



**MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION**

**Official Minutes**

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**MINUTES OF THE REGULARLY SCHEDULED HIGHWAYS AND  
TRANSPORTATION COMMISSION MEETING HELD IN COLUMBIA, MISSOURI,  
WEDNESDAY, APRIL 6, 2016**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, April 6, 2016, at Stoney Creek Hotel and Conference Center, 2601 S. Providence Road, Columbia, Missouri. Gregg C. Smith, Chairman, called the meeting to order at 1:00 p.m. The following Commissioners were present: Stephen R. Miller, Michael B. Pace, Michael T. Waters, Jr., Mary E. Nelson, and John W. Briscoe.

The meeting was called pursuant to Section 226.120 of the Revised Statutes of Missouri, as amended. The Secretary verified that notice of the meeting was posted in keeping with Section 610.020 of the Revised Statutes of Missouri, as amended.

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Patrick McKenna, Director of the Missouri Department of Transportation; Rich Tiemeyer, Chief Counsel for the Commission; and Pamela J. Harlan, Secretary to the Commission, were present on Wednesday, April 6, 2016.

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

The Commission met in closed session on Wednesday, April 6, 2016 at 8:30 a.m. until 12:30 p.m., and reconvened at 3:00 p.m. and adjourned at 4:00 p.m.

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-- OPEN MEETING --

**APPROVAL OF MINUTES**

Upon motion by Commissioner Waters, seconded by Commissioner Pace, the Commission unanimously approved the minutes of the regular meetings held August 5, 2015 and September 2, 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 April 6, 2016, 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 April 6, 2016, meeting.

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

**Legislative Committee** – Commissioner Miller reported on March 30, 2016, Senator Doug Libla brought up Senate Bill 623 on the Senate floor for debate. The proposal originally would increase the gas tax by 1.5 cent and the diesel tax by 3.5 cents per gallon. However, following an hour of debate the senator introduced a substitute bill that would simply increase the fuel tax, both gas and diesel, by 5.9 cents per gallon. This would generate about \$165 million for the state and \$35.5 million for cities and \$35 million for counties. That increase would place Missouri's fuel tax rate at about 22.9 cents per gallon, which is higher than the national average of 21 cents per gallon. If this legislation were to pass the Senate, it would have to be approved by the House, and then go to Missouri voters for adoption at the next election.

Another proposal the department remains hopeful will pass this legislative session is related to the truck platooning concept in which semi-trailers could link up with Bluetooth technology and travel in tandem and control their acceleration and deceleration. It would give the trucks the ability to travel within 50 to 60 feet of one another increasing the draft on the second truck and improving fuel performance. Missouri would like to be in the forefront of testing this technology and that the General Assembly will allow Missouri to pilot this technology. This concept was one of the ideas to arise from the Road to Tomorrow initiative.

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

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

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## **DIRECTOR'S REPORT**

During the April 6, 2016, Commission meeting, Director Patrick McKenna provided the following report:

**DOMInno** – Director McKenna remarked on April 12 and 13 the annual Design, Operations, Maintenance, and Innovation conference will be held in Springfield. At this conference the innovations challenge showcase takes place and MoDOT's employees demonstrate the innovations they have developed to enable the department to work better and faster.

**TEAM** – Director McKenna reported the Transportation Engineers Association of Missouri held their annual conference in St. Louis last month. This conference brings together engineers from MoDOT and private industry to share project successes to make the transportation system the very best it can be. The Road to Tomorrow team and some of the innovators were presenters at this conference.

**Employee Satisfaction Survey** – Director McKenna reported employees have received the Employee Satisfaction Survey which is due by May 6. The last survey was completed in 2014. From that survey teams of employees were created who made thirty recommendations to improve experiences and satisfaction at work. More than one-third of those recommendations have been implemented and most of the remaining recommendations will be in place by the end of 2016. The director encouraged employees to complete the survey because management is listening and needs this feedback to be effective in the way the department directs its resources and manages the organization.

