



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED HIGHWAYS AND
TRANSPORTATION COMMISSION MEETING HELD IN KANSAS CITY, MISSOURI,
WEDNESDAY, JUNE 8, 2016**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, June 8, 2016, at Union Station, 30 West Pershing Road, Kansas City, Missouri. Gregg C. Smith, Chairman, called the meeting to order at 9:00 a.m. The following Commissioners were present: Gregg C. Smith, 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, June 8, 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.*

-- OPEN MEETING --

APPROVAL OF MINUTES

Upon motion by Commissioner Waters, seconded by Commissioner Nelson, the Commission unanimously approved the minutes of the regular meetings held December 2, 2015 and January 6, 2016 and the special meeting held December 1, 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 June 8, 2016, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Waters seconded by Commissioner Miller, the consent agenda items were unanimously approved by a quorum of Commission members present.

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees' Retirement System Board of Trustees. The following committee and board reports were made during the June 8, 2016, meeting.

Audit Committee – Commissioner Waters stated the Audit Committee met on June 8, 2016. The committee reviewed three internal audit reports and concurred with the recommendations made in the following audits: (1) Review of telecommunications services audit; (2) Review of Central District operations; and (3) Review of St. Louis District operations. The Audit Committee also reviewed and approved the internal audit plan for fiscal year 2017. The annual audit of MoDOT's financial statements will be conducted by RubinBrown, field work will take place in August and September and a report will be presented in November.

Legislative Committee – Commissioner Miller stated with the recent adjournment of the 2016 session of the Missouri General Assembly, while the legislature was not successful in allowing Missouri voters the opportunity to vote on a 5.9 cents per gallon increase in the state's fuel tax, the department was able to work with elected officials to pass some very important initiatives, including: (1) The department's \$2 billion budget for 2017 that included \$12.4 million for ports and also \$20 million for instituting the Missouri Moves cost-share program for local infrastructure improvements, along with \$9.6 million for the continued operation of Amtrak passenger train; (2) The elimination of the design-build sunset of 2018, which allows MoDOT to continue with the design-build program without fear of losing authority for future construction projects; (3) Legislation passed allowing articulated buses to operate and not require a permit to run as an over dimension load; and (4) Related to the Road to Tomorrow efforts is

the idea of truck platooning, which allows private commercial motor carrier industry to use Bluetooth technology to operate two trucks in tandem to increase safety and fuel efficiency.

Commissioner Miller reported the Commission's proposals to pass an all texting while driving ban and a primary safety belt law failed to get the necessary legislative support this session. He also reported that proposed legislation to use general revenues to create a water trust fund for port improvements and tolling as a way to rebuild I-70 through a private partner did not pass this session.

Missouri Transportation Finance Corporation – Commissioner Smith stated there was no report. The next MTFC meeting is scheduled for August 2016.

MoDOT and Patrol Employees' Retirement System – Commissioner Pace stated there was no report. The next meeting is scheduled for July 23, 2016.

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COMMISSION ANNOUNCEMENT BY STEPHEN R. MILLER

Vice Chairman Stephen R. Miller announced that he submitted his resignation to Governor Nixon effective July 1, 2016. He thanked the Governor and the citizens of Missouri for the opportunity to have led such a talented group of people. He said there was nothing he had done in his professional career that he has enjoyed more than the opportunity to chair and lead this group.

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DIRECTOR'S REPORT

During the June 8, 2016, Commission meeting, Director Patrick McKenna provided the following report:

Award – Director McKenna was pleased to announce that David Epright, Maintenance Supervisor from Knob Noster in the Kansas City District, was honored with the Missouri State Employee Award of Distinction for his heroic actions in freeing a driver from a vehicle that was upside down and submerged in water off of U.S. Route 50 in Johnson County. He remarked that David is an example of a fine public servant.

Operating Budget – Director McKenna reported there were approximately \$10 million of operating budget savings from the light winter and that is being redirected back onto the roads. He noted in an average winter MoDOT spends about 570,000 hours of labor on winter operations, however, this year MoDOT only spent 280,000 hours.

