



**MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION**

**Official Minutes**

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**MINUTES OF THE REGULARLY SCHEDULED HIGHWAYS AND  
TRANSPORTATION COMMISSION MEETING HELD IN JEFFERSON CITY, MISSOURI,  
WEDNESDAY, MAY 11, 2016**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, May 11, 2016, at the Missouri Department of Transportation Building, 105 West Capitol Avenue, Jefferson City, Missouri. Gregg C. Smith, Chairman, called the meeting to order at 1:00 p.m. The following Commissioners were present: Michael B. Pace, Michael T. Waters, Jr., and John W. Briscoe. Stephen R. Miller and Mary E. Nelson were absent.

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, May 11, 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.
4. Section 610.021(12) – 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, Absent  
Commissioner Pace, Aye  
Commissioner Waters, Aye  
Commissioner Nelson, Absent  
Commissioner Briscoe, Aye

The Commission met in closed session on Wednesday, May 11, 2016 at 8:30 a.m., and adjourned at 12:00 p.m.

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**-- OPEN MEETING --**

**RECOGNITION OF FALLEN EMPLOYEE**

At the beginning of the meeting, Chairman Smith requested a moment of silence in memory of Lyndon Ebker, a MoDOT employee who was killed while working in the line of duty on April 7, 2016. The chairman extended to Mr. Ebker's family and friends the thoughts and prayers of the Commission and department.

**APPROVAL OF MINUTES**

Upon motion by Commissioner Waters, seconded by Commissioner Pace, the Commission unanimously approved the minutes of the regular meetings held October 7, 2015 and November 5, 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 May 11, 2016, Consent Agenda**

No items were removed from the consent agenda. Upon motion by Commissioner Pace, 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 May 11, 2016, meeting.

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

**Legislative Committee** – Commissioner Smith reported the General Assembly is in its last week of session for the year. Up to this point, MoDOT has been successful working with officials in passing a budget for 2017. The Commission continues to monitor two transportation related legislative proposals which include the Road to Tomorrow truck platooning bill and raising the state’s fuel tax by 5.9 cents per gallon. The Commission remains positive that both pieces of legislation will pass and the fuel tax proposal will then go to a vote of the people in November.

**Missouri Transportation Finance Corporation** – Commissioner Smith stated MTFC received its eighth certificate of achievement from the Governor’s Finance Officers Association for excellence in financial reporting. The Board elected new officers and also approved the budget for 2017. The Board approved a revision to the MTFC policy.

**MoDOT and Patrol Employees' Retirement System** – Commissioner Pace reported the global equity markets were able to hold on to most of their recent gains. MPERS is now just shy of breaking even for fiscal year 2016. As of April 28, the MPERS year to date performance stood at -0.25 percent. The Board is cautiously optimistic that if the equity prices hold steady through June 30, and if enough incremental income is generated, MPERS would be in or very close to positive territory for the year.

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## **DIRECTOR'S REPORT**

During the May 11, 2016, Commission meeting, Director Patrick McKenna provided the following report:

**Bridge Closure** – Director McKenna stated the bridge on Grand Avenue over I-670 in downtown Kansas City had to be closed last week. State Bridge Engineer Dennis Heckman explained there was a large crack in the deck of the bridge and it had to be closed immediately. The bridge will have to be replaced and the plan is to reopen the bridge by December 1. Kansas City District Engineer Dan Niec is currently working on a contract to get the bridge removed while the Bridge Division works on replacing the structure. The Director remarked that was a great indication of the quick responsiveness on the part of MoDOT and it also fulfills the mission of safety of the organization. He stated that it's also an indication of the age of our infrastructure and how we have to take into account that when things like this happen we are spending down our cash balance, which is a good way to match federal funds, however, having the contingency of a cash balance removed from the road fund will become a problem in the future.

