



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

TABLE OF CONTENTS

June 29, 2017

VOTE TO CLOSE MEETING 5

COMMISSION/DIRECTOR ITEMS

Consent Agenda..... 6

Commission Committees and Commission Related Boards 6

Director’s Report 7

PUBLIC PRESENTATIONS

Presentation by Delegation Representing a Better 54 Coalition..... 9

Presentation by Delegation Representing the Pike County, Illinois Economic Development Corporation 10

Presentation by Tri-State Development Summit 10

PUBLIC COMMENTS

Public Comment Expressing Appreciation for Bridge Work on Highway 79 11

Public Comment from the U.S. Highway 36 /I-72 Transportation Development District 12

Public Comment about the Buck O’Neil Bridge 12

MoDOT PRESENTATIONS

State of the Northeast District..... 13

Consideration of Proposals for Route 54 Mississippi River Bridge Design-Build Project..... 16

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

2018-2022 Statewide Transportation Improvement Program (STIP)..... 18

Consideration of Bids for Transportation Improvements 21

Request for Approval of Design of Highways..... 24

PROPERTY ACQUISITION AND CONVEYANCES

Consideration of Disposal of Excess Property, Route I-44 in St. Louis City,
Excess Parcel Number E6-26896 24

ADMINISTRATIVE RULES/POLICIES

Report Regarding Section 536.175 RSMo Administrative Rule Review Report..... 25

REPORTS

Debt Management Report..... 26
Financial – Budget – Reports: Year-to-Date Financial Report, Period Ending May 31, 2017 26
Consultant Services Contract Report..... 27

**MINUTES OF THE REGULARLY SCHEDULED HIGHWAYS AND
TRANSPORTATION COMMISSION MEETING HELD IN BOWLING GREEN, MISSOURI,
THURSDAY, JUNE 29, 2017**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Thursday, June 29, 2017, at 700 W. Adams Street, Bowling Green, Missouri. Michael B. Pace, Chairman, called the meeting to order at 1:45 p.m. The following Commissioners were present: Michael T. Waters, Jr., Mary E. Nelson, and John W. Briscoe. The following Commissioner was absent: Gregg C. Smith.

On January 30, 2017 Governor Eric Greitens withdrew the appointment of Commissioner Edward D. Hillhouse; at the time of the June 29, 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 Thursday, June 29, 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 Thursday, June 29, 2017 at 8:00 a.m. and adjourned at 9:45 a.m.

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-- OPEN MEETING --

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 29, 2017, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Waters, 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 29, 2017, meeting.

Audit Committee – Commissioner Waters stated there was no report.

Legislative Committee – Commissioner Pace reported there was no report.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Pace stated on behalf of Commissioner Smith that there was no report, and Commissioner Waters noted the MTFC would meet in August.

MoDOT and Patrol Employees' Retirement System – Commissioner Pace stated the Board met on June 22, 2017 and approved the Fiscal Year 2018 budget. The Board also certified the results of the election of Sergeant Matt Broniec as the MSHP elected active representative.

As of March 31, 2017 MPERS' fund value was \$2.11 billion, the portfolio generated a healthy 3.2 percent return in the first quarter of 2017. The fiscal year-to-date return through June 13, 2017 was an estimated 10.6 percent.

The board reviewed proposed rules that codifies current practices and meets the requirements of the Internal Revenue Service. These rules are posted on MPERS website for a public comment period that ends July 26, 2017.

The General Assembly passed Senate Bill 62 which includes three provisions relevant to MPERS; pension forfeiture cleanup, a change in the 2011 Tier vesting, and a pension buyout option for vested-former members. The Board voted to offer the pension buyout option to the Closed Plan and Year 2000 Plan members subject to the governor's approval of truly agreed and finally passed Senate Bill 62.

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DIRECTOR'S REPORT

During the June 29, 2017, Commission meeting, Director Patrick McKenna provided the following report:

Employee Service – Director McKenna recognized Renate Wilkinson for her 32 years of service at MoDOT. He noted that Renate has been responsible for the production of MoDOT's Statewide Transportation Improvement Program since 2004 when she became the Planning and Programming Engineer in the Transportation Planning Division. He commended Renate for systematically improving the STIP to be more accurate, consistent, and meaningful. He expressed his appreciation for her service

as a construction inspector, designer, funds manger, and planning manager in the Kansas City and St. Joseph district offices as well as the Central Office. He explained that her knowledge and experience gave her a well-rounded understanding of program delivery and made her ideally suited to manage the production of the STIP. Renate will retire on July 1, 2017 and the director wished her well in her future endeavors.