**Pothole Patrol** – Director McKenna stated the pothole patrol is actively working to patch potholes as quickly as possible, usually within 24 hours, as the weather warms up and roads begin to show their wear and tear from the winter. Pothole reports are down by six percent this year and can be attributed to the milder winter Missouri experienced this year. The director thanked the customers for helping the department by reporting the potholes by phone, email, text, or the website and providing eyes on the ground everywhere around the state.

**MoDOT employees** – Director McKenna reminded the Commission about the exemplary employees that work for MoDOT. He shared a recent note of appreciation from Robert Becker of Lydenhurst, New York, who had visited Missouri recently for his sister's funeral. While in the procession they encountered two different MoDOT work zones and in both cases the employees stopped what they were doing, removed their hard hats and bowed their heads to honor the deceased. A simple act that was a

tremendous show of respect. Mr. Becker wrote a note thanking the crews for the expression of condolence for his sister.

**CEO Peer Exchange** – Director McKenna explained that he attended a CEO Peer Exchange in Minneapolis where fellow department of transportation directors, secretaries, and commissioners gathered to share their experiences and wisdom they have gained in their service to their states. Discussions included technology, transformation, implementing innovations, managing a changing workforce, performance management, communications, funding transportation investment when budgets are slim, and disaster recovery.

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## **MERCURY ALLIANCE**

Jeff Glenn, Executive Director, presented an informational update regarding the Mercury Alliance. This organization initially began gathering in January 2015 to discuss bringing together a comprehensive broad based group representing all modes of transportation in the private and public sectors. Around May or June of 2015 a board of directors was formed and included the following:

Bruce Wylie, American Council of Engineering Companies of Missouri, Chairman  
Len Toenjes, AGC of Missouri  
Julie Lorenz, Burns and McDonnell  
Ed DeSoignie, Heavy Constructors Association of Greater Kansas City  
Scott Rettick, International Union of Operating Engineers Local 101

In late September, early October 2015, the board members contacted Jeff Glenn to ask him to serve as their initial executive director and to assist with the administrative responsibilities and marketing responsibilities. The board selected the name, Mercury Alliance, because Mercury is the Roman god for swift travel.

The Mercury Alliance is working to develop a strategic plan that focuses on three key areas: (1) educate and inform people around the state of Missouri about the importance of transportation infrastructure, (2) advocacy that will engage the Governor's office and the Missouri General Assembly

on transportation related issues, and (3) development to build the membership and structure of the Mercury Alliance.

Mr. Glenn shared the alliance will be centered on eight community of interest groups:

- Economic development
- Education and research
- Freight
- Highways and bridges
- Industry advancement and diversity
- Innovation
- Safety
- People movement which includes transit, bicycles, pedestrians, passenger rail, and aviation passengers

He explained that as individuals and organizations join the alliance they will indicate which group they would like to participate in. Each community of interest group will have a Chairman, Vice-Chairman, and Chair-Elect, those three individuals will serve on the Policy Council for the alliance. Each group will develop solutions and supportive arguments that will be presented to the Policy Council. The Policy Council will then put together the information from all of the groups to package a presentation that can be used in conversations across the state with elected officials and voters in Missouri. This information will also be used to develop talking points, press releases, research, and white papers.

Mr. Glenn has been traveling around the state meeting with potential members and various focus groups. A number of organizations have become involved with the alliance in an effort to ensure there is good cross-representation of transportation related, industry related, and business oriented participants. An extra effort has been made to reach out to Chambers of Commerce and economic development groups who are responding positively.

The alliance is currently developing a website that will go live soon. It will provide information, be a portal for members to join, and an advocacy tool in the future to assist with grassroots efforts.

Commissioner Miller thanked Mr. Glenn for his presentation and noted that MoDOT and the Commission will provide resources, information, and personnel necessary to make the transportation experts from the public side available to the alliance.

