



**MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION**

**Official Minutes**

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**MINUTES OF THE REGULARLY SCHEDULED HIGHWAYS AND  
TRANSPORTATION COMMISSION MEETING HELD IN SPRINGFIELD, MISSOURI,  
WEDNESDAY, DECEMBER 2, 2015**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, December 2, 2015, at the Springfield-Branson National Airport, 2300 N. Airport Boulevard, Springfield, Missouri. Stephen R. Miller, Chairman, called the meeting to order at 1:00 p.m. The following Commissioners were present: Lloyd J. Carmichael, Gregg C. Smith, Michael B. Pace, Michael T. Waters, Jr., and Mary E. Nelson.

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, December 2, 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.*

**-- 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.
4. Section 610.021(17) – Confidential or privileged auditor communications.

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 Miller, Aye  
Commissioner Carmichael, Aye  
Commissioner Smith, Aye  
Commissioner Pace, Aye  
Commissioner Waters, Aye  
Commissioner Nelson, Aye

The Commission met in closed session on Wednesday, December 2, 2015 from 8:00 a.m. until 12:30 p.m.

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-- OPEN MEETING --

**APPROVAL OF MINUTES**

Upon motion by Commissioner Waters, seconded by Commissioner Smith, the Commission unanimously approved the minutes of the special meetings held November 14, 2015 and November 23, 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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**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 December 2, 2015, Consent Agenda**

No items were removed from the consent agenda. Upon motion by Commissioner Pace 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 December 2, 2015, meeting.

**Audit Committee** – Commissioner Pace stated there was no report.

**Legislative Committee** – Commissioner Carmichael reported pre-filing of legislative proposals began on December 1 for the next legislative session. We are hopeful about the possibility of increasing transportation funding. Rep. Glen Kolkmeier (R-Odessa) and chairman of the House Transportation Committee will be filing a legislative proposal that will increase the state's fuel tax by 2-cents per gallon. Sen. Doug Libla (R-Poplar Bluff) and chairman of the Senate Transportation Committee plans to file legislation where he left off from the last legislative session. His proposal will be a 1.5 cent gasoline tax increase and a 3.5 cent diesel tax increase. Both proposals would generate around \$80 million a year for state and local governments for road and bridge purposes. Rep. Nate Walker (R-Kirksville) has filed two important safety proposals. One will allow primary enforcement of Missouri's seat belt law and legislation. Rep. Walker also filed a bill to expand the current "no texting while driving" law to all drivers and not just those 21 years and under. The 2016 session of the Missouri General Assembly begins at 12 noon, on January 6.

On the federal level, the commission and department hope to hear good news any day now, that congress has passed a new fully funded multi-year transportation act. While the House and Senate are currently in conference working out their differences on a new highway and transit act they hope to have a final bill approved by December 11 when congress adjourns for its holiday recess. The 2016 session of the US Congress begins on January 11.

**Missouri Transportation Finance Corporation** – Commissioner Smith stated there was no report.

**MoDOT and Patrol Employees’ Retirement System** – Commissioner Carmichael reported at the November 19, 2015, board meeting a report was presented indicating the assets of the retirement system dipped slightly below \$2 billion with the recent sell-off in the third quarter. He noted however, that MPERS remains in the top one percent of its peers, and the board anticipates the year closing with positive results up around five percent.

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## **COMMISSION REORGANIZATION**

**MoDOT and Patrol Employees’ Retirement System** – The MoDOT and Patrol Employees’ Retirement System (MPERS) operates under the direction and control of an eleven member Board of Trustees. Three members of the Missouri Highways and Transportation Commission serve as trustees on the Board. These trustees are elected by the members of the Commission. At the August 5, 2015 Commission meeting, Mary E. Nelson was elected to serve on the MPERS board to fill the vacancy when Ken Suelthaus’ term ended on March 18, 2015. However, due to other responsibilities she has been unable to serve on the MPERS board. Commissioners Carmichael and Pace continue to serve on the Board of Trustees.

Upon nomination by Chairman Miller, seconded by Commissioner Pace, the Commission unanimously approved, by a quorum of Commission members present, the election of Commissioner Gregg C. Smith as a new member of the Board of Trustees.

