the rulemaking process.

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REPORT AND RECOMMENDATION REGARDING NOTICE OF PROPOSED RESCINDED AND PROPOSED NEW RULEMAKING – DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

On behalf of the Director, Lester Woods, External Civil Rights Director, presented to the Commission notice of proposed rescinded and proposed new administrative rulemaking 7 CSR 10-8, Disadvantaged Business Enterprise Program that eliminate duplication with current federal rules, as well as remove outdated procedures, incorporate by reference the DBE program rules from the Code of Federal Regulations (**CFRs**) into the CSR, describe updated policies and procedures applicable to the Missouri Unified Certification Program, and harmonize the CSR and CFRs on DBE Program goal setting and contract goals. Under Executive Order 17-03, the Commission is required to review each of its rules in the *Code of State Regulations*, as a result of this review these rule changes are being proposed for consideration.

The public will have an opportunity to submit comments in support of or in opposition to this proposed rescinded and proposed new rulemaking. All comments received from the public will be considered and summarized in the order of rulemaking.

After consideration, the Commission, via approval of the consent agenda, unanimously found substantial evidence that the proposed rescinded and proposed new rulemaking is necessary to carry out the purposes of 227.107 RSMo that granted rule authority. Authorized staff to work collaboratively with the Governor’s Office on the proposed rescinded and new rulemaking; if the proposed rulemaking is revised after collaboration, staff shall submit to the Commission, via electronic ballot, the revised rulemaking to allow Commission review of the revisions and ask the Commission to approve the revised rulemaking. Authorized the Secretary to the Commission to file the notice of proposed amended rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State

for publication in the *Missouri Register*. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute documents to initiate the rulemaking process.

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FISCAL YEAR 2018 BUDGET AMENDMENT

On behalf of the Director, Brenda Morris, Financial Services Director, recommended decreasing receipts available to MoDOT \$7.0 million and increasing disbursements \$29.1 million for the fiscal year 2018 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 2018 budget amendment described above.

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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 D01 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 20, 2017, letting, as recommended and noted in Table I below.

**Table I
Award of Contracts
October 20, 2017, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	I-35	Harrison	J1I3169	\$4,488,638.67	\$0.00	Herzog Contracting Corp.	Coldmill and Resurface
A02	36	Dekalb	J1P3187	\$286,395.44	\$0.00	James H. Drew Corporation	Guardrail Improvement

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A03	59	Holt	J1S0605	\$547,631.00	\$95.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Bridge Replacement
A04	275	Atchison	J1S1042	\$2,267,040.07	\$0.00	Herzog Contracting Corp.	Resurface and Shoulder Improvements
A05	136	Gentry	J1P3006	\$2,023,960.95	\$0.00	Herzog Contracting Corp.	Coldmill and Resurface
	W	Dekalb	J1S3202				Resurface
	D	Andrew	J1S3201				
C01	I-49	Cass, Jackson	J4I3114	\$4,085,246.77	\$0.00	Ideker, Inc.	Resurface
C02	150	Jackson	J4S3201	\$329,915.75	\$8,500.00	Capital Electric Line Builders, Inc.	ADA and Intersection Improvements
D01*	42	Maries, Miller	J5P3191	\$3,745,233.30	\$0.00	Capital Paving & Construction, LLC	Resurface and Add Shoulders
D02	17, H	Cole, Miller	J5P3194	\$2,422,065.64	\$0.00	Capital Paving & Construction, LLC	Resurface and Add Shoulders
D03	52	Morgan	J5P3208	\$856,081.48	\$0.00	Vance Brothers, Inc.	Microsurface
D04	5	Moniteau, Morgan	J5P3209	\$1,049,207.26	\$0.00	Vance Brothers, Inc.	Microsurface
D05	40	Boone, Howard	J5P3213	\$4,113,363.38	\$0.00	Capital Paving & Construction, LLC	Resurface and Shoulder Improvements
D06	63	Maries	J5P3298	\$224,074.15	\$0.00	Mera Excavating, LLC	Scour Repair
D07	89	Osage	J5S3296	\$204,771.60	\$0.00	Boone Construction Co.	Scour Repair
D08	42	Maries	J5S3297	\$210,738.00	\$0.00	Mera Excavating, LLC	Scour Repair
F01	I-70 OR	St Charles	J6I2240	\$999,950.00	\$0.00	Pace Construction Company	Coldmill and Resurface
F02	Various	Franklin, Jefferson, St Charles, St Louis, St Louis City	J6Q3053E	\$996,543.21	\$64,776.44	Gerstner Electric, Inc.	ITS Improvements
F03	N	St Charles	J6S3148	\$505,000.00	\$0.00	Pace Construction Company	Bridge Replacement
G01	N	Vernon	J7S0548	\$741,881.29	\$0.00	Capital Paving & Construction, LLC	Bridge Replacement