Cell Phone Policy Change – Because safety is the number one priority at MoDOT on June 1, 2016, MoDOT implemented a statewide all-out ban on cell phone usage while operating motor vehicles for MoDOT. Leading by example is the way to move the issue on behavioral distracted driving, and MoDOT is leading the example with this department wide effort.

Grand Avenue Bridge – MoDOT was forced to close the Grand Avenue Bridge over I-670 in Kansas City on May 6 because of several stress fractures. The bridge was immediately shored up and stabilized. However, the bridge will have to be replaced and MoDOT expects to have the bridge open to traffic in December 2016.

Missouri Moves Program – Director McKenna reported MoDOT has been working with the Commission and internally with staff to utilize the \$20 million of general revenue that the legislature and Governor made available to the department. This cost share program is called Missouri Moves. Two-thirds of this funding will be set aside for road and bridge projects and one-third for multimodal projects. Not more than 25% of the total funding will be available to any one district. The Commission tasked MoDOT to come up with an objective set of program guidelines to create objective criteria to review proposals and applications for projects that are received. He noted some of the scoring criteria will examine whether it is a safety or preservation project, whether it is a system expansion and economic development project, whether or not it is on the state system, and whether there is funding participation from the local entities. The department will put out a call for projects by June 15, 2016, and anticipate making recommendations in September.

Partnerships – Director McKenna stated that working in partnership with our surrounding states is a critical factor in making MoDOT successful. MoDOT shares a close working relationship with KDOT as evidenced by participation in the Scout program. Director McKenna recognized the Division Administrator from Federal Highway, Kevin Ward and thanked him for coming to the meeting.

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WELCOME BY UNION STATION

Mike Haverty, Chairman of Kansas City Southern and past Chairman of Union Station Board of Directors, welcomed the Commission to Kansas City and Union Station. He noted Union Station's role as a transportation icon of the past and continues as a transportation hub of the present. He noted Amtrak uses the station for passenger rail, and now the Kansas City Streetcar line stops at the station for the southern end of the line.

Commissioner Smith thanked Mr. Haverly for hosting the Commission at Union Station.

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WELCOME BY KANSAS DEPARTMENT OF TRANSPORTATION

Mike King, Secretary of the Kansas Department of Transportation (KDOT), welcomed the Commission to Kansas City, and noted the traveling public wants a seamless transportation experience. He said through the good working relationship KDOT has with MoDOT it is possible to erase the imaginary state lines, and everyone is better for working together.

Commissioner Miller thanked Mr. King for being such a great neighbor and the first Secretary of Transportation to address this Commission. He noted KDOT and MoDOT as a model of regionalism working across state lines in the metropolitan Kansas City area.

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PRESENTATION ON THE BEYOND TRAFFIC SMART CITY CHALLENGE

Blake Miller, Partner and Director of Accelerator and Technology of Think Big, and Chris Crosby, Chief Executive Officer of Xaqt, presented a report regarding the City of Kansas City's application to the United States Department of Transportation (USDOT) for a smart city grant. Kansas City is the ideal location for the USDOT to showcase the impact of effective collaboration between technology and transportation systems. The city's affordable cost of doing business, combined with a growing urban population, and existing initiatives that are reinventing downtown provide the most return on investment for this grant competition.

Mr. Miller stated that Kansas City will use this experience as the first smart city in North America to develop and deploy next generation transportation technologies to address safety, mobility and climate change issues. Not only will this grant excel momentum by expanding the reach of mobility, but it will utilize technologies as a vehicle to transform neighborhoods and lives. Mr. Miller added that neighborhood by neighborhood will continue to get smarter by virtue of this grant.

Mr. Miller continued by saying the holistic vision of the Kansas City Smart City is captured in three mutually supporting pillars that will be used in Kansas City to achieve goals set forth by the USDOT, as well as city leadership. The first pillar is the Prospect Max corridor. This is a rapid bus transportation system along Prospect Avenue, which will develop ladders of opportunity for eastern Kansas City. It is an example of what technology and better transportation can do for everyone. He noted many people use public transportation and spend a lot of time doing so. Combining technology and transportation could reduce that commute by one to two hours per day, saving time and money for the commuters.