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## **INTERIM DIRECTOR’S REPORT**

During the December 2, 2015, Commission meeting, Interim Director Roberta Broeker provided the following report:

**Award** – Interim Director Broeker noted last month she reported MoDOT won an award from Concrete Pavers Association and now the department has receive two additional awards from that group; one for a project in the Central District on Route 19, and another for a project in the St. Louis District for a project on Route 50. There are thirty-two awards presented nationwide from this association, and MoDOT is

the only department of transportation that won more than two awards. Ms. Broeker congratulated the Northwest district again along with the Central and St. Louis districts.

**Primary safety belt law** – Interim Director Broeker stated there is a need for a primary safety belt law in Missouri. She commended Representative Nate Walker for sponsoring a legislative proposal this session and the Commission for including it as a part of their legislative agenda. She cited many statistics and explained that a primary safety belt law could save lives and change those numbers.

**Annual Accountability Report** – Interim Director Broeker explained every year MoDOT has the opportunity to prepare an annual report for the Joint Committee on Transportation Oversight, and this year the report is due by December 31, but the department has completed the report and will be delivering it now that it has been presented to the Commission. The report reviews what happened last year at MoDOT and includes information that speaks to the legislature’s desire for MoDOT to be a transparent and accountable organization. This report includes the audit report, a report on the condition of critical bridges in Missouri, safety statistics, and the Commission’s legislative agenda. The report explains how funding in the current STIP is primarily going to projects that are taking care of the transportation system. It also reviews MoDOT’s accomplishments over the long term, including over the last ten years MoDOT completed just over 4,600 projects worth \$12.2 billion and completed those projects 6.3 percent under budget.

**High deductible health plan and health savings account** – Interim Director Broeker provided an update regarding the additional healthcare option the Commission approved at their August 5, 2015 meeting. A high deductible health plan and health savings account option was offered to employees of MoDOT, MSHP, and MPERs during the open enrollment period this fall. It was difficult for staff to anticipate the participation for this new option and was pleasantly surprised to have 192 subscribers, which is 2.2 percent of the eligible participation sign up. Ms. Broeker reported she anticipates greater participation in the future and thanked the Commission for authorizing this great benefit option for employees.

Chairman Miller acknowledged this would be the last Interim Director report from Ms. Broeker as the new director will be starting on December 7. The chairman thanked Ms. Broeker for her service for the last six months and commended her for keeping the ship steady and moving forward in a productive and positive way.

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## **SPRINGFIELD REGION PRESENTATION**

Sara Fields, Executive Director of the Ozarks Transportation Organization (OTO), shared with the Commission the partnerships and innovations in the Ozarks, highlighting one recent transportation project that encompasses what OTO wants to accomplish with major transportation projects in the region.

She explained the newest diverging diamond interchange (DDI) at U.S. 65 and Battlefield was a \$12.5 million project that was paid for by leveraging local sales tax with federal funds, local business contributions to match state funds made available through the statewide cost-share program, donation of private land, and landowner contribution for signal costs. The local sales tax included funds from the City of Springfield and Greene County. Half of the project was paid for by MoDOT's statewide cost-share program. Through this partnership the community was able to fix a structurally deficient bridge, but also address mounting safety and congestion problems and to improve access to major retail and businesses with high wage jobs. Pedestrians have been better accommodated through the interchange with sidewalks and protected pedestrian movements through the middle of the bridge.

This project incorporated innovation through the use of travel time monitoring units. In addition to the typical traffic cameras a wireless sensing unit provides real time traffic information to the transportation management center (TMC). The information provided allows the TMC to communicate with the traveling public, send alerts, and monitor historical trend information. This project is an example of how OTO and MoDOT partner to build and manage the best possible transportation system.

Ms. Fields reminded the Commission over 80 transportation projects have been completed and five more are underway. These projects represent over \$360 million invested and \$102 million in local and OTO sub-allocated funds that have been spent on the state transportation system to improve safety and congestion, support economic development and jobs. The impact on the region in terms of time

savings, new jobs, improved access and reduced accidents has not been measured but the differences are surely noticed and appreciated.

Ms. Fields explained the DDI project at U.S. 65 and Battlefield represents one of the last cost-share projects in the region. The OTO sadly recognizes the cost-share program will not be reinstated unless something changes for transportation funding. With the Commission's suspension of the cost-share program the region's opportunity to use partnering and innovation has been severely limited.