Transportation Roundtable Meeting Washington D.C. – The director reported he attended a roundtable discussion with U.S. Department of Transportation Secretary Elaine Chao along with eight other states to discuss the regulatory construct and the difficulty that states are having getting projects constructed, and doing so in a timely manner. The roundtable meeting was capped off with a visit from President Donald Trump who discussed infrastructure development and project delivery in the United States of America.

Transportation Research Board – The director attended the Executive Board meeting of the Transportation Research Board (TRB) to discuss a series on critical issues in transportation. These documents get updated periodically and contain engineering guidance and scientific information. The director noted the discussion involved how to liven up the document for today’s audience to make it more readable and usable to drive transportation policy in America.

21st Century Missouri Transportation System Task Force – The first meeting of the 21st Century Missouri Transportation System Task Force was held June 28, 2017, at the State Capitol in Jefferson City. The 23-member panel was created with passage of House Concurrent Resolution 47, sponsored by Representative Kevin Corlew (R-Kansas City). The group is to evaluate the condition of Missouri’s transportation system and how it is funded, and make recommendations to the legislature in January. McKenna gave a presentation on the “Citizen’s Guide to Transportation Funding in Missouri” at the initial meeting. The task force will meet monthly the rest of the year at locations across the state.

Awards - Director McKenna shared with the Commission about four awards the department won recently:

- AASHTO President’s Award for Administration will be presented in the fall to the team that produced the “Citizen’s Guide to Transportation Funding in Missouri” – Ben Reeser, Financial Planning; Todd Grosvenor, Financial Services; Bob Brendel and Laura Seabaugh, Communications; and Hilary Hamlin, Information Systems.

- Cathy Morrison won first place in photography for the cover illustration of the 2016-2017 Missouri Airport Directory from the National Association of Government Communicators (NAGC).
- The NAGC also honored MoDOT's Communications Division with awards of excellence for its "Road to Tomorrow" webpage and the online employee newsletter, "Connections."

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PRESENTATION BY DELEGATION REPRESENTING A BETTER 54 COALITION

Steve Hobbs, Presiding Commissioner for Audrain County, Missouri, and Chris Gamm, Presiding Commissioner for Pike County, Missouri, explained that today is a day of celebration, a celebration of the award of the Champ Clark Bridge project which is a key structure on Highway 54. We are also celebrating two projects that are in the Statewide Transportation Improvement Program (STIP) that will improve the 54 corridor and includes round-about improvements at Scotts Corner and Baysinger Corner. These are stepping stones to finishing the last 60 miles of this corridor that are still two lanes. The rest of this corridor is either four lanes or a shared four lanes.

The Highway 54 corridor is a link for Northeast Missouri to connect to Chicago on I-72, or the Avenue of the Saints on Highway 61, or I-70 which connects with I-44 and I-55 all vital links that will encourage economic development in the communities in the Northeast region of Missouri. It is important to have good routes for the movement of freight, not only roads for trucks, but ports for shipping goods and materials. The Coalition thanked the Commission for creating the Pike/Lincoln County Port Authority in 2011.

Mr. Hobbs and Mr. Gamm reported the Better 54 Coalition has met for ten years in an effort to improve the Highway 54 corridor from Mexico to Louisiana. They thanked the Northeast District for their participation in their meetings and for being a great group of people to work with.

Commissioner Briscoe thanked the coalition for their efforts and noted that everywhere the Commission goes the community has a transportation need. In order to fulfill those needs additional

resources are required. He asked that the coalition continue to do what it can to help the department obtain the needed resources. Chairman Pace thanked the gentlemen for their presentation.