**Awards** – Director McKenna reported the Missouri Coalition for Roadway Safety recently won an award for exceptional performance and safety from the American Public Works Association. Also, MoDOT recently won “project of the year” from ITS Heartland for a project called Rural Queue and Delay Warning System, a collaboration that uses intelligent transportation systems on rural roadways building on two techniques MoDOT has been using in metro areas, dynamic message boards and smart work zones. This has been in operation since January and the feedback from travelers has been very positive.

**State Transportation Improvement Program** – Director McKenna recognized Mabelle Watkins, Ed Hassinger, district engineers, planners and planning partners throughout MoDOT for the incredible job they did when they were challenged less than two months ago to come up with a plan to deploy an additional \$2.5 billion worth of capital over and above the 2016-2020 State Transportation Improvement

Program. There were constraints on the plan. The top priority for the organization was to meet asset management goals to try to keep the infrastructure in the condition it is in today. These employees put together their responses in about six weeks where taking care of the existing system is clearly the priority in the plan. Director McKenna thanked the department for its work in bringing forward a plan that he believes the Commission will be pleased with and will meet their priorities.

**FAST Act/TIGER Grants** – Director McKenna stated the Multimodal Division submitted two FAST Lane grants in mid-April for projects that can improve the reliability of the nation’s freight system. One is the rehabilitation of the Rocheport I-70 Bridge and the second is the construction of a new Merchant’s railroad bridge in St. Louis. At the end of April, MoDOT submitted two TIGER grants. The first TIGER grant application is for the I-270 north corridor/Lindbergh Boulevard interchange and the second is the Road to Tomorrow smart pavement pilot project in Kansas City. The Director anticipates announcement of grant awards in late summer. The FAST Act also had two other new grant programs that the Road to Tomorrow team will explore between now and the beginning of June.

**DOMInno Meeting** – Director McKenna spoke about the DOMInno meeting he and Commissioner Pace attended in April. It included an innovations challenge showcase. A short video was played so the Commission could see the type of innovations the teams had been working on. The success of the innovations challenge is through the implementation of the innovations in the field. The showcase is a testament to the good hard work and common sense solutions employees come up with that improve safety and save money.

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## **TRANSPORTATION AND HEALTH CARE COLLABORATIVE OF RURAL MISSOURI**

Multimodal Operations Director Michelle Teel stated improving access to health care especially for underserved and rural populations is an important benefit to society. MoDOT is partnering with the Missouri Foundation for Health to provide federal transit administration funding to the Missouri Rural Health Association for a pilot program called Health Tran that links health care coordination and transportation mobility management services to improve access to care.

Toniann Richard, Executive Director of Health Care Collaborative (HCC) of Rural Missouri, and Suzanne Alewine, Executive Director of Missouri Rural Health Association (MRHA), presented to the



Commission. Suzanne stated the relationship between transportation and health care is very significant. As policymakers and individuals advocating statewide, they want to increase awareness and improve collaboration between state agencies, particularly health, social service, and mental health. They are interested in cultivating partnerships to deliver quality health care to strengthen rural communities. Transportation is one of their priorities. As a non-profit organization they help people fully understand how they can access health care services in their community and address the transportation barriers to health care providers.

Ms. Richard reported on an economic impact study conducted by the Missouri Primary Care Association. In 2014, their first year of operations, they saw 2,700 patients in two clinics; and one of those clinics was only open for nine months of that year. The community impact reported a savings of \$3 million to the health care system. Two more clinics have been added since that time. In 2016, they estimate they will serve about 7,800 people. The rural health care clinics are positively impacting the region's health and economic prosperity. Getting patients to the clinics for preventative visits and screenings relative to healthcare outcomes and transportation coordination is necessary to provide this access.