Ms. Fields concluded her presentation asking the Commission to remember four things: (1) OTO appreciates the work of MODOT to provide information and opportunities to make good decisions, (2) OTO stands by the Commission recognizing the need for additional transportation funding and is willing to help in any way to educate the public about that need, (3) OTO values partnerships and will continue to be good partners in whatever way possible, (4) OTO appreciates any additional opportunities to leverage local funds with state and federal dollars to cost-share, and rely heavily on the cost-share program to advance innovation and economic development in southwest Missouri. Ms. Fields encouraged the Commission to reinstate the cost-share program if additional transportation funds are raised.

Commissioner Carmichael thanked Ms. Fields for her presentation and for the partnering spirit of the region. He noted that transportation funding is everybody's problem and everyone should be seeking a solution. He indicated the Commission is hopeful the cost-share program could be reinstated with additional transportation funding.

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## **TECH 44 PRESENTATION**

Lonna Sowers, Executive Director, introduced Tech 44 as the ideas highway. She explained the goal of this organization is to promote and grow the number and size of businesses and their associated workforce among those technology related companies located along the I-44 corridor. A survey was

conducted by Excel Innovation in May 2013 that discovered sixty-four percent of the technology companies and advanced manufacturing companies for the state of Missouri are located along I-44. She noted along the corridor there are five regions: Joplin, Springfield, Lebanon, Rolla, and St. Louis.

Ms. Sowers noted that the STEM Initiative (Science Technology Engineering Mathematics) is a major component of the Tech 44 effort to get a trained workforce that will keep and attract businesses to the corridor. The STEM Initiative works with community colleges and universities along the I44 corridor to educate and train students.

Tech 44 wants to develop a nationally recognized technology corridor leveraging collective resources. Tech 44 is developing partnerships seeking to create business opportunities by leveraging these resources while respecting the unique assets of each individual community. Ms. Sowers asked the Commission to think of the possibilities along this corridor with technology companies and entrepreneurs who are inventing things today and through connections with the manufacturers located on the I-44 corridor that can build the widgets that are being invented. Missouri will be able to keep jobs in Missouri, find more innovative ways to secure more industry, and recruit companies to interface with the existing companies, with the benefit of building the economy up and down the interstate.

Commissioner Nelson thanked Ms. Sowers for her presentation, and commended her efforts. Commissioner Nelson noted that Tech 44 is doing in this initiative the two things that help Missouri keep companies here and get those companies that are here to expand. Tech 44 is encouraging the development of a highly skilled workforce and giving all of these companies access to critical transportation corridors. The perfect thing at the perfect time.

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#### **PRESENTATION BY THE ROUTE 66 GASCONADE RIVER BRIDGE GUARDIANS**

Judy Wallmark, Secretary/Treasurer of the Route 66 Gasconade River Bridge Guardians, explained that she is standing up for the bridge, and speaking for the people who have been impacted by

the bridge closure. Ms. Wallmark explained that this bridge is on the list of surviving through steel truss bridges on Route 66, and is one of only three mixed through truss bridges in Missouri. On December 18, 2014, the 90 year old bridge over the Gasconade River along the Interstate 44 outer road in Laclede County was closed after a routine inspection determined the bridge was unsafe for travel. The bridge has since remained intact and in place, but closed to traffic.

Ms. Wallmark noted she is also a voice for those who recognize the historical significance of the bridge and for the many travelers along Route 66 who seek not to travel a ribbon of concrete but who wish to see the bridges on Route 66. The guardians want to be the motivation for preservation. She explained there have been two rallies held in support of the bridge with attendees from Germany, Sweden, Missouri, and thirteen other states; these attendees love Route 66 and want to see the bridge preserved.

Historic Route 66 is a significant tourist attraction. Foreign tourists know more about the history of Route 66 and its different alignments than most U.S. citizens. These tourists come to see and experience the history while spending their money for lodging, food, and gasoline as they leisurely cross Missouri. It has been estimated that the average foreign tourist spends three to five days crossing Missouri and improving Missouri's economy.

Ms. Wallmark stated the organization collected letters and statements from local citizens and many tourists who have been adversely affected by the closure of the bridge. One comment said this is the most rare and historically significant bridge remaining on the route. A family described the difficulty of taking care of farmland on both sides of the river. Others described the bridge's importance to history, tourism, and the overall economy in Missouri. A church on the east side of the river has been unable to access the river for baptisms, and a float trip business could not access the river from the east side.