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PRESENTATION BY DELEGATION REPRESENTING THE PIKE COUNTY, ILLINOIS ECONOMIC DEVELOPMENT CORPORATION

David Fuhler, Member of the Champ Clark Bridge Citizen’s Advisory Group, and Jim Brown, Past President of Pike County Economic Development Corporation and business manager in Pittsfield, Illinois and Louisiana, Missouri, thanked the Commission for having a Citizens Advisory Committee as part of the Champ Clark Bridge project process. They noted how impressed they were with the professionalism and effectiveness of MoDOT staff they have worked with on this committee. As businessmen in Illinois they recognize the importance of the U.S. 54 corridor and the connection of the bridge to the communities and economic activities in the region. They explained they have learned that for every \$1.00 spent on this infrastructure improvement it would generate about \$6.00 for the local economy. Since this is a \$62 million project, that calculates to a \$372 million injection in the local economy. This type of influx will be phenomenal for the region. The community is really looking forward to the good things that result from the construction of the new Champ Clark Bridge.

Commissioner Waters thanked the gentlemen for their presentation and recognized that the Commission does not hear from individuals from other states very often. He appreciated their presentation and how it highlighted the cooperation between the two states on this project.

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PRESENTATION BY TRI-STATE DEVELOPMENT SUMMIT

Tom Boland, Former Chairman of the Missouri Highways and Transportation Commission, and Tom Oakley, President and CEO of Quincy Newspapers, Inc., reminded the commission that the Summit is a 36 county economic development regional organization in Iowa, Illinois, and Missouri. This organization works on transportation, education, agriculture, tourism, workforce development, and

many other areas that impact regional development. He acknowledged recent accomplishments of the Summit which include the completion of I-72 from Chicago to Hannibal, the Chicago/Kansas City expressway with the common route designation of Route 110 and the CKC logo, the Avenue of the Saints on Highway 61 from St. Louis, Missouri to St. Paul, Minnesota.

They acknowledged the problem with transportation infrastructure today is funding. Mr. Oakley is urging the federal government to increase the federal gas tax. He explained that a document has been prepared that will be shared in Washington DC to encourage an increase in the gas tax. He noted the Summit is getting lots of help from the region as well as across the country on this issue.

Commissioner Pace thanked both gentlemen for their years of advocacy for transportation. Director McKenna expressed his appreciation for their advocacy and their leadership. He noted the document that is being shared explains how such a large problem is so simple to solve with an easy solution, raise the gas tax at both the federal and state levels.

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PUBLIC COMMENT EXPRESSING APPRECIATION FOR BRIDGE WORK ON HIGHWAY 79

JoAnn Smiley, Mayor of Clarksville, thanked the Commission for working on nine bridges on Highway 79. This route is a life-line for Clarksville and this road work brings hope for increased tourism and ability of the community to survive. She also explained the rich history of Clarksville as it was established in 1817 and is currently celebrating its bicentennial. She concluded by pleading for the preservation of the small communities and the importance of preserving the history of these communities for the country.

Commissioner Pace thanked Mayor Smiley for her comments and the community's hospitality.

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PUBLIC COMMENT FROM THE U.S. HIGHWAY 36 /I-72 TRANSPORTATION DEVELOPMENT DISTRICT

Larry Craig, Executive Director of the U.S. Highway 36 / I-72 Transportation Development District (TDD), updated the Commission on the status of the TDD. He explained that today the TDD made a payment of \$3,095,000 for the 2017 payment which was not due until December of this year. The timeline has two other payments scheduled in December of 2018 and 2019. However, the TDD would like to make the other two payments before the end of 2017 so that it may terminate and abolish the TDD. In March, the Board approved terminating the half-cent sales tax effective the end of July. The businesses and agencies within the four county district will stop collecting this sales tax the first of August. One of the procedures to terminate is to have an audit conducted by the State Auditor’s Office. The TDD would like to have that by the end of October 2017 to be able to put this matter on the April 2018 ballot and ask the voters to terminate the TDD. This process requires the TDD to redeem about \$5 million worth of CD’s by the end of July to make the final two payments that total about \$6.5 million. While the Commission has heard a lot of good news today, he hopes that this news is equally as good for the Commission and for the citizens of the counties of Marion, Monroe, Shelby and Macon which are part of the TDD.

Commissioner Pace thanked Mr. Craig for his work with the TDD to accomplish a very successful transportation project that will have a lasting impact on the region.

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PUBLIC COMMENT ABOUT THE BUCK O’NEIL BRIDGE

Sheila Tracy, Northland Regional Chamber of Commerce President, provided written comments regarding the Buck O’Neil Bridge in Kansas City. The regional group that consists of the Northland Regional Chamber, the Greater Kansas City Chamber, the Platte County Economic Development Council, the Kansas City Civic Council, and area cities are identifying ideas for future funding options.