Ms. Alewine explained the Missouri Rural Health Care Association's focus is on increasing access to care through partnerships. This association in collaboration launched Health Tran, a pilot program providing healthcare access to improve patient health outcomes and reduce costs through public private transportation partnerships. Health Tran is a partnership between local public transit agencies and local health care delivery systems including OATs, Inc., Missouri Public Transportation Association, Southeast Missouri Transportation Services, Inc., multiple federally qualified health centers and rural hospitals. This pilot program is in south central Missouri covering 10 counties of Texas, Howell, Oregon, Wright, Douglas, Ozark, Webster, Christian, Taney, and Shannon. This program

received about 3,600 referrals as of last month. Health Tran coordinators determine the most appropriate transportation option for individuals in need of health care. Health Tran subsidizes the cost of transportation for those who have a health need and no resources for transportation. Funding for Health Tran has been provided by Health Resources Services Administration, the Federal Office of Rural Health Policy, and the Missouri Foundation for Health, Federal Transit Administration's (FTA) design challenge which is out of the Ladders of Opportunity program, and FTA 5310 program that MoDOT administers for the FTA. Ms. Alewine commended MoDOT for seeing this need, taking ownership, and being the first to step forward with funding for the project.

Transportation coordination is important to the health care system because it cuts down on emergency room visits which are very costly, cuts down on missed appointments and also helps people get where they need to go. It's a mutually beneficial relationship. The expectation is that their health partners will begin to fund these projects at the local level so they do not have to rely wholly on grant funding which is only temporary.

Ms. Alewine added that mobility management is key to helping people to understand how the health care and transportation systems work together and get them accustomed to using these services means a healthier population and thriving economy. She noted with the population aging and especially for those who live in a rural community and can no longer drive, the burden to meet these citizens' needs will continue to grow. She expressed support of MoDOT's efforts to expand funding for public transit.

Commissioner Waters thanked Ms. Richard and Ms. Alewine for their presentation and for helping rural people get to the doctor before they have to go the emergency room to treat their illness. Mobility management and coordination is going to be very important in making the best use of the transportation investments that have been made in rural transit.

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## **MISSOURI DEPARTMENT OF TRANSPORTATION PROPOSED FISCAL YEAR 2017 BUDGET**

On behalf of the Director, Brenda Morris, Financial Services Director, presented the Fiscal Year 2017 budget in the amount of \$2,036,623,000. This proposed budget is \$62.2 million, less than fiscal year 2016. The major decrease is \$82.3 million in Contractor Payments. Since contractor payments lag contractor awards, the smaller construction programs in previous years result in lesser contractor payments in fiscal year 2017.

Ms. Morris explained there are three important financial documents that are the blueprint for MoDOT's spending: financial forecast, Statewide Transportation Improvement Program (STIP), and budget. While each of these three documents serves different purposes, they are related. The financial forecast estimates future revenues and disbursements and is the basis for the operating budget as well as the funding targets for planning partners and MoDOT to use when selecting projects for the STIP. The budget development process takes approximately 18 months and the department presents to the Commission three times during that process. In September the appropriations request is brought to the Commission for approval, the appropriations request is used during the legislative budget process. Then in May the department presents the preliminary budget documents for the Commission's review and consideration. Following the conclusion of the legislative session in May, adjustments are made to the draft budget to reflect the legislative changes, and in June the department seeks the Commission's approval of the final budget prior to the start of the new fiscal year.

Ms. Morris explained there are three primary state revenue sources: the 17 cent motor fuel tax, motor vehicle sales tax, and motor vehicle and driver's license fees. The financial forecast estimated flat growth for the motor fuel tax. The motor vehicle and driver's license fees have a projected growth rate of 1.5 percent. The motor vehicle sales tax is projected to have a growth rate of 4 percent. Another state revenue source is cost reimbursements, interest and miscellaneous, which includes monies other entities

provide to MoDOT for projects. This also includes proceeds when the department sells excess property or equipment and includes the interest earned on funds deposited with the State Treasurer.