At a meeting with the Lake Ozarks Council of Governments, these concerns were raised and MoDOT reacted favorably by making barricade changes to allow tourists to travel right up to the bridge from either side to take their photos. They also made it possible for the church to access the river for baptisms and the business to access it for their summer float trips. Local farmers are still unable to easily access their land across the river, and families have to drive many extra miles to get to the doctor and grocery store. MoDOT also lost a valuable I-44 incident bypass route.

The organization learned recently that the bridge has earned a spot in the STIP in the scoping category. While there is no funding for construction, preliminary studies and engineering can take place which is just the beginning of the process.

The guardians have been invited to participate in the TEAM conference, and plan to hold another rally in the spring all in an effort to continue to make the public aware of the plight of this bridge and seek ideas for its restoration. The guardians hope to continue to provide an environment for the exchange of ideas and information between MoDOT and the public. This bridge is just one of many Route 66 icons that are indeed in peril of being lost, and the guardians are the motivation for preservation.

Commissioner Miller thanked Ms. Wallmark for her presentation and inquired about the length of the detour and the options that may be available for this bridge. David Silvester, Central District Engineer, explained the detour is approximately 15 miles and that there are many options available. He explained the options range from leaving the bridge closed, to replacing the bridge with a new structure. Some options in between those two extremes include rehabbing the bridge and keeping it load posted, or build a new bridge and give the old bridge to an organization to maintain.

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## **STAND UP FOR SAFETY DAY SUMMARY**

On behalf of the Director, Mark Shelton, Southeast District Engineer, presented the results of the October 8, 2015 Stand Up for Safety Day at MoDOT. The department took the entire day and dedicated it to safety. Every employee participated from the field, office, and executive levels; everyone participated because safety is for everyone. Safety is a core value at MoDOT and the activities for the day were planned 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.

For the **I'm safe** safety commitment, the work units shared personal experiences and how to avoid unsafe situations. Mr. Shelton described some of the stories that were shared when flagging traffic in a work zone. Use of cell phones in vehicles was also discussed, and the department has realized there is more work to be done on this topic to address not answering your phone while driving and planning work so you do not need to use your phone while driving. Additionally, to help the individual be safe a healthier lifestyle was discussed because eating a good diet, exercising, and getting enough sleep factors into our safety. Employees were encouraged to use the medical plan and preventive services to catch any medical issues before they become a serious problem for the individual.

**What I use is safe** was addressed through a review of individual personal protective equipment (PPE). All PPE was inspected and either cleaned or replaced. Employees learned that hard hats actually have an expiration date. Additionally, all MoDOT facilities and fleet were inspected. The fleet was cleaned and minor repairs taken care of so the department is prepared when winter operations begin. First aid kits were checked and restocked at all buildings and in state vehicles.

**Where I am is safe** was addressed through an inspection of the workplace. Trip hazards were removed, clutter was cleaned up and put away, fire extinguishers were unblocked, and overloaded outlets were corrected. Employees reviewed and updated emergency evacuation plans. Visibility concerns were addressed in the parking lots at MoDOT facilities for both pedestrian and vehicular traffic

so that our employees will be safe entering and exiting the work area. Everyone was encouraged to get or renew their CPR and first aid training, AED and fire extinguisher protocol was also reviewed.

**Our customers are safe** safety commitment was addressed through sharing of stories of close encounters and distracted driving in work zones and what employees can do to improve safety in that situation for both the employees and the customers. Proper signage for work zones was reviewed, as well as ideas to improve signing in difficult terrain. Another activity included inspecting and organizing all the signs in the emergency response trailer so the department is prepared to respond when called upon.

**So that we go home safe** safety commitment was addressed through reviewing safe driving habits, always wearing seatbelts, no texting and driving, hunting safety, farming safety, and staying home when employees are sick. Law enforcement presented at some locations to discuss personal safety and intruder safety for both home and work.

Mr. Shelton summarized that employees learned we need to be willing to change habits if we are going to improve safety. Employees gain knowledge by sharing personal stories about how safety decisions, both good and bad, have affected themselves and others. Employees learned about the many ways that we impact safety, for ourselves, our co-workers, the public, our family and friends are all affected by the decisions that we make about safety. Mr. Shelton quoted the Park Hills Maintenance Supervisor, Donnie Edgar, who said “safety takes time.” Mr. Shelton thanked the Commission for allowing the department to take the time to be safe.

Commissioner Pace thanked Mr. Shelton for his presentation about the Stand Up for Safety Day and encouraged the department to continue to keep safety at the forefront every day at every opportunity throughout the year.