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**PUBLIC COMMENTS – STEVE LEWIS WITH AGC OF MISSOURI**

Steve Lewis, Vice President of AGC of Missouri, expressed his appreciation to Commissioner Smith and Commissioner Miller for serving in the leadership roles on the Commission. He noted with enthusiasm his organization’s desire to continue to work together with the Commission and the department on transportation solutions.

Commissioner Smith thanked Mr. Lewis for his comments.

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**2017-2021 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT – SUBALLOCATED FUNDS**

On behalf of the Director, Kenny Voss, Local Programs Administrator, explained the Commission currently funds eleven suballocated programs totaling \$150 million. Since 1992, the Commission has been sub-allocating federal funds to local partners for three federal programs. These sub-allocations total \$10.3 million per year and have not been included in a federal transportation bill since 1991. The programs are the Small Urban Surface Transportation Program (STP-U) – for small cities with a population between 5,000 and 200,000; the On-System Bridge Replacement and Rehabilitation Program (BRM) – for large urban areas that include Kansas City, St. Louis, and Springfield and for small cities with a population between 5,000 and 200,000.

Mr. Voss requested the Commission act to terminate funding of these programs beginning in fiscal year 2017. The commitments that have been made to date would be honored and the communities would be allowed until September 30, 2019 to spend the balances that have accumulated

in these programs. This action would allow the department to redirect \$10.3 million through the Commission's funding policy for programming in the STIP. Additionally, this action will allow the department and its planning partners to prepare the next draft STIP with these changes implemented beginning in fiscal year 2017. Mr. Voss recommended the Commission:

- Redirect federal funds sub-allocated for the STP-U and BRM programs to taking care of the state highway system starting in fiscal year 2017.
- Approve changes to the MHTC policy on Statewide Transportation Improvement Program-Funding Allocation as indicated below.

**Category:** STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
**Subcategory:** Funding Allocation

### STIP FUNDING ALLOCATION

*After soliciting significant public involvement into its funding allocation process in 2003, the Commission approved a policy for distribution of funds available for road and bridge improvements. This decision is the financial basis upon which the Five-Year Statewide Transportation Improvement Plan is prepared.*

Of the total funds available for road and bridge improvements in the Statewide Transportation Improvement Program (STIP), allocation will be in keeping with the following process:

Step 1: Deduct federally sub-allocated pass-through funds designated for specific purposes, including the following:

- Off-System Bridge Replacement and Rehabilitation Program (BRO) - Maintain replacement and rehabilitation funding for bridges not on the state road system at the fiscal year 2009 (SAFETEA-LU) level of \$21.2 million.
- ~~On System Bridge Replacement and Rehabilitation Program (BRM) - Small Cities - Maintain replacement and rehabilitation funding at \$500,000 per year for the state roads' competitive bridge program for small cities with a population of 5,000 to 200,000.~~
- ~~On System Bridge Replacement and Rehabilitation Program (BRM) - Large Cities - Maintain replacement and rehabilitation funding at \$6.3 million per year for the large urban bridge program serving the Kansas City, St. Louis, and Springfield regions.~~
- ~~Small Urban Surface Transportation Program (STP-U) - Small Cities - Maintain funding at \$3.5 million per year for the small city road or bridge program for cities with a population of 5,000 to 200,000.~~
- Large Urban Surface Transportation Program (STP-U) - Large Cities - Maintain funding at approximately \$60 million per year for Kansas City, St. Louis, and Springfield, as mandated in the current federal transportation act.
- Congestion Mitigation and Air Quality (CMAQ) Program - Distribute Missouri's estimated minimum guarantee of CMAQ funds to St. Louis and Kansas City based upon population. Distribute remaining CMAQ funds to the area(s) not meeting federal air quality requirements. This distribution will use the same demographics included in apportioning the federal CMAQ funds to Missouri.
- Transportation Alternatives Program - Revise funding to 50 percent of Transportation Alternatives program per year.
- Recreational Trails Program - This program provides approximately \$1.7 million annually for developing and maintaining motorized and non-motorized recreational trails. This program is administered by the Department of Natural Resources.
- Rail/Highway Crossing - This program provides approximately \$6 million annually for improving the

safety of highway/rail crossings.