She then reviewed estimated receipts for fiscal year 2017 at \$2,236,458,000. Total receipts are projected to increase \$64.7 million, compared to the fiscal year 2016 amended budget. The increase in state receipts of \$23.6 million is due to the projected increase in motor vehicle sales tax and motor vehicle and drivers licensing fees. Federal reimbursement increased \$49.1 million. In December 2015, Congress passed and the President signed the Fixing America's Surface Transportation (FAST) Act. Funding under the FAST Act is greater than the previous federal transportation bill, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). In addition, Multimodal and Highway Safety federal reimbursements increased due to planned use of multiple years of federal grants in fiscal year 2017. Implementing regulations for funds authorized under MAP-21 were delayed and therefore use of the funds was delayed as well. Multimodal receives federal grants for Aviation, Rail and Transit programs. American Recovery and Reinvestment Act of 2009 (ARRA) federal reimbursement decreased \$8.0 million, as the only remaining construction project is a new western approach to the Merchants Bridge in Saint Louis that will be completed in fiscal year 2017.

Through legislative appropriations two other state agencies will receive \$275,098,000; these funds come from State Road Fund revenue sources and reduce the revenues available to the department. The Department of Revenue receives three percent of the cost of collection of the road fund revenues, and the Missouri State Highway Patrol receives road funds for the enforcement of motor vehicle laws.

The disbursement request for fiscal year 2017 is \$2,036,623,000 with the largest portion of this disbursement attributed to the construction category at \$1.29 billion. The construction category includes contractor payments to build roads and bridges, payments to purchase right-of-way, federal funds that pass through to local entities, debt service on bonds, as well as the expenses for MoDOT employees engaged in construction activities. The maintenance operations category for building roads and bridges

is \$460 million in disbursements for snow and ice removal, mowing, striping and maintenance of pavement and bridges. The motor carrier services and highway safety category are often grouped with maintenance operations as part of system management, but for this budget have been divided into its own category. The motor carrier services and highway safety category is \$30 million in disbursements to ensure efficient movement of goods and enforcement of safety regulations in the motor carrier industry. Highway safety promotes good behaviors to ensure safe travel on the transportation system, for example, encouraging everyone to buckle up every trip every time. A very small portion of the expenditures budget, \$78 million is used for fleet, facilities, and information systems category to help ensure we have the right fleet that we need to accomplish our maintenance operations and the information technology to support the work we do and to assist the public with having the best information possible to travel safely. The multimodal category is another small portion of the operating budget, at \$117 million, and supports the other modes of transportation including aviation, waterways, transit, rail and freight. The remaining category is for administration at \$55 million.

Ms. Morris explained program delivery, or the construction program, is the capital investment in roads and bridges. The construction program is decreasing \$57.4 million, mostly because of a decrease in contractor payments. This is offset by increases in design and bridge consultant payments of \$20 million, and increases in right-of-way acquisitions at \$21.2 million, which will be needed as the construction program becomes larger in the next few years.

Contractor payments at \$655.7 million decreased by \$82.3 million from the current budget and will reflect contractor awards made in previous years. She explained contractor awards are very rarely paid out in the same year, as they typically pay out over several years. The contractor awards projected for fiscal year 2016, which was \$595 million, will impact the contractor payments later in fiscal year 2017 because contractor payments will lag behind contractor awards. The program delivery budget includes several components: \$123 million for construction operations, \$500,000 for the accelerated

program, \$163.4 million for federal pass-through, and \$294.7 million for debt service. She noted an increase in two components of the construction program, the design and bridge consultant payments will increase to \$30 million, and right of way will increase to \$30 million for fiscal year 2017. These increases are necessary as the construction program becomes larger in the next few years.

Ms. Morris described how although MoDOT is a department of transportation, it is funded like a highway department, and how the investment in other modes of transportation is only six percent of the operating budget. She explained the sources of the \$117 million budgeted for multimodal disbursements; seventy-one percent of the funding comes from federal sources, twelve percent comes from general revenue funds, and the remaining seventeen percent comes from a variety of state funds that are dedicated to other modes.

She reminded the Commission that these amounts do not reflect the action taken by the legislature during this session. The legislature appropriated a two percent pay increase for all state employees, including MoDOT as well as some other changes. She noted the changes will be incorporated in the final budget for fiscal year 2017 that will be presented for the Commission's consideration at the June Commission meeting.