This group is confident that MoDOT's experts and innovative staff are also looking at options. As we all know, that takes time and the current condition of the bridge must put all of this on a fast track. The group requests the Commission move forward with a five year fix while the region finds a funding solution. The corridor cannot close without a negative economic impact, and concerns for the safety of the traveling public. Please move forward with a five year fix, don't wait until the condition of the bridge requires the closure of the structure. The group is available and ready to collaborate and move toward building a new structure. There is no time to wait, there is too much at stake!

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STATE OF THE NORTHEAST DISTRICT

Paula Gough, Northeast District Engineer, described the Northeast District includes seventeen counties bordered by the Iowa state line to the north, the Mississippi River to the east, the Missouri River to the south, and U.S. 63 to the west. The district is diverse ranging from very rural to suburban; traffic varies from heavy interstate traffic with thousands of vehicles per day to a rural route with only sixteen cars per day. District staff have to balance and take care of a variety of needs for a diverse transportation system through the construction program as well as maintenance.

Asset management is critical to ongoing planning and implementation through the Statewide Transportation Improvement Program (STIP) construction projects and the maintenance work provided through the operating budget. Ms. Gough thanked the commission for the asset management deficit program that allows the district to start working to close the gap for maintaining the district's roads and bridges and keeping them in the condition they are in today.

The maintenance staff does a lot of work through the operating budget. This work includes mowing, patching, incident management, and inclement weather that includes flooding. The mild winter has allowed the district to make additional plans for maintenance work with about \$2.6 million in savings going toward asphalt patching, edge rut repairs, sealing, mill and fill, and a lot of bridge work.

This work is vital to maintaining the roads in the rural areas. The STIP in the northeast district includes 49 bridge replacements and rehabilitations, and resurfacing of 1,376 lane miles. Through the combined work provided for through STIP funding and the operating budget the district is able to hold its own on pavement condition.

The district has been able to reduce the number of poor condition bridges. Typically about ten bridges per year fall into the poor condition category but last year only six bridges moved into that category. Through a combination of preventive maintenance and bridgework that maintenance crews conduct daily in addition to the construction program the district continues to make progress on bridge condition.

Ms. Gough commended staff from both MoDOT and IDOT for their collaboration on the Champ Clark Bridge project. She noted how impressive it has been to see states working together to get this very important project where it is today, ready for award. She also commended the Bowling Green maintenance staff and the bridge maintenance and inspection staff for monitoring and keeping the bridge safe and open to traffic. It will be important to do that for a little while longer. These crews are responsive no matter the time of day they are called to make sure this critical artery remains open to traffic.

The district also has a safety plan that takes the Blueprint for Safety goals and priorities and applies it to the needs in the district. She noted that unfortunately the district saw a sixteen percent increase in fatalities from 2015 to 2016. Efforts are focused on planning, driver behavior, enforcement, and engineering projects. These crashes are personal and affect the family and friends of those that lose their lives. Part of the safety plan includes working with Citizen's Advisory Groups (CAG's). This effort brings stakeholders to the table to be transparent, talk about the issues, and talk about the different ways that engineering improvements could be made. While everyone may not like all of the ideas and changes, they do have a seat at the table to voice their concerns and are able to participate in the give

and take to reach a solution that people can live with. In the STIP that the Commission will receive today, there are three projects that CAG's were part of, two round-about projects and one intersection improvement. This takes a lot of time and effort but the benefit of the relationship building and speaking face-to-face about these important transportation issues lead to projects in the STIP that make a difference and make safety improvements to the transportation system.

Ms. Gough commended the district for their efforts in response to the tornadoes and flooding that occurred recently. She thanked Travis Wombell and Aaron Hugenberg for assisting with bridge inspection in the Southeast District following the flooding. She also thanked staff for taking customer service calls and sending barricades and signs to help with the flooding. Incident response is a statewide effort at MoDOT and the Northeast District is always ready and willing to assist others because others have been there to assist the district in the past. Ms. Gough also recognized Weston Smith from the Waylon Maintenance Facility who has served MoDOT for 40 years without having a lost time injury. He is proof that you can get up every day, do a very tough job in very tough circumstances and do it safely for himself while also watching out for the safety of his co-workers.