The second pillar is based on the use of automated, connected, and electric vehicles. The downtown area on 18th Street will be connected as an autonomous vehicle testing district. This will also provide shuttles and pods so people may shuttle to their location and connect through the use of a smart phone or digital kiosk.

The third pillar is connected and empowered communities. Connecting citizens not only spatially but virtually. Using the digital infrastructure that is being deployed and the data that comes with it to build new technologies, new solutions, and new innovative ways of doing things in the future.

Mr. Miller stated receipt of this grant would radically improve the economic opportunities for large segments of the population by providing them with convenient and affordable transportation options, bridging the digital divide and attracting new investment and resources. The plan is to have Kansas City serve as the central hub for other cities to develop, learn and collaborate on new technology deployments.

Commissioner Smith thanked Mr. Miller and Mr. Crosby for their presentation and expressed excitement about the city and MoDOT working together on these transportation and technology solutions.

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PRESENTATION BY THE KANSAS CITY AREA TRANSPORTATION AUTHORITY

Robbie Makinen, President and Chief Executive Officer of the Kansas City Area Transportation Authority (KCATA), and Dennis Hayes, Vice President of Strategic and Economic Development of the KCATA, explained they are with the bi-state agency that is charged with serving the transportation and development needs of the Kansas City region. He reviewed some of the current regional initiatives and future initiatives. He explained that all modes of transportation in the Kansas City region now use the Ride KC brand, working together in partnerships to eliminate barriers and provide connectivity for the traveling public. The Ride KC brand includes bus service out to Johnson County Kansas, the streetcar, max lines, and bicycle and pedestrian facilities.

He reminded the Commission when KCATA last presented they were in the process of acquiring the Rock Island Railroad. That acquisition has been accomplished in partnership with Jackson County and they are reviewing the transit opportunities there and possibility of a future commuter rail line.

Mr. Makinen explained that transit development can lead to community and economic development. He described mobility centers where the streetcar line, bicycle and pedestrian facilities, and Ride KC connect. One location will be developed soon at Third and Grand and will include business and retail alongside the mobility center.

He reported that the KCATA started a pilot project called Ride KC:Bridj where you don't catch the bus, the bus catches you; an on-call public transit service. He noted this is one of the first agencies in the United States to use the microtransit service and he is very excited about the opportunity it presents.

Commissioner Miller thanked Mr. Makinen and Mr. Hayes for their presentation and noted the KCATA is a model of cooperation where it is not just partnering but doing it very successfully!

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PRESENTATION BY THE MID-AMERICA REGIONAL COUNCIL (MARC)

David Warm, Executive Director of the Mid-America Regional Council (MARC), commented on the extremely effective working relationship between MoDOT and MARC and credited the Commission for the position they've taken to engage local and regional partners in the decisions they make. He said MoDOT is clearly a national model for forging effective federal, state, regional and local partnerships.

He spoke of the region's long range transportation plan known as *Transportation Outlook 2040*. The plan articulates a very coherent framework to accommodate the growth of the region. It focuses on emphasizing activity centers and corridors that connect across the region and promotes broader objectives around vibrancy and sustainability. The plan has some significant challenges that will cause MARC to continually go back and assess the assumptions made and to modify the plan as they move forward.

The first of these challenges is that even though travel demand will increase and the system will expand, the revenue projections in the plan fall far short of the needs that are projected. In the twenty-five years projected, about \$33 billion will be spent on transportation from all sources, two-thirds of that (\$22 billion) will be dedicated to taking care of the system; the remaining one-third (\$11 billion) will go to expanding the local system with local money and there is no money in the plan for expanding the MoDOT system over the next 25 years. That is a huge concern. He encouraged MoDOT to be diligent in its efforts to find a practical and meaningful way to bridge the funding gap for Missouri's state transportation system.

