



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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July 1, 2015

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**MINUTES OF THE REGULARLY SCHEDULED HIGHWAYS AND
TRANSPORTATION COMMISSION MEETING HELD IN CLINTON,
MISSOURI, WEDNESDAY, JULY 1, 2015**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, July 1, 2015, at the Elks Lodge #1034 Banquet Hall, 115 W. Franklin Street, Clinton, Missouri. Stephen R. Miller, Chairman, called the meeting to order at 9:30 a.m. The following Commissioners were present: Lloyd J. Carmichael, Gregg C. Smith, Michael B. Pace, and Michael T. Waters, Jr.

Commissioner Scott tendered his letter of resignation to Governor Nixon stating his resignation would be effective on February 1, 2015; at the time of the July 1, 2015 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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Roberta Broeker, Interim 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, July 1, 2015.

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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.*

-- OPEN MEETING --

APPROVAL OF MINUTES

Upon motion by Commissioner Smith, seconded by Commissioner Waters, the Commission unanimously approved the amended minutes of the special meeting held April 7, 2015. 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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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees’ Retirement System Board of Trustees. The following committee and board reports were made during the July 1, 2015, meeting.

Audit Committee – Commissioner Pace stated there was no report and the next Audit Committee meeting is scheduled for November 2015.

Legislative Committee – Commissioner Carmichael reported the legislature was not currently in session, and further noted the current federal authorization expires the end of July. Commissioner Carmichael stated he and Commissioner Miller would travel to Washington D.C. in July in order to meet with legislators regarding terms of reauthorization.

Missouri Transportation Finance Corporation – Commissioner Smith stated there was no report. The next MTFC meeting is scheduled for August 4, 2015.

MoDOT and Patrol Employees’ Retirement System – Commissioner Carmichael stated the last meeting was focused primarily on budget, and approved the budget for the upcoming fiscal year. The fund has reached over \$2 billion and has maintained that level.

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INTERIM DIRECTOR'S REPORT

During the July 1, 2015, Commission meeting, Interim Director Roberta Broeker provided the following report:

State Maintenance Engineer – Interim Director Broeker introduced the new State Maintenance Engineer, Becky Allmeroth. Ms. Allmeroth served as the District Maintenance Engineer in the St. Louis District. Ms. Broeker noted Kathy Harvey, Assistant Chief Engineer, led the interview panel, and all are pleased to have Ms. Allmeroth join the Senior Management Team.

Road to Tomorrow – Interim Director Broeker reported in the past month, the department received about 110 suggestions on possibilities for improving and funding the improvements for I-70, and about thirty of those ideas are being investigated by the Road to Tomorrow team. Following further review, the team will determine of those thirty ideas whether something is really of interest and a possible solution for future improvement to I-70. The department is excited as it continues to work on the Road to Tomorrow.

Safety Story – Interim Director Broeker reported that an accident on Highway 63 between Jefferson City and Columbia involved two university athletes. Neither of the athletes were wearing their seatbelts, and both were injured in the accident. Both students are expected to make a full recovery. Ms. Broeker remarked these athletes wear safety gear and protection while playing a sport, but would drive a vehicle without wearing the most basic piece of safety equipment, a seat belt. Ms. Broeker used the opportunity to remind everyone to buckle up.

Flood Operations – Ed Hassinger, Chief Engineer, noted MoDOT responds to flooding every year, and spends about \$1 million on flood activity, which is normal. Mr. Hassinger stated the rainfall has increased and there was significant flooding statewide, especially in the northern part of the state. As the water recedes, staff can view and assess the damage. Mr. Hassinger commended staff for their flood operation efforts.

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MISSOURI HIGHWAY 13 CORRIDOR COALITION

Daniel Doll, Henry County Commissioner and Route 13 Coalition member thanked the Commission for the opportunity to present and provide a local perspective on transportation issues. Mr. Doll stated the Route 13 Coalition meets monthly, consists of Caldwell County, Henry County, Johnson County, Lafayette County, and Ray County, and also works cooperatively with the Green Hills Regional

Planning Commission, the Kansas City Basin Regional Planning Commission, Mid-America Regional Council, and Pioneer Trails Regional Planning Commission. The Coalition's vision for Missouri transportation is a four lane corridor from Springfield to Hamilton. Route 13 would connect US 36 at Hamilton and I-35, providing an expressway transportation corridor. A four-lane Route 13 would connect twelve counties in Missouri with a combined population of 570,000, serve twenty-eight hospitals, and thirteen colleges and universities. Currently, the University of Central Missouri is the only four year public university without four-lane access to an interstate highway. This four lane corridor could also serve Whiteman Air Force Base and improve access to veteran's services needed including the Warrensburg Veteran's Home and Planned Regional Veteran's Affairs Outpatient Services Center. This corridor could also serve Truman, Stockton, and Pomme de Terre Lakes, and potentially increase tourism.