The Commission thanked Ms. Morris for her presentation.

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## **2017-2021 DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

On behalf of the Director, Machelles Watkins, Transportation Planning Director, presented the 2017-2021 Draft Statewide Transportation Improvement Program (STIP) which is developed in unison with the budget and financial forecast. Ms. Watkins explained the STIP is MoDOT's proposed list of transportation projects for the next five years, this document describes how transportation dollars are being invested, and represents MoDOT's commitment to Missourians.

The 2017-2021 draft STIP was designed with safety being a top priority. The Commission took action earlier in the year to put more funding toward safety projects and as a result, this year's STIP has \$50 million of systematic safety improvements including median guard cable installations, shoulders with rumble stripes, the Chevron program, J-turns and high friction pavement treatments; all of which are aimed at reducing fatalities.

This year's STIP was developed using asset management. Ms. Watkins described the transportation assets, how they are categorized and the current condition of the system. Missouri's transportation system is comprised of 34,000 miles of roadway and over 10,400 bridges. There are 1,400 miles of interstates, which is only four percent of all roadways in Missouri, it carries forty-three percent of the traffic, and the interstates are in ninety-two percent good condition. The interstates along with the major routes combine for a total of 5,500 miles, and carry seventy-seven percent of all the traffic, so most of the travel occurs on these two types of roadways. The interstates and major routes together are at about eighty-nine percent in good condition. The minor roads that carry more than 400 vehicles a day represent about 17,000 miles of roadway, more than half of the system, but only carry about twenty-one percent of all traffic. The minor roadways are in eighty percent good condition. The low volume minor roads carry less than 400 vehicles a day and account for over 11,000 miles of roadway, but only carry two percent of the traffic. Ms. Watkins explained the interstates, major roads, and minor routes are funded and programmed in the STIP. The STIP also provides for bridge maintenance on the low volume minor roads, but the pavements on low volume minor roads are actually maintained through the operating budget not the STIP.

The department's goal is to continue to maintain the system at least at the condition level that it is today. Some districts have sufficient funding to take care of their system, as well as pursue limited congestion improvements. However, many districts still do not have sufficient funding to adequately take care of their systems. Approximately eighty-eight percent of the STIP is work related to taking care

of the system, and about twelve percent of the work addresses congestion or mobility issues in regions and about one-third of those projects have an element of preservation or maintenance work included.

Ms. Watkins stated the STIP covers three program areas: highways and bridges, local programs, and multimodal programs. She said in 2017, the department anticipates having about \$700 million available for contractor awards and by the fifth year of the STIP, it is expected that amount will increase to approximately \$860 million.

She reported the local program is funded at \$153 million beginning in 2017. Local programs receive federal funds for air quality, state planning and research, highway and rail crossing safety, transportation alternatives, and recreational trail programs. Ms. Watkins reminded the Commission last month the department recommended the discontinuation of the small urban program area and the city bridge program areas. The Commission asked that this be included in the STIP to give the public the opportunity to review and comment on the proposed changes. Initially these programs had been federally funded, but federal transportation authorizations have not provided funding since 1992. The discontinuation of those two local programs will allow those funds to flow through the funding distribution formula and let regions prioritize projects and use those in the best way they see fit. Even with discontinuation of those programs, local programs will be funded and increase to approximately \$165 million by the end of the five year draft STIP.

The draft STIP also provides \$163 million beginning in 2017 for multimodal programs. While most of the funding is for transit throughout the state, it also provides funds for aviation, rail, waterways and freight. Ms. Watkins noted the multimodal program relies on the annual appropriation process which makes it extremely difficult to plan beyond one year of the STIP.