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
G02	86	Newton	J7S2227C	\$1,242,905.17	\$0.00	Emery Sapp & Sons, Inc.	Coldmill and Resurface
G03	T	Christian	J8S2237	\$684,808.97	\$0.00	Leo Journagan Construction Co., Inc.	Resurface
	VV	Webster	J7S3121				Resurface and Add Shoulders
G04	A	Stone	J7S3275	\$898,234.22	\$0.00	Leo Journagan Construction Co., Inc.	Resurface
	K	Christian, Stone	J7S3122				Resurface and Add Shoulder
G05	Y, T, O	Taney	J7S3124	\$1,222,111.13	\$0.00	Leo Journagan Construction Co., Inc.	Resurface and Add Shoulders
G06	D, K	Newton	J7S3138	\$893,032.41	\$0.00	Emery Sapp & Sons, Inc.	Resurface and Add Shoulders
G07	NN	Dade	J7S3154	\$668,181.19	\$0.00	Capital Paving & Construction, LLC	Bridge Replacement
G08	AA	Bates	J7S3155	\$363,655.30	\$0.00	Gene Haile Excavating, Inc.	Bridge Deck Replacement
G09	60	Greene	J8P3126	\$1,005,980.00	\$0.00	KCI Construction Company	Sound Wall
G10	MM	Greene	J8S3084	\$188,314.21	\$0.00	Emery Sapp & Sons, Inc.	Pavement Improvement
H01	C	Bollinger, Stoddard	J9S3347	\$870,000.00	\$0.00	Pace Construction Company	Resurface
	91	Stoddard	J9P3349				
H02	DD	Ste. Genevieve	J9S3234	\$1,903,542.24	\$0.00	Lead Belt Materials Company, Inc.	Resurface
	49	Reynolds	J9P3188				
	E	Iron	J9S3190				
H03	75	Mississippi	J9S3314	\$1,241,960.81	\$0.00	Apex Paving Co.	Resurface
	C	Dunklin	J9S3248				
	EE	Pemiscot	J9S3323				
	O	Dunklin	J9S3244				
	VV	Dunklin	J9S3245				
			TOTAL:	\$41,280,463.61	\$73,371.44		

* Call D01 – Funding by City of Iberia – \$11,226.00

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received at the October 20, 2017, 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.

Commissioner Brinkmann abstained from Calls F01 and F02.

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2018-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

On behalf of the Director, Ed Hassinger, Chief Engineer, requested approval to revise the 2018-2022 Statewide Transportation Improvement Program (STIP) that was approved effective July 3, 2017, for the implementation of thirty projects and one new special program, as noted in the tabulations below.