Commissioner Nelson thanked Ms. Gough for her presentation and complimented the district for their efforts to stretch every dollar every day by doing the job diligently to ensure the department is protecting its assets and investments. If the department does not take care of its assets it is going to cost even more to make improvements. She thanked Ms. Gough for her leadership and for the district's hard work to continue to do the taxpayers of Missouri a good service by maintaining the transportation assets and keeping the system safe for the traveling public.

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CONSIDERATION OF PROPOSALS FOR ROUTE 54 MISSISSIPPI RIVER BRIDGE DESIGN-BUILD PROJECT

Paula Gough, Northeast District Engineer, and Keith Killen, Project Director, described the project that will construct a new and reliable bridge over the Mississippi River that will last a century on the Route 54 corridor.

Project Goals

The goals of the design-build project are to meet or beat the project open to traffic date of November 1, 2019; deliver a project on budget that supports everyday commuters and freight; construct a safe, reliable, low maintenance Mississippi River Bridge that will provide at least a century of service; minimize and mitigate construction impacts and maximize work zone safety to customers and workers; deliver the project using a diverse workforce by use of innovative techniques; and demonstrate a commitment to quality.

Procurement Process

By Commission action on February 3, 2016, the Commission approved the use of design-build for the Route 54 Mississippi River Bridge Design Build Project. Since then, MoDOT's design-build team has been working through the procurement process. Four teams were prequalified on February 3, 2017 to compete for the contract. The Request for Proposals was issued March 1, 2017. The MoDOT Design-Build team held six confidential discussions with each team over a period of eleven weeks to discuss their proposal ideas. Final proposals were submitted June 9, 2017. The MoDOT design-build team reviewed and evaluated the proposals. The four teams that submitted proposals include:

- Alberici Parsons, a Joint Venture – major participants include Alberici Construction, Inc., Parsons Construction Group, Inc., and Parsons Transportation Group, Inc.
- American Bridge Garver – major participants include American Bridge Company and Garver LLC.
- Massman HNTB – major participants include Massman Construction Company and HNTB.
- Lunda/Figg with TranSystems – major participants include Lunda Construction Company, Figg Bridge Engineers, Inc. and TranSystems Corporation.

Evaluation

The items that were evaluated by the MoDOT design-build team included project definition (50 points available), schedule and maintenance of traffic (25 points available), quality and safety (10 points available), community involvement and diversity (5 points available), and price allocation (10 points available) for a total of 100 points. Mr. Killen provided a summary of the project definition submitted by each team and the total points awarded to each team are outlined below.

- Alberici/Parsons – 64 points
- American Bridge/Garver – 61 points
- Massman/HNTB – 67 points
- Lunda/Figg – no score disclosed*

Commission Consideration and Action

Mr. Killen recommended Massman/HNTB as the best value proposer. Their proposal included:

- \$2.5 million savings
- Commitment to complete the project three months earlier than required
- 100 year bridge deck
- 12 foot lanes and 10 foot shoulders throughout the project
- Intersection improvements include full lighting
- Eliminate periodic flood closures
- Minimal disruptions to traffic

Chairman Pace thanked Mr. Killen for his presentation and the MoDOT design-build team for their work on this project to date.

After consideration, Commissioner Waters moved that the Commission adopt staff recommendations to approve the Massman/HNTB design-build team for submitting the best value proposal for the Route 54 Mississippi River Bridge design-build project; authorize the director, chief engineer, chief financial officer, assistant chief engineer or their designee to negotiate and execute a contract with Massman/HNTB subject to approval as to form by the Chief Counsel's Office; and authorize payment of the agreed stipend of \$200,000 to the two unsuccessful proposing teams; and

declare the bid of Lunda/Figg as non-responsive* per Section 102.7.2 of the Missouri Standard Specifications for Highway Construction due to not completing bids in accordance with the bidding documents. This motion was seconded by Commissioner Briscoe. The Commission unanimously approved the motion.

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2018-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

On behalf of the Director, Machelles Watkins, Transportation Planning Director, presented the 2018-2022 Statewide Transportation Improvement Program (STIP) which is developed in unison with the budget and financial forecast. Ms. Watkins explained the STIP is MoDOT's proposed list of transportation projects for the next five years, this document describes how transportation dollars are being invested, and represents MoDOT's commitment to Missourians.