Ms. Watkins reported on the changes for the 2017-2021 Draft STIP. There are 855 projects added to the draft STIP in comparison to the existing STIP; 650 of those are preservation projects aimed at pavement and bridge restoration, 193 other projects are associated with taking care of the system in



the form of safety projects, and 13 expansion-type projects provide for small improvements to address congestion and mobility issues in some regions. There were 24 projects deleted from the STIP, the work from all but one of the projects is being accomplished in another way. Those projects are either incorporated into another project, or addressed by an existing contract, or accomplished by MoDOT's forces. One project was deleted at the request of the community as they were unable to provide the necessary funds for the project.

The next step in the process is for the department to conduct a public comment period for the draft STIP, May 11 through June 10, 2016. The draft STIP will be shared with various audiences by personal contacts, news releases, and MoDOT's website. The department will collect the comments received and recommend action, noting any changes to the draft STIP. The final STIP will then be presented to the Commission at its July 7, 2016, meeting for consideration and approval.

The Commission thanked Ms. Watkins for her presentation.

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## **MISSOURI DEPARTMENT OF TRANSPORTATION VALUE OF OPERATIONS BUDGET TO MISSOURIANS**

On behalf of the Director, Becky Allmeroth, State Maintenance Engineer, presented a report on the value of the operating budget. The operating budget is about \$460 million per year, and is used to operate and maintain every road on the state system. This accounts for twenty-three percent of the total budget and is an investment in the state transportation system. Missourians expect services on roadways and the top five operations that account for almost half of the operations budget include: overlays, patching, sealing, snow and ice removal, and bridge maintenance.

Every year MoDOT completes about 2,300 lane miles of asphalt pavement repair and patching, enough to complete a one inch overlay on one lane of roadway all the way from Los Angeles to Washington, D.C. In an average winter MoDOT employees plow approximately 6 million miles of

roadway that is the equivalent of going to the moon and back thirteen times. On an annual basis, MoDOT also stripes about 70,000 miles a year, mows over 400,000 acres, seals roughly 7 million square feet of bridge deck, and collects enough bags of litter to line them up side by side from Kansas City to St. Louis.

The operating budget also focuses on roadway safety. Last year MoDOT completed over 15,000 miles of edge rut repairs, 150,000 square feet of signs were installed, and responded to over 20,000 incidents. These incidents range from traffic crashes to flooding and do not include responses from the motorist assist program. There is tremendous value to Missourians in the department's ability to respond quickly. MoDOT is on call 24/7/365 and has the equipment and people ready to go at a moment's notice.

Ms. Allermoth stated the operating budget does not only maintain the system, but operates the system as well. Last year MoDOT responded to over 270,000 customer calls, managed and maintained over 2,500 traffic signals, 250 dynamic message signs, over 600 traffic cameras, and operated 3 traffic management centers. The operating budget also preserves the system. Last year MoDOT completed over 100,000 linear feet of pipe culvert repairs, 24,000 square yards of concrete pavement repair, flushed over 7,000 bridges and repaired over 90,000 square feet of bridge deck. The operating budget provides value to every Missourian and touches every Missourian to safely get people where they want to go.

The Commission and the Director thanked Ms. Allermoth for her presentation. Commissioner Briscoe inquired when customers call in do they get to speak to a live person or do they go through an automated answering service. Ms. Allmeroth responded the customer will speak with a live person directly.

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## **2017-2021 DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM PLANNING STUDIES**

On behalf of the Director, Kathy Harvey, Assistant Chief Engineer, presented a report on planning studies. In 2014, recognizing funding for the construction program was declining and there would not be enough to take care of the system, planning studies were stopped across the state unless a study was for a project that would take care of the system. Director McKenna reported to the Commission in the past about the passage of the federal transportation bill in December which provided the needed stability to the department's federal funding and in response the Commission chose to take some risks and spend down some cash balances. Those two things together have resulted in an increase in the construction program, and as a result the Commission asked the department to review its position on planning studies.