- Highway Planning & Research – This program provides approximately \$20 million annually for MoDOT planning and research activities and for planning activities performed by Regional Planning Organizations.
- Metropolitan Planning – This program provides approximately \$5 million annually for planning activities performed by Metropolitan Planning Organizations.

- Step 2: Deduct funding for non-highway transportation agencies (aviation, railways, transit, and waterways) appropriated by the state legislature for the designated purposes and federal funds. This funding cannot be used for roads and bridges.
- Step 3: Deduct the financing cost for projects accelerated through bond financing, including debt service relative to Amendment 3. Excludes GARVEE bonds.
- Step 4: Deduct specific funding sources, such as federal Open Container safety funds, federal Transportation Alternatives (statewide) funds, and other uniquely distributed funds.
- Step 5: Beginning in Fiscal Year 2013, deduct \$45 million for economic development and cost-share projects statewide. Deduct an additional variable amount with savings generated from debt service savings associated with refinanced bonds and redirected internal operating budget cost savings, plus an additional variable amount generated from prior project savings.
- Step 6: Deduct funding contributed by partnering agencies. Includes project funding from cities, counties, or other state agencies, and federal earmarked funds.
- Step 7: Deduct project savings and adjustments. Includes project cost savings or overruns, and adjustments for engineering costs.

**Of the remaining funds available for road and bridge improvements:**

- Step 1: Deduct \$35 million for Safety Projects. Distribute \$32 million based on three-year average accident rate. Allocate \$3 million for statewide safety initiatives.
- Step 2: Allocate \$435 million to Taking Care of the System, divided as follows:  
\$125 million for Interstates/Major Bridges.  
\$310 million for remaining Taking Care of System  
Distribution based on a formula that averages:
- Percent of total Vehicles Miles Traveled (VMT) on the National Highway System and remaining arterials.
  - Percent of square feet of state bridge deck on the total state system.
  - Percent of total lane miles of National Highway System and remaining arterials.

Step 3: Allocate remaining funds to Flexible Funds that can be used for either taking care of the system or major project type of work.

Distribution based on the average of:

- Percent of total population.
- Percent of total employment.
- Percent of total VMT on the National Highway System and remaining arterials.

Effective Date: ~~February 3, 2016~~ April 6, 2016  
Supersedes Policy Dated: ~~November 7, 2013~~ February 3, 2016  
Last Reaffirmed:  
Date of Origin: January 10, 2003

Related Commission Minutes: January 10, 2003; June 2, 2004; February 7, 2006; February 4, 2011; March 1, 2012; November 7, 2013 – Comprehensive Policy Review; February 3, 2016.

(February 4, 2011- Increased base level funding from \$30M to \$35M and added a variable amount component with savings generated from debt service associated with refinanced bonds and with redirected internal operating budget cost savings).

(March 1, 2012 – Beginning in Fiscal Year 2013, increased base level funding from \$35M to \$45M and added a variable amount generated from prior project savings for Fiscal Years 2013 through 2015.)

(February 3, 2016 Beginning in fiscal year 2017, increase funding for the safety category from \$25 million to \$35 million annually, with \$3 million allocated to statewide safety initiatives and the remaining \$32 million distributed to districts. Eliminate the major projects and emerging needs funding category and allow all remaining funds to be distributed in the flexible funding category. Revise the Transportation Alternatives funding from 75 percent allocated for local programs and 25 percent allocated for MoDOT statewide usage, to 50 percent for local programs and 50 percent for MoDOT statewide usage.)

(April 6, 2016 redirect federal funds suballocated for the STP-U and BRM programs to taking care of the system. These programs are no longer required by federal law.)