Ultimately, the coalition would like to see Highway 13 as a four lane facility from the state line at Arkansas to the state line at Iowa. But completion of the portion from Clinton to Hamilton would be a tremendous step in the right direction. There are approximately one hundred miles between Hamilton and Clinton that are currently two lanes. Mr. Doll reported the environmental impact study has been completed for the Clinton to Richmond section of the route. He also noted there are nine miles of four lanes in the middle of this section from Richmond to Lexington and includes the Ike Skelton Bridge.

Mr. Doll concluded by commenting an improved Highway 13 would not only improve the regional economy but provide a safer route to travel.

Commissioner Smith thanked Mr. Doll for his presentation and noted while the Commission can see the need for this transportation improvement and would like to be able to do a project like this, unfortunately the Commission is unable to expand a highway system it is struggling to maintain. Commissioner Miller inquired if the coalition had considered a transportation corporation or

transportation development district, similar to what the US 36 Coalition formed to complete the four lane improvements on that corridor.

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ACCESS IMPROVEMENTS AT ROUTES 7 AND 13 IN CLINTON

Craig Thompson, Chief Operating Officer of Golden Valley Memorial Hospital, explained the Golden Valley Memorial Hospital serves a population of around 60,000. As a regional provider, the primary service area of a twenty-five mile radius around the hospital, and the secondary services extends another twenty-five miles for a fifty mile radius around the hospital. The hospital has seen a lot of growth, especially in outpatient services and ambulatory care. On an annual basis, the hospital has about 15,000 emergency department visits and 160,000 outpatient visits, and anticipates growth of more than 200,000 outpatient visits annually within the next two years.

Mr. Thompson stated the hospital is undergoing a \$30 million major expansion project to address the growth in services by adding 100,000 square foot to the hospital for outpatient services. The new construction will be complete in about one year and then the current part of the hospital will be renovated by the end of 2016. Mr. Thompson provided an aerial view of the hospital and noted the emergency room access, the Henry County Health Center, and Compass Health, which provides behavioral health, substance abuse counseling, dental care, and other similar services. All of the service providers are in one location and the addition of these services has increased traffic on Gaines Drive and Community Drive. Mr. Thompson further noted the location of Central Methodist University and Truman Regional Education center, which is a satellite campus for State Fair Community College. All of these locations use the same roads and access Highway 13 and Highway 7. In addition to the congestion issues Mr. Thompson explained some of the safety concerns with Gaines Drive and Highway 7. He reported that sixty percent of the patients are age 65 and older and noted concerns for the safety of senior drivers at this location.

There are solutions that would improve access to health care services, opportunities for economic development, and increase safety. Mr. Thompson said the community would benefit from Gaines Drive being widened, curbed and guttered, and extended to Highway 52. The hospital would like a right in right out access to Highway 7 from Gaines drive for emergency vehicle access. Furthermore, if the exit onto Highway 13 were moved north with right-turn and left-turn lanes added, it would help facilitate the flow of traffic in both directions. Mr. Thompson noted for these transportation improvements to occur, the community realizes it will have to shoulder some of that cost, and he indicated his desire for the funding to be shared by the businesses in the area, the city, and the state.

Commissioner Miller thanked Mr. Thompson for his presentation, Commissioner Smith inquired about the request for right in right out access and the entity responsible for Gaines Drive and Community Drive.