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## **CRITICAL CONDITION BRIDGES AND THEIR LOCAL IMPACT**

On behalf of the Director, Ed Hassinger, Chief Engineer, and Laurel McKean, Southwest District Assistant District Engineer, reported on critical condition bridges and their local impact. Mr. Hassinger explained this presentation is part of the ongoing series and reminded the Commission that there are 641 critical condition bridges in the state; this includes the 85 critical condition bridges that are in the southwest district. Weight restricted, lane restricted, and closed bridges have impacts on local businesses, schools, and emergency responders.

Ms. McKean described three critical condition bridges and the local impact that the bridge closure or weight restrictions have caused. On U.S. 160 in Barton County, there is a bridge over the BNSF railroad. This structure is a key connection to a major agricultural area and to the city of Lamar. During a routine inspection in July, the deterioration of the bridge moved it to critical condition and required a twenty ton weight restriction. After the restriction was put in place the Southwest District received calls from concerned citizens, businesses, and legislators. A trash hauling company, MDI, sent at least seventeen trash trucks a day across the bridge to the landfill. With the restriction in place, the trash trucks were detoured to rural state routes and county routes that were not built to accommodate heavy truck loads. On August 17, the district regional bridge crew began repairs to upgrade the bridge to a forty ton weight limit, and the work was completed on September 1, just in time for harvest season. Even though the bridge was upgraded to allow heavy trucks to cross the bridge again, it is still in critical condition. This bridge is not on the map of 641 bridges displayed earlier because the map was created when the bridge was not in critical condition yet. This bridge is a reminder about each year when inspections occur, another set of bridges are added to the list of critical condition bridges.

In Stone County on Route 248, south of Helena, a steel truss bridge that was built in 1923 is rusting. This bridge is located on a part of Route 248 which has been designated as the Ozark Mountain Parkway Scenic Byway. This route connects Interstate 44 to Tablerock Lake and Branson, which is one

of the state's most visited tourist areas. The department has conducted repairs to keep this open as a two lane bridge. If this bridge were to close or be restricted it would impact tourism, and travelers to the county seat in Galena.

On Missouri 96, which is a part of historic Route 66, on the east side of Carthage in Jasper County there is a bridge that was built in 1934 with handcrafted railings and is a beautiful bridge that is failing. The bridge has been restricted with a ten ton weight limit which prevents school buses and fire trucks from crossing the bridge. Additionally, Route 96 is a truck route that carried about 770 trucks per day. These trucks now must find an alternate route, which includes a city street that has a busy railroad crossing. Often times the crossing is blocked with a waiting train that is being loaded or unloaded at local businesses, but is blocking progress of the truck traffic.

Ms. McKean noted that each of these bridges has their own unique story of critical impacts at the communities where they are located.

Commissioner Smith thanked Mr. Hassinger and Ms. McKean for their presentation and noted that all of these bridges are important; it doesn't matter where they are located, they have the same critical importance and they burden schools, residents, businesses, and emergency services.

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## **“ROAD TO TOMORROW” PROGRESS REPORT**

On behalf of the Director, Tom Blair, Assistant District Engineer, explained since June 3, 2015, MoDOT's Road to Tomorrow (R2T) team has been soliciting private industry, innovators, entrepreneurs and the general public for innovative techniques, products and funding streams to rebuild Interstate 70 as the first section of the “highway of the future.” More than 240 ideas have been received and screened for more analysis. Nearly a third of those have merited additional examination. The team has identified a number of innovations that could provide additional revenue or efficiencies for the Missouri transportation system and what next steps would be required for implementation.

Mr. Blair explained the review process that the R2T has conducted for each submission. He explained that over 240 Level 1 submissions have been received. About 75 of those submissions were considered unique enough to merit a discussion with the proposer and became Level 2 submissions. Currently there are about 30 of those proposals that have risen to a Level 3 submission that has an R2T member analyzing the proposal. This process has resulted in seven Level 4 submissions that will be the focus of this presentation and are worthy of consideration for moving forward. The Level 4 submissions include smart highways, trucking efficiencies, data/communications, various funding proposals, alternative travel, energy, and advertising.