Commissioner Briscoe inquired if the communities could use the funds that are being redirected for the same purposes that it was originally permitted. Mr. Voss explained the same communities could use the redirected \$10.3 million for the same type of projects as it goes through the funding distribution in the Commission’s policy.

Commissioner Waters and Commissioner Miller expressed concern about ending these programs without providing the communities an opportunity to comment. Commissioner Waters inquired if a public comment period could be provided in the STIP process. Mr. Voss explained the STIP process would provide a better opportunity for comments on these recommendations.

Commissioner Miller moved the Commission direct the department to prepare the next draft STIP anticipating adoption of the recommendations that have been presented that will terminate further contributions to these now defunct programs, but that the Commission will not formally act upon the recommendations until a public comment period has been provided and until the STIP is presented to the

Commission. Commissioner Waters seconded the motion, and the Commission unanimously approved the Commission direction to the department as described above.

Commissioner Smith thanked Mr. Voss for his presentation.

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## **2016 WORK ZONE AWARENESS CAMPAIGN**

On behalf of the Director, Eileen Rackers, State Traffic and Highway Safety Engineer, reported this year's Work Zone Awareness Campaign will be a continued emphasis on reducing fatalities by educating the public, using law enforcement within work zones, and better management of MoDOT's work zones. The 2016 Work Zone Awareness Week is April 11-15, 2016.

Unfortunately, work zone fatalities remain the same in recent years with nine on the state and local system in each of the past three years. Between 2010 and 2015, 54 people were killed in work zone crashes on state system routes and an additional seven on the local system, for a total of 61 fatalities. The top five contributing circumstances for work zone crashes continue to be following too close, distracted/inattentive driving, speeding, failure to yield and substance-impairment.

This year's Work Zone Awareness Week key external messages will be "Merge Like a Zipper in Work Zones. Wait to Merge. Take Turns." Approaching a work zone, most motorists start to merge as soon as they see warning signs and learn which lane ahead is closed. In congested, slow moving traffic, the open lane fills quickly and can back up traffic for miles. Research shows congestion is reduced 40 percent when motorists use both lanes until reaching the defined merge area and then alternate merging every other vehicle in "zipper" fashion into the open lane. In slow moving maintenance operations, we will continue to emphasize the Move Over Law requiring motorists to move over one lane to give highway workers room to work. These messages will continue to be conveyed with advertising on the internet, Pandora radio, radio stations statewide, social media, and the work zone mascot – Barrel Bob.

Safety and visibility of MoDOT's slow moving operations such as patching, striping and sweeping will continue to be a focus. Last season not only did the usual staff conduct work-zone reviews but members of MoDOT's Senior Management Team went out and also did work zone reviews. As a result of these reviews a few strategies were identified for implementation. MoDOT continues to develop and test new lighting options for its vehicles and reflectivity apparel for employees. For more visibility in night work, halo lights have been added as an optional piece of equipment for all work zones. A special alert system is being tested in St. Louis to catch the attention of distracted drivers by signaling with a horn that is activated by the MoDOT employee in the last truck of the work zone. The sound gets the attention of the inattentive driver so they have time to move over. As there continues to be close calls and incidents in flagging operations, the department will emphasize flaggers need to stay alert in work zones and have an escape route at all times. Additionally, the department will implement flagger recertification training for all 2,100 employees, which will be followed up with a four year cycle for the refresher course.

This construction season there will be thirteen traffic impacting work zones on Interstate 44 and fifteen on Interstate 70, with about twenty more on other interstates and major U.S. Routes. MoDOT staff will use real time travel speed data to monitor work zones on major roads to make adjustments as needed to improve safety and the flow of traffic through work zones. MoDOT will work with law enforcement and its contractors to develop work zone plans for each project paying special attention to managing the queue especially on high speed rural interstates and divided highways. MoDOT will partner with law enforcement to slow traffic down in the work zone and provide warning at the back end of the work zone queues.