Ms. Watkins reported this year's STIP delivers on meeting asset management goals. Each district has an asset management plan that is specific to their area where they dedicate what resources they have, identify strategies that they need to undertake to maintain their system condition levels focusing on roads and bridges. The Commission took action in January 2017 to establish the asset management deficit program setting aside \$10 million for those districts that were unable to reach their asset management goals otherwise. As a result, these districts are able to do so over this STIP horizon.

That means for the system statewide approximately 5,500 miles of major roadways will remain at ninety percent good condition. These major roads carry about seventy-seven percent of the traffic. It also means the state can take care of the minor routes that carry more than 400 vehicles a day at eighty-one percent good condition. These minor roads carry about twenty-one percent of the traffic in the state. STIP funds are used to make improvements to the pavements and bridges on the major and minor routes. There is one other system that carries less than 400 vehicles a day. The bridges on the lower volume routes are maintained using STIP funds; however the roadways are taken care of primarily with operating budget funds.

Ms. Watkins was pleased to share this STIP has a few new items. One is the reinstatement of the cost share program. There is \$10 million available in 2018, \$15 million in 2019, and \$25 million each year thereafter. It also includes more detailed information on the multimodal program than what was provided in the past. This is an effort to give more project specific details related to each mode within the STIP. This is the first year the STIP includes an operations and maintenance plan. The department identified specific actions it will take with the maintenance and operations budgets in each region to provide a better idea of all the work that is taking place on the system with all of the funding that is available. When the operations and maintenance plan is overlaid with the construction program a full picture of all the work that is taking place in each district is available.

Ms. Watkins reviewed the four program areas: highways and bridges, operations and maintenance, multimodal, and local programs. Approximately half of the funding, \$850 million, for the state is in contractor awards for the highways and bridges program. About one-third of the funding, \$558 million is for the operations and maintenance plan. Local programs include flexible funds, large urban funding categories, county bridge programs, CMAQ funding, and transportation alternatives. Many of these funds are directed to local entities for improvements on the local transportation systems and totals about \$169 million. In this STIP there is \$115 million available for the multimodal program which includes rail, aviation, waterways, and transit.

The STIP was developed using an open and engaging public involvement process called the planning framework process. Additionally, a thirty day public comment period took place in May and June. There were 348 comments on this year's STIP that came from 316 sources. The majority of the comments, 169 comments, were about the Buck O'Neil Bridge on Route 169 in Kansas City. Most of those comments would like to see a new bridge rather than a rehabilitation as provided in the draft STIP. There were 104 comments regarding I-55 in St. Louis, most were related to additional lanes, some work on exits and addressing traffic flow. The department received 39 comments associated with the Route 160 project in southwest Missouri, most expressing support of the project and some included options to

consider during the design of the project. The remaining 36 comments were on individual projects many expressing appreciation for a project that is in the STIP, some want some safety improvements or signing, others want intersection improvements, and a few wanted additional information about a project.

Ms. Watkins reported on the changes for the 2018-2022 STIP. There are 605 projects added to the STIP in comparison to the existing STIP; and that includes 483 preservation projects, 110 safety and system management projects, and 12 expansion projects. There were 59 projects deleted from the STIP, the work from all but one of the projects is being accomplished in another way. Those projects are either incorporated into another project, or addressed by an existing contract, or accomplished by MoDOT's forces. One project was deleted due to public opposition of the project. The STIP in the multimodal section has 471 projects in total. These include 286 transit, 91, aviation, 63 rail, and 31 waterways projects.

Ms. Watkins stated there were 24 changes associated with this final STIP that did not appear on the draft STIP. This included 16 major changes and 8 minor changes. The major changes included seven urgent flood repair projects; five projects had been delayed from fiscal year 2018 due to rejected bids, two projects were delayed due to permit, right-of-way, or consultant issues; one was removed as payment initiated in fiscal year 2017 rather than fiscal year 2018; one project was deleted due to a duplication. The minor changes included five corrections to the length, description, or estimates; and three additional technical corrections.