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MISSOURI U.S. HIGHWAY 65 COALITION AND WARSAW LIVABLE COMMUNITY TRANSPORTATION PROJECT

Randy Pogue, City Administrator of Warsaw, explained the City of Warsaw is in the final phases of completing a comprehensive land use plan, called “Building It on Success to Capitalize on a Future.” This plan includes capital improvements for water and sewer lines and transportation improvements. Mr. Pogue noted there is potential for the 65 corridor to become a main route through the center of Missouri to Arkansas. To capitalize Warsaw on Highway 65, the city assembled a multimodal priority plan that will accommodate bicycles, pedestrians, and provide wheelchair access. The main corridor through the community is Main Street, which connects to major highways including Highway 65 at one end and Highway 7 at the other end.

Mr. Pogue described the current intersection of Highway 65 and Main Street, and the importance of the intersection to the community and industrial park. Eventually, the city would like to modify the

intersection as there are plans to build a full service marina near the intersection which will increase traffic and congestion. He indicated they would like to have a northbound ramp as well as improvements to the alignment and length of the existing ramps. The other end of Main Street ties into Highway 7, which includes a swinging bridge that carries the trail system across the river and a lot of bicycle traffic. Improvements desired include the addition of pedestrian signals and crosswalks to increase safety at this intersection.

Mr. Pogue concluded by noting the various corridor groups that represent specific projects or locations. He stated all of the specific interest groups need to unite and work together for funding as it affects the entire state of Missouri. Mr. Pogue provided an example of educating citizens and boards on the need for funding to address road improvements and bridge closings. In a state with the seventh largest system in the nation and forty-sixth in funding, this cannot continue.

Commissioner Pace thanked Mr. Pogue for his presentation and for recognizing the need to work together to find a funding solution for transportation in Missouri.

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PUBLIC COMMENT – LYNN WOOD

Lynn Wood, citizen of Warsaw, provided a newspaper article regarding the intersection Highway 7 and Main Street in the City of Warsaw. Ms. Wood said the intersection is dangerous and her brother was hit and struck at that intersection two and a half years ago. She provided personal examples of the intersection as she lives and works in Warsaw. During four stops at the intersection in one day, she observed six pedestrians crossing the road. Children cross the road to access the park and swimming pool. Citizens cross the road to access the Casey’s gas station.

Ms. Wood stated she previously met with Mr. Pogue and requested a specific type of stoplight be installed at the intersection. The City of Warsaw responded the cost of the light would be \$145,000 and there was not funding available for it. Ms. Wood requested the Commission’s assistance with this

intersection, even if just for pedestrian signage to warn the traveling public of potential pedestrians crossing the intersection.

Commissioner Smith offered condolences on Ms. Wood's loss of her brother. Commissioner Miller thanked Ms. Wood for her comments and asked Chief Engineer Ed Hassinger to look into the situation and report back to the Commission.

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SAFETY STAND DOWN

On behalf of the Director, Mark Shelton, Southeast District Engineer, quoted Benjamin Franklin who said an ounce of prevention is worth a pound of cure. Safety is one of the department's core values. The department's mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri. Employees have a moral obligation to the public, co-workers, and themselves to deliver the mission in a safe manner. Mr. Shelton stated one day in September will be dedicated completely to safety and focus on prevention and improvement, and will be in conjunction with the annual day of remembrance.

Mr. Shelton remembered two Southeast District employees, Bud Whited and Bob Eftink. Mr. Whited worked on the survey crew out of the Willow Springs office in 1984, who later lost his life while serving on a MoDOT project. Mr. Eftink was a construction inspector for the Jackson project office, who lost his life when he was backed over by a loaded asphalt truck. Mr. Shelton stated the department and employees have an obligation to remember the past and do things safely moving forward so that there is never another employee work zone fatality.

Mr. Shelton explained the safety day activities would revolve around the five safety commitments: I'm safe; what I use is safe; where I am is safe; my customers are safe; so that we go home safe. The activities will be reported back to the Commission to explain how employees focused on safety, from safety discussions to close call incidents to videos. The focus will be on what things can

be done differently so that MoDOT's operations will be better and safer. Employees will inspect personal protective equipment, walk through facilities to ensure work areas are safe and clean, and interact with the public regarding construction and maintenance projects in the area. Mr. Shelton stated employees will recommit to working safely every day at work so that all will go home safe. The goal with the safety stand down is to move away from focusing on investigating, assigning blame, and punishing, to being more proactive and trying to understand why accidents happen.

Commissioner Pace thanked Mr. Shelton for his presentation and the department's additional commitment to safety.