**Table I
2018 – 2022 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 (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
NW Atchison J1I3238	I-29	Safety improvements for wrong way countermeasures at various ramp locations. Andrew, Atchison, Buchanan, and Holt Counties.	2019 CN	\$352	\$34
NE Lewis J2P3219	US 61	Install milled rumble stripes on northbound lanes from 0.9 mile north of Route B south junction to 0.4 mile south of Route B north junction, near Canton.	2018 CN	\$69	\$7

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 (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
NE Montgomery J2S3125	MO 161	Replace bridge over I-70 near Mineola. Project involves bridge A0227. Project includes resurfacing and widening of approach curves.	2018 CN	\$691	\$48
KC Jackson J4S3085	US 169	Bridge rehabilitation or replacement over the Missouri River, 3.1 miles south of Route 9 and 0.1 mile north of I-70. Project involves bridge A4649.	2021 CN 2018 RW	\$3,086	\$979
KC Jackson J4S3085B	US 169	Bridge rehabilitation over the Missouri River, 3.1 miles south of Route 9 and 0.1 mile north of I-70. Project involves bridge A4649.	2018 CN 2018 RW	\$5,050	\$1,363
KC Jackson J4S3283	MO 350	To repair slide on the westbound ramp to 63rd Street.	2018 CN	\$717	\$13
KC Jackson J4S3301	US 40	Install trench drainage to sidewalks at Route BB in Grain Valley and at Route 150 in south Kansas City.	2018 CN	\$217	\$36
KC Jackson J4S3151	RT F	Bridge replacement with ADA Transition Plan improvements over I-70 at Route F and Route H in Oak Grove, 3.1 miles west of Route Z and 3.8 miles east of Route BB. Project involves bridge L0986.	2018 CN 2018 RW	\$1,480	\$127
KC Johnson J3S3071	RT OO	Pavement Overlay from Route M to Route 13 and on Route M from Route OO to Hwy. 50. \$2,132,000 District Operations funds.	2018 CN 2018 RW	\$146	-\$5
KC Platte J4I3300	IS 29	Install fence from Barry Road bridge to south of 56th Street.	2018 CN	\$1,074	\$179
CD Cooper J5I3303	IS 70	Safety improvements for wrong way countermeasures at various ramp locations.	2019 CN	\$445	\$60
CD Laclede J5I3300	IS 44	Pavement resurfacing and shoulder improvements from Webster County to the Route W interchange. \$1,097,000 District Operating funds.	2018 CN	\$1,097	\$176
CD Laclede J5I3302	IS 44	Safety improvements for wrong way countermeasures at various ramp locations.	2020 CN	\$592	\$77
SL Franklin J6S3365	RT E	Pavement chip sealing and guardrail upgrades from Route 100 to Route Y. \$260,000 District Operating funds.	2019 CN	\$268	\$93

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 (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
SL Franklin J6S3364	RT EE	Pavement repair and guardrail upgrades from Route 50 to end of maintenance. \$820,000 District Operating funds.	2019 CN	\$845	\$231
SL Franklin J6S3362	RT FF	Job Order Contract for asphalt pavement repairs on three routes (Route FF, Route B, and Route NN) in Franklin and Jefferson Counties. \$1,200,000 District Operating funds.	2018 CN	\$1,200	\$89
SL Franklin J6S3366	RT K	Chip seal, guardrail upgrades, cross road pipe replacements, and sign replacements from Route 30 to Route 185. \$2,540,000 District Operating funds.	2019 CN	\$2,616	\$524
SL Franklin J6S3363	RT VV	Pavement repair and guardrail upgrades from Route 100 to Route E. \$1,675,000 District Operating funds.	2019 CN	\$1,725	\$365
SL Jefferson J6S3367	RT P	Chip seal and guardrail upgrades from Route A to Route 110. \$386,000 District Operating funds.	2019 CN	\$398	\$126
SL St. Charles J6P3211	MO 364	Lane expansion and adding shoulders from 0.7 mile west of Mid Rivers Mall Drive to 0.5 mile east of Mid Rivers Mall Drive. \$121,636 city of St Peters and \$486,545 St Charles County funds.	2018 CN	\$1,298	\$89
SL St. Louis J6I3020B	IS 270	Pavement, bridge, and ADA Transition Plan improvements on the I-270 North Corridor on disconnected sections in north county. Potential Design/Build project. \$4,440,000 Statewide Transportation Alternatives funds.	2019 CN 2018 RW	\$4,663	\$149
SL St. Louis J6S3234	MO 340	Signal replacement and ADA Transition Plan improvements at I-64 ramps, New Ballas Road, Craig Road, and Mosley Road. \$76,000 Statewide Transportation Alternatives funds.	2018 CN	\$357	\$66
SL St. Louis J6S3208	OR 44	Repair Votaw Levee at 0.3 mile east of Williams Road. \$1,020,000 District Operating funds.	2018 CN	\$1,020	\$70
SL St. Louis J6S3360	OR 64	Pavement repair between Chesterfield Parkway East and I-270. \$613,000 District Operating funds.	2018 CN	\$613	\$92
SL St. Louis City J6S3361	MO 100	Installation of safety signals at six locations and on Route D at eight locations.	2018 CN	\$195	\$29