Commissioner Smith thanked Ms. Rackers for her presentation and encouraged everyone to remain alert in work zones.

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## **PRE-QUALIFICATION OF INVESTMENT BANKING FIRMS**

On behalf of the Director, Roberta Broeker, Chief Financial Officer, reported the Commission's previous authorization for a pre-qualified pool of investment banking firms is scheduled to expire on June 30, 2016. In February 2016, the department issued a request for proposal (RFP) from banking firms. Maintaining a pre-qualified pool of investment banking firms allows the Commission to make a timely selection if the need arises to issue new state road bonds or refund outstanding state road bonds, and the Commission desires to do a negotiated rather than a competitive sale.

Twenty-six firms responded to the RFP; fourteen firms requested to be senior managers, eight firms requested to be co-managers, three did not specify a specific role, and one firm requested to be a member of the selling group only. Four of the firms are headquartered in Missouri. Six of the responding firms are either minority-owned or women-owned business enterprise firms. Maintaining a list of pre-qualified investment banking firms allows the Commission to take advantage of favorable market conditions in a timely manner, however, the firms for the pre-qualified pool were informed there are currently no plans to issue new bonds at this time.

Ms. Broeker recommended the Commission approve the following investment banking firms for a pre-qualified pool to be used for potential negotiated sales for an initial period ending June 30, 2019, with an option to renew for two additional one-year periods: Bank of America Merrill Lynch; George K. Baum & Company; J.P. Morgan Securities LLC; Morgan Stanley & Co. LLC; RBC Capital Markets, LLC; Ramirez & Co., Inc.; Siebert Brandford Shank & Co., L.L.C.; Stern Brothers & Co.; Stifel, Nicolaus & Company Incorporated; and Wells Fargo Securities. Ms. Broeker further recommended the Commission authorize the Director, Chief Engineer, Chief Financial Officer, or the Assistant Chief Engineer to select the investment banking team from the approved eligible list for future bond issuances; exercise the discretion to determine the need for and execute future renewals of the pre-qualified pool of

investment banking firms through June 30, 2021; and remove a firm from the pre-qualified pool, if appropriate.

Via approval of the consent agenda, the Commission unanimously approved the pre-qualification of investment banking firms and delegation of authority as described above.

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### **FISCAL YEAR 2016 BUDGET AMENDMENT**

On behalf of the Director, Brenda Morris, Financial Services Director, recommended decreasing disbursements \$5.1 million for the fiscal year 2016 budget. Ms. Morris also recommended transfers between operating budget categories to address changing priorities and provide greater flexibility to districts and divisions in funding program priorities.

Via approval of the consent agenda, the Commission unanimously approved the fiscal year 2016 budget amendment described above.

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### **CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS**