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2016 – 2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

On behalf of the Director, Machelles Watkins, Transportation Planning Director, presented the 2016-2020 Statewide Transportation Improvement Program (STIP). The STIP is a five-year list of all projects for the department, and is required by federal and state law. The STIP has two sections; one section is for the scoping and design work for projects that are being explored and reviewed for environmental impacts, and the other section is for the construction program and the budget for building the projects. The STIP is the department's commitment to the public to deliver the projects and make the best use of every transportation dollar available.

The 2016-2020 STIP is virtually unchanged from the 2015-2019 STIP approved a year ago for a couple of reasons: the stark reality of funding in Missouri for transportation and the suspension of adding projects to the STIP. The current STIP is one of dwindling funding. The current system requires \$485 million just to maintain it at the condition it is today. When the department had a \$1.3 billion STIP, improvements could be made along with bringing it up to the current condition and maintaining it. Looking forward to the current STIP, the system cannot be maintained much less developed to deliver the kind of projects that address economic development and systematic improvements to save lives.

The STIP consists of three program areas with annual funding in fiscal year 2016: local programs at \$171 million, the multimodal program at \$162 million, and highways and bridges at \$596 million. By the following fiscal years the annual funding will change in the three program areas: local programs will drop to \$151 million; multimodal funding is largely unpredictable due the lack of a dedicated, flexible, statewide transportation funding source so its annual funding beyond the first year is unknown; and highways and bridges will be reduced to \$325 million. Ms. Watkins reminded the Commission of the stark reality of funding transportation in Missouri and that based on the financial forecast the construction budget will fall to \$325 million by 2017, far below the \$485 million it takes each year to take care of the system. With a little more than \$700 million available in 2015, the program is only about half of what it was just five years ago.

The STIP is developed using an extensive public involvement process called the Planning Framework Process. MoDOT staff work year round with regional planning commissions, metropolitan planning organizations, local elected officials, and the public to identify transportation needs throughout the state. Those needs are prioritized for further consideration and ultimately determine the highest priorities recommended for programming in the STIP. The 2016-2020 STIP is a culmination of the past year's work with MoDOT's partners. Due to the stark reality of transportation funding, projects were focused on the 325 system which is basically 8,000 miles of primary system roadways. The remaining 26,000 miles of the supplementary system will only receive routine maintenance.

Ms. Watkins noted 162 projects were added to the final 2016-2020 STIP. In past years, typically 500 to 800 projects are added to the STIP. Of the projects added, 140 were pavement and bridge preservation type projects, and 22 other projects that include safety improvements, signal and lighting projects, along with signing, and ADA or pedestrian enhancements. There were no expansion, cost-share, or economic development projects added to the STIP. In addition, there were 39 projects deleted from the STIP. These were either projects that were split into other projects so the original job number

was no longer needed, or projects were on-call type projects that were renewed and the second project number was no longer needed. Ms. Watkins pointed out that 87 percent of all projects programmed in the first three years are preservation type projects. There are 30 percent fewer projects in the 2016-2020 STIP than the previous year's STIP.

Ms. Watkins reported there are 592 bridges in the state in critical condition. With the current funding levels, the amount of critical condition bridges will increase to 1,500 within ten years. Currently, 26 percent of the supplementary miles are in poor condition. Due to limited funding, the current STIP focuses on the 8,000 miles of the primary system. Without additional funding, about 73 percent of the secondary system will deteriorate to poor condition. This STIP provides no new economic development projects nor improvements that reduce congestion and driver delay. Additionally, the department will not be able to continue systematic safety improvements which will have an impact on fatalities on the state's roadways.

The department presented the draft STIP to the public for a 30-day comment period that began May 6, 2015, and concluded on June 5, 2015. As a result of the public comment period, five responses were received. Each comment received was responded to and Ms. Watkins shared a summary of the comments received. Two comments were supporting additional funding at the state level for transportation. The Kansas City District received one comment requesting noise reduction on interstate projects. They also received one comment from Pioneer Trails Planning Commission requesting the addition of scoping projects from their Regional Transportation Plan. The Multimodal Division received one comment expressing concern about blowing train whistles through at-grade crossings in residential areas and suggested closing unused crossings. A supplemental 7-day public comment period was provided from June 24, 2015 through June 30, 2015 for changes made after the draft STIP 30-day public comment period. No additional comments were received.