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 (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
SL St. Louis City J6S3358	MO 367	Improve safety with pavement replacement at Hall's Ferry Circle.	2018 CN	\$1,120	\$184
SL St. Louis City J6P3217	RT D	Signal optimization improvements at various locations along Route 109, I-64, I-70, and Route 364 corridors. \$416,000 Congestion Mitigation and Air Quality Program funds.	2018 CN	\$530	\$36
SW Christian J8P3015	MO 14	Add lanes to improve traffic flow and pedestrian accommodations on Jackson Street at Route NN in Ozark. \$1,662,326 Ozark STBG funds and \$415,581 city of Ozark.	2019 CN 2018 RW	\$3,561	\$350
SW Jasper J7P3187B	RT FF	Add lanes, modify signals and provide ADA ramps and sidewalks on 32nd Street at Indiana Avenue in Joplin. \$293,508 city of Joplin and \$34,224 city of Joplin STBG funds.	2019 CN 2018 RW	\$739	\$70
SE Howell J9S3498	BU 60	Bridge replacement over Kings Creek. Project involves Bridge G0642.	2018 CN 2018 RW	\$1,007	\$149
			Total:	\$37,171	\$5,806

**Table II
2018 – 2022 STIP
Section 6 Special Programs
November Amendment**

Recreational Trails Program – FY2017 Grant Recipients

Grant #	Project Sponsor and Scope of Work	Grant Award	Project Cost
2017-02	Rush Springs Ranch - Motorized Trail Project Acquisition of 60 acres and build an additional 2.77 miles of natural surface multi-use off road trails. <i>McDonald County</i>	\$150,000	\$243,404
2017-03	MPRA - Motorized Trail Project Missouri Trails Website development and data collection. <i>Statewide</i>	\$361,000	\$452,500
2017-04	City of Hannibal Parks & Recreation – Non-Motorized Trails Project 1/2 mile extension of a paved trail through the 185 acre Sodalis Nature Preserve. The trail begins in a large neighborhood and connects to the Sodalis Trail and Bear Creek. <i>Marion County</i>	\$37,497	\$69,437