Ms. Watkins then recommended the Commission

- approve the 2018-2022 STIP;
- certify to the Federal Highway Administration and the Federal Transit Administration that the transportation planning process used in the development of the STIP complies with the requirements listed in 23 CFR 450.218(a) and 23 CFR 450.334(a);

- delegate to the Chief Engineer the authority to approve the addition of scoping projects, hardship right of way purchases, and urgent or emergency projects;
- and to delegate to the Chief Engineer authority to approve fiscally constrained revisions to projects.

Commissioner Waters thanked Ms. Watkins for her presentation and especially for adding the operations and maintenance work to the STIP to provide a complete picture of road and bridge work that will take place across the state. Chairman Pace encouraged the department to continue to work with the community to try and find a solution for the Buck O'Neil Bridge on Highway 169 in Kansas City. It will take considerable funding to build a new bridge and it is not possible for all of the funding to come from MoDOT. However, if it is possible to do a lesser rehabilitation to buy some additional time to determine the bigger solution, the Commission would encourage staff to consider that possibility. After further discussion and consideration, and upon motion by Commissioner Briscoe, seconded by Commissioner Nelson, the Commission unanimously approved the recommendation as outlined 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 Calls F01, F03, G01, and G02 have local funding, as noted in Table I below, and the department received all of the necessary concurrences.

Mr. Schroeter recommended (1) award of contracts to the lowest responsive bidders for bids received at the June 16, 2017, letting, as recommended and noted in Table I below, with the awards being effective July 3, 2017. (2) Award of contracts to the lowest responsive bidders for bids received at the June 23, 2017, letting, as recommended and noted in Table II below. (3) Rejection of bids received

on Call A02 due to the bids being excessive per Section 102.15 of the Missouri Standard Specifications for Highway Construction and noted in Table III below.

**Table I
Award of Contracts
June 16, 2017, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	I-29	Atchison	J113085	\$15,017,153.94	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Coldmill and Resurface
		Holt	J113093				
A03	136	Atchison	J1P3101	\$1,147,937.20	\$0.00	Boone Construction Co.	Bridge Replacement
A04	71	Andrew, Nodaway	J1P3102	\$5,083,624.99	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Resurface
		Nodaway	J1P3182				Intersection Improvements
A05	36	Linn	J2P2210	\$1,745,039.04	\$0.00	Capital Paving & Construction, LLC	Shoulder Improvements
C01	Various	Various	J3P3098	\$653,750.00	\$0.00	Leavenworth Excavating & Equipment Company, Inc.	JOC - Grading for Guardrail
F01*	70	St Louis City	J6I3205	\$1,324,513.95	\$9,100.00	R. V. Wagner, Inc.	Intersection and ADA improvements
F02	340	St Louis	J6M0266	\$392,000.00	\$0.00	N.B. West Contracting Company	Coldmilling and Resurface Shoulder
F03**	61	St Charles	J6P3071	\$10,996,492.24	\$5,000.00	KCI Construction Company	Grading, Pavement and Bridge
G01***	125	Greene	J8P3088E	\$342,446.95	\$0.00	Branco Enterprises, Inc.	Intersection Improvements
G02****	WW, M	Dade, Lawrence	J7M0260	\$207,724.60	\$0.00	APAC-Central, Inc.	Resurface
H01	67	Wayne	J9M0275	\$157,900.00	\$0.00	STF, LLC dba Traffic Control Company	Pavement Markings
TOTAL:				\$37,068,582.91	\$14,100.00		

- * Call F01 – Funding by the City of St. Louis – \$997,510.30
Funding by the Land Clearance for Redevelopment Authority – \$327,003.65
- ** Call F03 – Funding by the City of Wentzville – \$2,523,792.75
Funding by the County of St. Charles – \$3,027,519.87
- *** Call G01 – Funding by the City of Strafford – \$171,223.48
- **** Call G02 – Funding by Enbridge Pipelines LLC – \$207,724.60

**Table II
Award of Contracts
June 23, 2017, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
D01	NN	Pulaski	J5S3294	\$315,279.54	\$0.00	Don Schnieders Excavating Company, Inc.	Culvert Replacement
H01	CC	Ozark	J9P3494	\$2,797,915.26	\$0.00	Clarkson Construction Company	Bridge Replacement
H02	PP	Ozark	J9S3075	\$2,636,575.08	\$0.00	Clarkson Construction Company	Bridge Replacement
			TOTAL:	\$5,749,769.88	\$0.00		