A smart highway is a road that consists typically of precast concrete panels that are embedded with some type of sensors that collect a variety of information. This information can then be shared with road users to enhance their travel experience by offering optional premium services such as improved wireless capabilities, assisted vehicle navigation, enhanced traveler information, and electric vehicle charging. The premium services are optional and would be accessed through a paid subscription by the user. The idea is the services would be so desirable that over time enough users would subscribe, and eventually generate revenue for the department. The estimated cost to turn I-70 into a smart highway is about \$3.6 billion. It has been recommended that any smart highway initiative in Missouri begin with a one-mile pilot project to allow the department to evaluate, refine, and promote the technology. The estimated cost for the pilot project is in the range of \$4 to \$5 million.

There are two trucking efficiencies that are being considered, truck platooning and truck ferry. Truck platooning was presented by Peloton Technology, Inc., and is when you have two trucks that are wirelessly linked together such that the first truck is controlling the braking and the acceleration of the second truck. Once linked, the trucks will operate at a distance of about 60 feet, and by operating at that distance the trucks reduce fuel use by 4.5 percent for the first truck and 10 percent for the second truck. One of the obstacles with this proposal is an operating distance of 60 feet currently violates Missouri's

tailgating law, and legislative action would be necessary to allow this. The platooning concept is included in the department's legislative agenda that was approved by the Commission in November.

The truck ferry idea has been proposed by two different companies, Missouri Truck Ferry and Tubular Rails Drive-On Drive-Off Ferry. The basic concept is that they are going to load trucks onto specially built flat cars and ferry them across the state, taking advantage of truck drivers who need to have ten hours of down time each day. This concept takes trucks off the highway and reduces the amount of cost of damage caused by trucks per mile resulting in less maintenance cost for the department. These companies are only seeking MoDOT's assistance with meeting with the trucking and railroad industries and offering support when meeting with other entities.

Under data and communication the idea is to allow data and communication equipment on MoDOT's infrastructure, this equipment is small such as micro-cells and distributed antenna systems. The concept would have MoDOT working with a third party to market right-of-way and infrastructure. Once costs are recouped by the third party, MoDOT would begin sharing in the revenue that was generated and has the potential to be an ongoing revenue stream for Missouri. The next step for this concept would be to issue a request for proposal for a pilot project in Missouri.

A variety of funding proposals have been considered including tolling, taxing on speed, taxing on tires, corridor taxes, and the like. While there is consensus on the need for additional investment in transportation there is no agreement on the exact funding source. All of the proposals would generate new transportation funding at various levels and all of them would require legislative or constitutional changes.

Under alternative travel, the innovations would supplement the current I-70 corridor reducing the burden that I-70 carries currently. Alternative travel would reduce transit times, reduce congestion, reduce maintenance on the I-70 corridor and potentially reduce the need to expand I-70. The idea with the most momentum is hyper-loop. Hyper-loop uses pneumatic technology which is pressurized tubes

and a vacuum system that pushes pods down a track. The hyper-loop concept has been coined the fifth mode of transportation. Because this is still a concept, there is no defined revenue stream, although it could be potentially land lease or revenue sharing. The next steps for this concept are to partner with states along the I-70 corridor to make the corridor more attractive to this fifth mode of transportation.

Creation of energy on public right-of-way has been the most popular innovation submitted. Some of the simple benefits of the creation of energy on MoDOT's right-of-way are to reduce electric costs, create revenue from lease of the land, and positive public perception from a highly visible innovative partnership. The next step for the energy on right-of-way concept would be to use a public private partnership to finance, construct, and maintain a renewable energy facility.

Selling the right to advertise on public right-of-way is a revenue generating concept with merit. This would allow advertising along I-70 and on bridges over the interstate. The next step for this innovation would be work with the Federal Highway Administration to get their support for a pilot project on the interstate.

Mr. Blair explained the R2T has received many submissions and there are more yet to review. In September the team issued a formal Request for Information (RFI) that closed near the end of November. The RFI generated a lot of interest from partners and innovators around the country and the world took note of it. Those proposals are currently being reviewed and the team is hopeful that some will become Level 3 and possibly Level 4 submissions for Commission consideration.

Commissioner Miller thanked the team for their presentation and encouraged them to keep up the good work. He also reminded everyone that the R2T is still accepting ideas and asked that they submit their ideas on the team website: <http://www.modot.org/Road2Tomorrow/>.