Ms. Harvey reiterated that most of the projects in the STIP are taking care of the system projects, and deliver on asset management goals. There are a few districts that are going to meet their asset management goals and have some ability to address a few of their congestion and mobility needs. For those districts that are able to do that, the department supports planning studies being permitted again. However, there are limits on allowing planning studies. Studies can be prioritized only when it can be demonstrated the projects that would result at the end of the planning studies could be fully funded for construction within a five to ten year window. MoDOT will not support planning studies for projects that will sit on a shelf awaiting the promise and hope of future funding. Additionally, MoDOT staff will be utilized only for taking care of the system projects and if the taking care of the system study needs are exceeding the ability of staff, the department will supplement staff through the use of the statewide design-bridge consultant budget to fund those studies. As studies are prioritized that are not strictly taking care of the system, those studies will be funded from the district distributed right-of-way and construction funds. This allows regions to prioritize the need of a planning study against the need for

road and bridge improvements. Determining which planning studies are prioritized will be part of the collaboration that is done with MoDOT staff and their planning partners, similar to how construction projects are selected for inclusion in the STIP.

The Commission thanked Ms. Harvey for her presentation.

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#### **MEDICAL AND LIFE INSURANCE PLAN: RE-APPOINTMENT OF BOARD MEMBER**

The Commission established and approved guidelines for a self-insured Medical and Life Insurance Plan for employees of the Department and the State Highway Patrol on November 9, 1977. The guidelines established a board of trustees to manage the operations of the Plan. Potential board members, and the board chairman, are recommended by either the Department Director or the State Highway Patrol Superintendent and are subject to Commission approval.

On behalf of the Director, Jeff Padgett, Risk and Benefits Management Director, recommended approval of the re-appointment of Lieutenant Colonel Sandy Karsten as a Missouri State Highway Patrol active employee representative for a term ending May 2022 or until a successor is named. Ms. Karsten has served as an active employee representative since August 2005, and has been recommended by Colonel J. Bret Johnson, Superintendent of the Missouri State Highway Patrol.

Via approval of the consent agenda, the Commission unanimously approved the re-appointment of Lieutenant Colonel Sandy Karsten as a Missouri State Highway Patrol active employee representative for a term ending May 2022 or until a successor is named.

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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 D04 and G01 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 April 15, 2016, letting, as recommended and noted in Table I below. (2) Cancellation of the award to Highway Safety Solutions for Call F09 located in the St. Louis District from the March 18, 2016, bid opening for failure to execute the contract in accordance to Section 103.6 of the Missouri Standard Specifications for Highway Construction. (3) Award Call F09 from the March 18, 2016, bid opening to Collins & Hermann, Inc. as noted in Table II below.

**Table I  
Award of Contracts  
April 15, 2016, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A02	YY	Buchanan	J1S3027	\$1,057,924.02	\$0.00	Mega Industries Corporation	Intersection Improvements
A03	169	Various	J1P1041	\$563,776.62	\$0.00	Vance Brothers, Inc.	Seal Coat
	48	Gentry, Andrew	J1S3121				
B01	15	Shelby	J2P3088	\$2,114,129.25	\$0.00	Bleigh Construction Company	Bridge Replacement
		Audrain	J2P3087				
C01	Various	Various	J4P3141	\$230,760.00	\$0.00	Black & McDonald	JOC – Lighting Repair
D02	44	Phelps	J5I3134	\$485,642.86	\$0.00	Lehman Construction, LLC	Slide Repair
D03	19	Crawford, Gasconade	J5L1600D	\$1,630,381.12	\$10,000.00	N.B. West Contracting Company	Resurface and Add Shoulders
D04*	17	Pulaski	J5P3029	\$2,617,011.05	\$0.00	N.B. West Contracting Company	Grading and Pavement
			J5L1600F		\$650.48		Resurface
F01	44	St. Louis City	J6I3030	\$5,246,949.95	\$15,150.00	Phillips Hardy, Inc.	Bridge Replacement
F02	T	Franklin	J6M0260	\$347,887.79	\$0.00	Young's General Contracting, Inc.	Slide Repair
G01**	Bus 65	Greene	J8P2196B	\$2,827,333.20	\$0.00	D & E Plumbing and Heating, Inc.	Grading, Pavement and Utilities
G02	13	Greene	J8P3039	\$1,371,650.00	\$0.00	Hartman and Company, Inc.	2 Bridge Deck Replacements
H01	55/57	Various	J0I3002S	\$125,000.00	\$0.00	Fronabarger Concreters, Inc.	JOC – Concrete Repair