On behalf of the Director, Eric Schroeter, State Design Engineer, presented the following recommendations pertaining to bids received on federal-aid and state highway and bridge projects during the past month. He noted Calls C06, H01, and H04 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 March 18, 2016, letting, as recommended and noted in Table I below. (2) Rejection of bids received on Call H02 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  
March 18, 2016, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	29	Andrew, Holt, Atchison	J0I3002B	\$300,875.00	\$0.00	Herzog Contracting Corp.	JOC - Asphalt Pavement Repair
A02	229	Andrew, Buchanan, Platte	J0I3002C	\$280,125.00	\$0.00	Herzog Contracting Corp.	JOC - Asphalt Pavement Repair
A03	35	Daviess, Harrison	J0I3002D	\$300,875.00	\$0.00	Herzog Contracting Corp.	JOC - Asphalt Pavement Repair
A04	35	Various	J0I3002E	\$280,125.00	\$0.00	Herzog Contracting Corp.	JOC - Asphalt Pavement Repair
A05	Various	Various	J1I3087	\$731,674.50	\$0.00	International Rigging Group, LLC	6 Bridge Paintings
B02	79	Pike	J2P3080	\$1,381,511.88	\$0.00	APAC-Missouri, Inc.	Bridge Replacement
			J2P3081				
C02	23	Johnson	J3P3037B	\$1,178,093.75	\$0.00	L. G. Barcus and Sons, Inc.	Bridge Replacement
C03	Various	Saline	J3S3003	\$1,737,293.03	\$0.00	Widel, Inc.	4 Bridge Replacements
C04	Various	Various	J4I3056	\$221,812.51	\$0.00	TNR Construction, LLC	JOC - Fence Repair
C05	Various	Various	J4P3057	\$1,917,000.00	\$0.00	Comanche Construction, Inc.	JOC - Bridge Repair
C06*	92	Platte	J4P3095I	\$1,585,890.96	\$0.00	Leavenworth Excavating & Equipment Company, Inc.	Grading and Pavement
D01	100	Gasconade	J5M0270	\$73,878.47	\$0.00	Mera Excavating, LLC	Scour Repair
D02	70	Cooper	J5I3132	\$3,853,528.69	\$0.00	APAC-Missouri, Inc.	2 Bridge Rehabilitations
D03	44	Various	J0I3002R	\$150,687.50	\$0.00	N.B. West Contracting Company	JOC - PCCP Pavement Repair
D07	M	Morgan	J5S0861	\$304,523.70	\$0.00	Lehman Construction, LLC	Bridge Deck Replacement
D08	87	Miller	J5S3003	\$413,925.74	\$0.00	Lehman Construction, LLC	Bridge Deck Replacement
D09	40	Cooper, Howard	J5L1600E	\$1,256,352.25	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Resurfacing and Pavement Repair
	5		J5S3008C				ADA Improvements
F02	44	St. Louis, St. Louis City	J6I3034D	\$16,598,000.00	\$0.00	KCI Construction Company	Pavement and 2 Bridge Replacements

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
F03	Various	Various	J6P2421	\$1,515,312.50	\$0.00	N.B. West Contracting Company	JOC - Asphalt Pavement Repairs
F05	Various	St. Charles	J6P3027	\$797,797.00	\$0.00	The Truesdell Corporation of Wisconsin dba Truesdell Corpora	10 Bridge Rehabilitations
F06	30	St. Louis City	J6P3078	\$1,270,164.00	\$79,550.00	Gerstner Electric, Inc.	Intersection Improvements
F08	Various	Various	J6P3095	\$508,163.00	\$0.00	J M Scheidle, LLC	JOC - Guard cable Repairs
F09	Various	Various	J6P3096	\$320,760.00	\$0.00	Highway Safety Solutions	JOC - Fence Repairs
F10	340	St. Louis	J6S3059	\$204,080.00	\$4,000.00	Gerstner Electric, Inc.	Intersection Improvements
F11	Various	Jefferson, Franklin	J0I3002L	\$725,760.00	\$0.00	N.B. West Contracting Company	JOC - Asphalt Pavement Repairs
F12	Various	Various	J0I3002M	\$983,680.00	\$0.00	N.B. West Contracting Company	JOC - Asphalt Pavement Repairs
F13	OR 44 E	St. Louis	J6P2313	\$1,011,518.21	\$0.00	N.B. West Contracting Company	Grading, Pavement and Guardrail
G01	H	Dade	J7S3005	\$2,445,314.00	\$0.00	APAC-Missouri, Inc.	Bridge Deck Replacement
G02 & G04	Various	Various	J7S3085	\$1,383,471.56	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal Coat
		Greene, Christian	J8M0257				
G03	Various	Various	J7S3088	\$1,873,576.06	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal Coat
G07	59	McDonald	J7P3100	\$2,520,147.65	\$0.00	Phillips Hardy, Inc.	Slide Repair and Retaining Wall
H01**	61	Cape Girardeau	J0S2279	\$2,007,816.45	\$498.24	Fronabarger Concreters, Inc.	Intersection Improvements
			J9P3133		\$0.00		
H04***	34	Cape Girardeau	J9P3102	\$1,647,270.00	\$0.00	Fricke Management & Contracting, Inc.	Stay Cable Bridge Repair
H05	Bus 60	Texas, Wright	J9S3014D	\$646,000.00	\$0.00	Pace Construction Company	Resurface
	95	Wright	J9S3076				
H06	162	New Madrid	J9S3014G	\$549,679.62	\$0.00	Apex Paving Co.	Resurface
H07	F	St. Francois	J9S3038	\$2,310,575.94	\$0.00	Magruder Paving, LLC	Resurface
	O		J9S3039				
H08	P	Dunklin	J9S3068	\$667,806.50	\$0.00	RL Persons Construction, Inc.	Bridge Replacement
<b>TOTAL:</b>				<b>\$55,955,065.47</b>	<b>\$84,048.24</b>		