Grant #	Project Sponsor and Scope of Work	Grant Award	Project Cost
2017-05	Ozark Greenways, Inc. – Non-Motorized Trails Project Phase 4 of the Fulbright Spring Greenway is construction of 1.23 miles of hard surface trail. <i>Greene County</i>	\$150,000	\$423,212
2017-06	Forest Park Forever – Non-Motorized Trails Project Extension of Forest Park's recreational trail system with a new 10-foot-wide, 43 mile asphalt connector trail from the intersection near Kingshighway/Laclede to the existing park trail system near the intersection of Kingshighway/Hospital Drive. <i>St. Louis City</i>	\$150,000	\$885,000
2017-07	City of Fayette - Non-Motorized Trails Project Phase 1 of the Rickett's development project is construction of a 3,160 ft. concrete paved trail and trail amenities. <i>Howard County</i>	\$141,569	\$221,372
2017-08	The Magi Foundation - Non-Motorized Trails Project Completion of 3/4 mile multi use trail that is eight foot wide and made of crushed limestone. Along old Highway F. <i>Franklin County</i>	\$150,000	\$315,513
2017-09	Republic Parks and Recreation - Non-Motorized Trails Project The Owen Park Trail Project includes construction of an approximate .65 mile asphalt surface trail with amenities. <i>Greene County</i>	\$73,784	\$144,438
2017-10	City of West Plains - Non-Motorized Trails Project Paving .34 miles of existing compacted gravel trails, renovate and pave 1.36 miles of existing grass trails and connect the two trails with the new .19 pave trail. Improvement of trail amenities. <i>Howell County</i>	\$150,000	\$249,000
2017-11	City of Moberly - Non-Motorized Trails Project Construction of 2,050 linear feet of new trail to connect two existing trail systems within the city. <i>Randolph County</i>	\$149,232	\$186,540
2017-12	Laura Ingalls Wilder Home Association - Non-Motorized Trails Project Construction of an asphalt paved trail that is 3,285 feet and 8 feet wide. The trail will follow precisely the original walking trail used by Laura Ingalls Wilder and her family to travel between the historic home site and the "Rock House" residence. <i>Wright County</i>	\$102,815	\$129,125
2017-13	City of St. James - Non-Motorized Trails Project Covering the remaining graveled surfaces with asphalt on the St. James-Meramec Iron Works Path. <i>Phelps County</i>	\$67,801	\$97,301
2017-14	Ozark Trail Association - Non-Motorized Trails Project Construction of 3.5 miles of trail to complete the gap between Round Spring and Echo Bluff State Park. <i>Shannon County</i>	\$95,370	\$190,050
2017-15	City of Warsaw - Non-Motorized Trails Project Construction of 1.4 miles of 10 foot wide trail to include lighting along the trail. <i>Benton County</i>	\$150,000	\$300,756
2017-16	Monticello Recreation Association - Non-Motorized Trails Project Rehabilitate the current 1/4 mile walking trail and parking lot from a gravel surface to a concrete surface. <i>Lewis County</i>	\$59,620	\$74,401

2017-17	City of King City - Non-Motorized Trails Project Construct a 4,000 foot paved trail in King City. <i>Gentry County</i>	\$146,484	\$184,423
2017-18	Poplar Bluff Parks & Recreation - Non-Motorized Trails Project Construction of 1,000 feet of concrete trail on the north side of PP Highway between Sunset Drive and Lurlyn Road. <i>Butler County</i>	\$128,889	\$184,657
Total		\$2,264,061	\$4,351,129

Via approval of the consent agenda, the Commission unanimously approved the amendment to the 2018–2022 STIP as noted in the tabulations above.

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APPROVAL OF PLANS FOR CONDEMNATION

On behalf of the Director, Eric Schroeter, State Design Engineer, recommended the Commission approve the following detailed project plans, approved by the Chief Engineer, which have been filed for condemnation.

<u>County</u> Lawrence	<u>Route</u> 39	<u>Job Number</u> J7T0043
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In accordance with Section 227.050 RSMo, the Commission via approval of the consent agenda, approved the detailed project plans for the above noted projects and directed they be filed as necessary for the condemnation of right of way.

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-- REPORTS --

The Commission received the following written reports.

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

Brenda Morris, Financial Services Director, submitted a written financial report for fiscal year-to-date ended September 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 September 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 294 active contracts held by individual engineering consultant firms prior to September 1, 2017. Eight engineering consultant services contracts were executed in September 2017, for a total of \$1,067,300. There was one non-engineering consultant contract reported in September 2017, for a total of \$10,500.

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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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