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
H02	55/57	Various	J0I3002T	\$0.00	\$0.00	No bidders	JOC- Asphalt Repair
H03	55/155	New Madrid, Pemiscot	J0I3002U	\$125,000.00	\$0.00	Fronabarger Concreters, Inc.	JOC – Concrete Repair
H04	55/155	New Madrid, Pemiscot	J0I3002V	\$0.00	\$0.00	No bidders	JOC- Asphalt Repair
H06	M	Carter	J9S3082B	\$1,837,011.00	\$0.00	H.R. Quadri Contractors, LLC	Pavement and Shoulders
			<b>TOTAL:</b>	<b>\$20,580,456.86</b>	<b>\$25,800.48</b>		

\* Call D04 – Funding by City of Waynesville – \$1,020,420.00 (J5P3029 only)

\*\* Call G01 – Funding by the City of Springfield – \$1,413,667.00

**Table II  
Award of Contracts  
March 18, 2016, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
F09	Various	Various	J6P3096	\$331,452.00	\$0.00	Collins & Hermann, Inc.	JOC-Fence Repairs
			<b>TOTAL:</b>	<b>\$331,452.00</b>	<b>\$0.00</b>		

### Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received on the April 15, 2016, bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Cancelled the award to Highway Safety Solutions for Call F09 located in the St. Louis District from the March 18, 2016, bid opening for failure to execute the contract in accordance to Section 103.6 of the Missouri Standard Specifications for Highway Construction.

3. Awarded Call F09 from the March 18, 2016 bid opening to Collins & Hermann, Inc., as recommended and noted in Table II above. Non-contractual costs for these projects are shown on the above tabulation.
4. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

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## **REQUEST FOR APPROVAL OF LOCATION AND DESIGN OF HIGHWAYS**

**Route I-55, Scott County**  
**Job No. J0I0956**  
**Public Hearing Held February 11, 2016**  
**On-line Public Hearing Held January 21, 2016-February 21, 2016**

The proposed improvement provides for an interchange at Route I-55 and Route PP as well as connector roadways to Kelso and Scott City. The project will have normal and controlled access right of way. During construction of the new connector road designated as the new Route 61, Route PP will be closed at the location it crosses over the interstate. The traffic on Route I-55 will be handled by routing traffic onto the side of Route I-55 that is not being impacted during that construction stage. The project is 4.1 miles in length.

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

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

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**-- REPORTS --**

The Commission received the following written reports.

**CONTRACTOR PERFORMANCE REPORT**

On behalf of the Director, David Ahlvers, State Construction and Materials Engineer, presented the annual contractor performance report for 2015. Project performance evaluations were completed by the resident engineers and provided to the contractors for review and comment. Performance summaries will be mailed to the contractors the week of May 16, 2016. Pursuant to 7 CSR 10-10.070, Procedure for Annual Rating of Contractors, no contractors are being placed on probation as a result of the 2015 performance ratings. Contractors receiving the top ratings for the 2015 construction season will be recognized at the MoDOT / AGC Coop meeting in the fall of 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 March 31, 2016.

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**FINANCIAL – BUDGET – REPORTS  
YEAR-TO-DATE FINANCIAL REPORT, PERIOD ENDING MARCH 31, 2016**

Brenda Morris, Financial Services Director, submitted a written financial report for fiscal year-to-date ended March 31, 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 March 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 125 active contracts held by individual engineering consultant firms prior to March 1, 2016. Eleven new engineering consultant services contract were executed in March 2016, for a total cost of \$1,091,796. There were seven non-engineering consultant contracts executed in March 2016, for a total cost of \$491,783.

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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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