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

On behalf of the Director, Dan Niec, Kansas City District Engineer, conveyed the following recommendation of KCT Intermodal Transportation Corporation Board of Directors as it pertains to the membership on that board:

- Appoint David Hughes to fill the unexpired portion of the six-year term held by B.B. Bump, expiring June 27, 2020.
- Appoint Matthew Garland to fill the unexpired portion of the six-year term held by G.G. Lawler, expiring June 27, 2020.

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

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

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

- Appoint David Hughes to fill the unexpired portion of the six-year term held by B.B. Bump, which is set to expire December 26, 2017.
- Reappoint R.M. Reilly and D.M. Giandinoto to six-year terms beginning December 27, 2015 and expiring December 26, 2021.

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

The Commission also noted at the June 25, 2014 Commission meeting, Mr. Giandinoto was appointed to fill an unexpired term and the expiration date for that term was incorrectly recorded as June 27, 2016 and should have been December 26, 2015. This action reappoints Mr. Giandinoto for a six-

year year term for the correct time period, and this record is being created to note the past error and provide future clarification.

\* \* \* \* \*

**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 G06 and H06 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 November 20, 2015, letting, as recommended and noted in Table I below. (2) Rejection of bids received on Call F05 as noted in Table II below, due to the bids being excessive per Section 102.15 of the Missouri Standard Specifications for Highway Construction.

**Table I  
Award of Contracts  
November 20, 2015 Bid Letting**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A02	48	Andrew	J1S1051	\$1,524,673.71	\$179.92	Widel, Inc.	Bridge Replacement
B01	70	Montgomery	J2I3055	\$3,499,893.45	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Resurface
			J3I2189				Coldmill and Resurface
B02	63	Randolph	J2P2213	\$2,618,408.11	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Coldmill and Resurface
B03	Various	Audrain, Marion	J2P3079	\$398,550.90	\$0.00	Lehman Construction, LLC	Bridge Expansion Joint Replacement
C01	Various	Various	J0I3002G	\$1,178,000.00	\$0.00	Realm Construction, Inc.	JOC - Concrete Pavement Repair
C02	435	Clay	J4I3038	\$2,565,443.18	\$0.00	Superior Bowen Asphalt Company, LLC	Coldmill and Resurface

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
C03	291	Clay	J4P3081C	\$1,426,263.79	\$0.00	Ideker, Inc.	Resurface
C04	24	Jackson	J4S3052	\$4,013,598.84	\$0.00	Ideker, Inc.	Resurface and ADA Improvements
D01	A	Howard	J2S2206B	\$356,348.00	\$0.00	International Rigging Group, LLC	Bridge Painting
	E	Boone	J5S2182B				2 Bridge Paintings
	A	Camden	J5S2200B				Bridge Painting
	Y	Osage	J5S3001B				Bridge Painting
D03	54	Callaway, Cole	J5P2189	\$7,099,777.00	\$0.00	Saffo Contractors, Inc.	Bridge Painting and Repair
D04	50	Cole	J5P3007	\$3,421,375.63	\$0.00	Jefferson Asphalt Company	Resurface
			J5P3014				
	Bus 50		J5S3005				
D05	A	Gasconade	J5S3048	\$716,245.40	\$0.00	Lehman Construction, LLC	Bridge Replacement
D06	94	Montgomery, Callaway	J5S3049	\$3,997,761.48	\$0.00	Jefferson Asphalt Company	Resurface and Add Shoulders
D07	44	Crawford	J9I0576	\$7,541,494.86	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Coldmill and Resurface
		Crawford, Phelps	J9I2229				Resurface
D08	70	Callaway	J5M0269	\$91,052.00	\$0.00	K.J. Unnerstall Construction Co.	Culvert Replacement
F01	44	St. Louis City	J6I3031	\$2,517,935.10	\$0.00	Concrete Strategies, LLC	5 Bridge Rehabilitations
F02	141	St. Louis	J6P3061	\$860,000.00	\$0.00	Pace Construction Company	Coldmill and Resurface
F03	W	St. Charles	J6S3010D	\$558,000.00	\$0.00	Pace Construction Company	Resurface
F04	185	Franklin	J6S3020	\$1,907,213.65	\$0.00	N.B. West Contracting Company	Grading, Add Shoulders, and Resurface
G01	13	Henry	J7P3031	\$507,988.06	\$0.00	Magruder Paving, LLC	Resurface
	18		J7S3033				
G02	13	Henry	J7P3035	\$1,520,859.17	\$0.00	Magruder Paving, LLC	Coldmill and Resurface
G03	65	Benton	J7P3040	\$2,186,187.28	\$0.00	Magruder Paving, LLC	Resurface and Add Shoulders
G04	52	St. Clair, Henry, Bates	J7P3077	\$2,203,515.58	\$0.00	Swift Construction Company, Inc.	Resurface and Add Shoulders
G05	Various	Various	J7S3085B	\$1,087,090.25	\$0.00	Vance Brothers, Inc.	Seal Coat