\* Call C06 – Funding by City of Platte City – \$1,085,890.96

\*\* Call H01 – Funding by the City of Jackson – \$720,800.83 (J0S2279 only)

\*\*\* Call H04 – Funding by the Illinois Department of Transportation – \$823,635

**Rejection of Bids  
March 18, 2016, Bid Opening**

<b>Call No.</b>	<b>Route</b>	<b>County</b>	<b>Job No.</b>	<b>Description</b>
H02	55, 67	Various	J9I3108	11 Bridge Rehabilitations
	55	Pemiscot	J9I3109	5 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 March 18, 2016, 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 H02, 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 Calls A01, A02, A03, and A04. Commissioner Nelson abstained from voting on Calls F03, F08, F09, and F12.

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**REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN OF HIGHWAYS**

**Route 53, Butler and Dunklin Counties  
Job No. J9P3071  
Public Meeting Held February 25, 2016  
On-line Public Meeting Held February 11-25, 2016**

The proposed improvement provides for a bridge replacement over the St. Francis River and the overflow. The project will have normal access right of way. The new bridge will be built on new alignment which will allow the existing bridge to be used in place during construction. Possible closures will occur when the new bridge is tied into the existing pavement. The project is 0.7 miles in length.

On behalf of the Director, Mark Shelton, Southeast District Engineer, recommended approval of the design as presented at the public meeting.

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 designs would best serve the interest of the public and approved the recommendation.

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**-- REPORTS --**

The Commission received the following written reports.

**MEDICAL AND LIFE INSURANCE PLAN: MISSOURI DEPARTMENT OF TRANSPORTATION AND MISSOURI STATE HIGHWAY PATROL MEDICAL AND LIFE INSURANCE PLAN REPORT**

Jeff Padgett, Risk and Benefits Management Director, provided financial and claims data reports for the period July 2015 through December 2015, and for the most recent five calendar years, to update the Commission on the cost and utilization of the Medical and Life Insurance Plan. Medical and prescription claims have increased 1.9 percent when compared to the first half of the 2015 calendar year. There has been decrease of 2.8 percent in 2015 of total claims expense when compared to 2014, but pharmacy spending increased nearly 16 percent over the past five years, which is attributable to the specialty drug category. The total operating revenues increased 2.3 percent, which can be attributed to the increase in medical premiums in 2015 and an increase in Medicare reimbursement. Although operating revenues have increased modestly during the fiscal year to date, operating expenses have exceeded operating revenues resulting in a decrease in net position.

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**FINANCIAL – BUDGET – REPORTS  
YEAR-TO-DATE FINANCIAL REPORT, PERIOD ENDING FEBRUARY 29, 2016**

Brenda Morris, Financial Services Director, submitted a written financial report for fiscal year-to-date ended February 29, 2016, 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 February 2016, 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 117 active contracts held by individual engineering consultant firms prior to February 1, 2016. Twelve new engineering consultant services contract were executed in February 2016, for a total cost of \$2,430,838. There were three non-engineering consultant contracts executed in February 2016, for a total cost of \$532,140.

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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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