Ms. Watkins highlighted the changes between the draft STIP and the final version being presented for approval. There were 19 projects with minor changes that included 13 projects revised the project description, length, or project maps, 4 projects added or revised funding sources, and 2 changed award season within the fiscal year. There were 52 projects with major changes including 17 projects with delayed or accelerated right of way or construction work, 14 projects added or deleted right of way or construction work, 12 added scoping projects, 6 projects revised estimates, and 3 added federal program information.

Ms. Watkins then recommended the Commission approve the 2016-2020 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(1) 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 Miller thanked Ms. Watkins for her presentation. After further discussion and consideration, and upon motion by Commissioner Waters, seconded by Commissioner Smith, the Commission unanimously approved the 2016-2020 STIP, as recommended by Ms. Watkins. Commission member abstentions on the 2016-2020 STIP have been recorded with the Secretary to the Commission.

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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.

Mr. Schroeter recommended (1) Award of contracts to the lowest responsive bidders for bids received at the June 26, 2015, letting, as recommended and noted in Table I below. (2) No action on Call B03 no bids were received as noted in Table II below.

**Table I
Award of Contracts
June 26, 2015, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	VV	Clinton	J1L1600B	\$741,353.18	\$0.00	Herzog Contracting Corp.	Resurface
	Y		J1L1600C				
A02	169	Gentry	J1P3064	\$918,180.50	\$0.00	Lehman Construction, LLC	Bridge Deck Replacement
	C		J1S3063				
	C		J1S3068				
A03	36	Buchanan	J1P3094	\$193,193.00	\$0.00	Truesdell Corporation Midwest	High Friction Surface Treatment
	I-29	Platte	J4I3107				
A04	118	Holt	J1S3089	\$1,777,938.19	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Resurface and Add Shoulder
B01	AA	Montgomery, Audrain	J2L1601B	\$142,324.09	\$0.00	Corrective Asphalt Materials, LLC	Rejuvenating Seal Treatment
	PP	Montgomery	J2L1601C				
B02	O	Ralls, Marion	J2M0264	\$99,056.76	\$0.00	Innovative Roadway Solutions, LLC	Surface Sealing Treatment
	Bus 61	Ralls	J2M0265				
B04	Bus 54	Audrain	J2S3006D	\$181,625.60	\$0.00	BRS Construction, LLC	ADA Improvements
B05	79	Pike	J3P2201	\$1,205,324.40	\$0.00	Lehman Construction, LLC	Bridge Replacement
D01	54	Cole, Callaway	J5P2189B	\$1,522,645.00	\$0.00	Luhr Bros., Inc.	Bridge Scour Repair
			TOTAL:	\$6,781,640.72	\$0.00		

**Table II
No Bids Received
June 26, 2015, Bid Opening**

Call No.	Route	County	Job No.	Description
B03	Various	Various	J2M0266	Resurface

Commission Consideration and Action

After consideration, and upon motion by Commissioner Pace, 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 on the June 26, 2015, bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Took no action on Call B05 because no bids were received.
3. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Miller abstained from voting on Call A01.

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-- REPORTS --

The Commission received the following written reports.

DEBT MANAGEMENT REPORT

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

Between December 2000 and June 2014, the MHTC issued \$3,812,195,000 in new money bonds and \$1,426,250,000 in refunding bonds. As of June 30, 2015, the amount of outstanding bonds is \$2,509,620,000. 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 traditional funding allowed. Building projects sooner results in cost savings by reducing project inflation costs, while advancing economic development, improving safety and addressing congestion. There are no plans to issue additional bonds at this time with the current funding level.

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**FINANCIAL – BUDGET – REPORTS
YEAR-TO-DATE FINANCIAL REPORT, PERIOD ENDING MAY 31, 2015**

Brenda Morris, Financial Services Director, submitted a written financial report for fiscal year-to-date ended May 31, 2015, 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 2015, 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 129 active contracts held by individual engineering consultant firms prior to May 1, 2015. Six engineering consultant services contracts were executed in May 2015, for a total cost of \$523,104. There were four non-engineering consultant contracts executed in May 2015, for a total cost of \$708,040.

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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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