**Table III
Rejection of Calls
June 16, 2017, Bid Opening**

Call No.	Route	County	Job No.	Description
A02	36	Dekalb	J1P3086	Grading and Pavement

Commission Consideration and Action

After consideration, and upon motion by Commissioner Briscoe, seconded by Commissioner Nelson, and no abstentions noted, the Commission took the following action:

1. Awarded contracts to the lowest responsive bidders for bids received at the June 16, 2017, bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation. The award of bids is effective July 3, 2017.
2. Awarded contracts to the lowest responsive bidders for bids received at the June 23, 2017, bid opening, as recommended and noted in Table II above. Non-contractual costs for these projects are shown on the above tabulation. The award of bids is effective July 3, 2017.
3. Rejected bids received on Call A02 due to the bids being excessive per Section 102.15 of the Missouri Standard Specifications for Highway Construction 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.

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REQUEST FOR APPROVAL OF DESIGN OF HIGHWAYS

Intersection Business 65 and Route 14, and Selmore Road in Ozark and Christian County Job No. J8P3088C Public Meeting Held April 27, 2017

The proposed improvement will provide additional through lanes in the eastbound and westbound direction in addition to dual left turn lanes on northwest bound Selmore Road and southeast bound Route 14. The through lane widths will be 11 feet. The turn lane widths will be 12 feet. The project will have normal access right of way with permanent and temporary easements. Construction will be completed under traffic and will require night time lane shifts and closures. The project is 0.29 miles in length.

On behalf of the Director, Travis Koestner, Southwest District Engineer, recommended approval of the design as presented at the public hearing.

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

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CONSIDERATION OF DISPOSAL OF EXCESS PROPERTY, ROUTE I-44 IN ST. LOUIS CITY, EXCESS PARCEL NUMBER E6-26896

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 12.898 acres of land located on the north side of I-44 east of Allen Road in the City of Eureka, to Quercus Stellata, LLC, for a consideration of \$280,000.

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

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REPORT REGARDING SECTION 536.175 RSMO ADMINISTRATIVE RULE REVIEW REPORT

On behalf of the Director, Kathy Harvey, Assistant Chief Engineer, presented to the Commission the Section 536.175 RSMo Periodic Rule Review Report. Section 536.175 RSMo requires the Commission and Department to submit a report to the Joint Committee on Administrative Rules (JCAR) and the Small Business Regulatory Fairness Board (SBRFB) no later than June 30, 2017, which outlines the results of the Fiscal Year 2017 rule review conducted by the Commission and Department.

After consideration, the Commission, via approval of the consent agenda, unanimously authorized the Secretary to the Commission to file the Department's Section 536.175 RSMo Periodic Rule Review Report and Appendix with JCAR and SBRFB. The Commission also unanimously approved publication of the Report and Appendix on the Department website as required by Section 536.175 RSMo.

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-- REPORTS --

The Commission received the following written reports.

DEBT MANAGEMENT REPORT

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

Between December 2000 and June 2014, the MHTC issued \$3,812,195,000 in new money bonds and \$1,426,250,000 in refunding bonds. As of June 30, 2017, the amount of outstanding bonds is \$2,032,555,000. The current outstanding bonds are projected to be paid in full on May 1, 2033. Bond-financing allowed the Missouri Department of Transportation to provide much needed infrastructure improvements to the traveling public sooner than pay-as-you-go funding allowed. Building projects sooner results in cost savings by reducing project inflation costs, while advancing economic development, improving safety and addressing congestion. MoDOT staff will continue to work with the Bond Trustee to ensure: (1) bondholders are paid on time, (2) certain financial and operational information is disclosed on an ongoing basis as required and (3) the MHTC stays in compliance with its Master Bond Indentures.

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FINANCIAL – BUDGET – REPORTS YEAR-TO-DATE FINANCIAL REPORT, PERIOD ENDING MAY 31, 2017

Brenda Morris, Financial Services Director, submitted a written financial report for fiscal year-to-date ended May 31, 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 May 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 203 active contracts held by individual engineering consultant firms prior to May 1, 2017. Twenty engineering consultant services contracts were executed in May 2017, for a total of \$3,639,428. There were zero non-engineering consultant contracts reported in May 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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