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
G06*	14	Christian	J8P2219	\$2,255,460.00	\$0.00	Hartman and Company, Inc.	Grading and Pavement
H01	160	Ozark	J9P3024	\$5,391,493.05	\$0.00	Olympus Painting Contractors, Inc.	Bridge Rehabilitation
H02	60	Butler, Carter	J9P3048	\$181,569.00	\$0.00	D & S Fencing Company Inc.	Guardrail Improvements
H03	72	Bollinger, Madison	J9P3107	\$2,310,254.87	\$0.00	Magruder Paving, LLC	Resurface
H04	84	Dunklin	J9P3113	\$523,229.19	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Resurface
H05	19	Shannon, Oregon	J9P3119	\$1,221,000.00	\$0.00	Pace Construction Company	Resurface
H06**	84	Pemiscot	J9S3009	\$2,885,936.77	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Pavement and Resurface
H07	M	Ste. Genevieve	J9S3032	\$1,811,000.00	\$0.00	Pace Construction Company	Resurface
	K	Perry	J9S3040				
	A		J9S3056				
	C		J9S3057				
H08	HH	Dunklin	J9S3070	\$391,273.00	\$0.00	RL Persons Construction, Inc.	Bridge Replacement
			<b>TOTAL:</b>	<b>\$70,768,891.32</b>	<b>\$179.92</b>		

\* Call G06 – Funding by the City of Nixa – \$1,127,730.00

\*\* Call H06 – Funding by Pemiscot County – \$2,875,936.77  
Funding by Pemiscot County Port Authority – \$10,000.00

**Table II  
Rejection of Bids  
November 20, 2015, Bid Opening**

Call No.	Route	County	Job No.	Description
F05	141	St. Louis	J6P3062	Pavement Improvements and 2 Bridge Rehabilitations

### Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received on the November 20, 2015, bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Rejected the bids received on Call F05, as noted in Table II above, because they were considered excessive.
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 C02. Commissioner Carmichael abstained from voting on Call G05. Commissioner Smith abstained from voting on Calls G01 and G02.

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**CONSIDERATION OF EXCESS PROPERTY DISPOSAL, ROUTE 152 IN CLAY COUNTY, EXCESS PARCEL NUMBER KC0876**

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, Dan Niec, Kansas City District Engineer, recommended conveyance of 2.67 acres of property located in the southeast quadrant of Route 152 and Shoal Creek Parkway in Kansas City, to New Liberty Hospital District for a consideration of \$250,000.

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

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**-- REPORTS --**

The Commission received the following written reports.

**2015 REPORT TO THE JOINT COMMITTEE ON TRANSPORTATION OVERSIGHT**

Roberta Broeker, Interim Director, presented to the Commission the 2015 Report to the Joint Committee on Transportation Oversight, which will be filed with the committee by December 31, 2015. This report is also known as the accountability report and provides a comprehensive account of MoDOT's projects and finances from July 1, 2014 to June 30, 2015, and demonstrates the Commission and department's commitment to fiscal responsibility and wise use of taxpayer dollars. In addition to explaining the project planning process, the report lists the projects included in the 2016-2020 Statewide Transportation Improvement Program. This report shows the department is delivering projects on time and within budget. A formal presentation of the annual report by Director Patrick McKenna to the Joint Committee on Transportation Oversight is required prior to February 15, 2016.

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**FINANCIAL ACCOUNTABILITY REPORT – QUARTERLY REPORT**

Brenda Morris, Financial Services Director, provided to the Commission the written Quarterly Financial Accountability Report for the period ending September 30, 2015.

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

Brenda Morris, Financial Services Director, submitted a written financial report for fiscal year-to-date ended October 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 October 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 111 active contracts held by individual engineering consultant firms prior to October 1, 2015. One new engineering consultant services contract was executed in October 2015, for a total cost of \$87,392. There were two non-engineering consultant contracts executed in October 2015, for a total cost of \$65,688.

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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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