The second challenge is the need to better understand the impact of transformative technologies that cause one to think in brand new ways about how to design, manage, operate, fund, and regulate transportation systems of every type. The technologies have the potential to help people move faster and cheaper and smarter and more safely, yet at the same time this change is disruptive. In response to

this challenge MARC arranged a series of public conversations with other community partners that are referred to as KINETIC. These are technical workshops, major public events, policy discussions, which helps the community to better understand at a higher level to prepare for the future of transportation. A couple of these forums have already been held. One featured Will Ford as a keynote speaker from Ford Motor Company who capsulizes his conversation by saying Ford Motor Company is transforming from a car company to a mobility company. Another event featured a Harvard Professor who recently published a book “Move, Putting America’s Infrastructure Back in the Lead” which spoke about how innovation and mobility can really drive the future of American cities. More events are planned for the fall and next spring and include technical planning workshops that will engage engineers, planners and professionals from the transportation sector around the region. Also, the MARC will be hosting a workshop with the Federal Highway Administration on scenario planning at the national level.

Mr. Warm highlighted three ongoing planning processes. The first is that MARC is partnering with MoDOT and Kansas City, Missouri to begin developing strategy for replacing the Broadway Bridge and the future of the north freeway loop. Another process is updating the Regional Ride KC Transit Plan to look at how to double access to jobs by public transit in this region. MARC is also working with KDOT on an I-35 integrated corridor management study, reviewing the I-35 corridor between downtown and Olathe on the Kansas side, and looking at all the systems that are used to operate, manage incidents such as Kansas City SCOUT, Operation Green Light, bus on shoulder, ramp metering, and other technologies that are in place. This effort will determine a better strategy for managing those systems cooperatively and develop a more systematic formalized way of integrating the policies and technologies. It will require thinking in new ways about how to govern and manage and fund and coordinate all of the different parts of the system.

Commissioner Waters thanked Mr. Warm for his leadership and for everything that MARC does not only for transportation but water and levee projects, grants and work at the county and city levels of government.

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PUBLIC COMMENTS – ROUTE 47 MISSOURI RIVER BRIDGE IN WASHINGTON

Sandy Lucy, Mayor of the City of Washington, reported that it was a tremendous day for the city of Washington and everyone is very excited about the new bridge. She distributed a commemorative item to the Commissioners. She said the current bridge was dedicated and opened to the public on May 28, 1936. Mayor Lucy noted the Missouri Highways and Transportation Commission approved today the award of bid to Alberici Constructors to build a new bridge just upstream of their beloved Washington Bridge. She said the new bridge will not look the same but the safety amenities are first-class, with twelve foot driving lanes, ten foot shoulders, and a dedicated pedestrian and bicycle trail.

Mayor Lucy said the City of Washington is genuinely grateful for MoDOT’s support and partnership through the years, and by teaming together have made significant accomplishments, most recently with this bridge replacement project.

Commissioner Smith thanked Mayor Lucy for her dedication and passion for transportation.

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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 \$2.1 billion operating budget for fiscal year 2017, for the Commission’s consideration and approval. She noted this budget request is \$18.1 million less than fiscal year 2016.

Ms. Morris noted the budget request presented to the Commission in May has been updated to include changes due to the General Assembly’s passage of appropriations legislation on April 21, 2016, which was signed by Governor Nixon on May 6, 2016.

The key investments for the Fiscal Year 2017 budget are:

- Program Delivery – \$1,319 billion
- System Management – \$497 million
- Multimodal – \$133 million
- Fleet, Facilities, and Information Systems – \$78 million
- Administration – \$55 million
- Other State Agencies – \$279 million

Following discussion, and upon motion by Commissioner Waters, seconded by Commissioner Nelson, the Commission unanimously approved the Fiscal Year 2017 Budget as noted in the table below. Any necessary revisions to the fiscal year 2017 budget will be presented to the Commission by request for a budget amendment. The Commission also authorized the expenditures in accordance with Commission policies.

**Fiscal Year 2014-2016 Summary and Fiscal Year 2017 Budget Request
(Dollars in Thousands)**

	Fiscal Year 2014 <u>Actual</u>	Fiscal Year 2015 <u>Actual</u>	Fiscal Year 2016 Budget as <u>Amended</u>	Fiscal Year 2017 Budget <u>Request</u>
Receipts				
State Receipts	\$ 1,245,122	\$ 1,262,611	\$ 1,233,113	\$ 1,292,144
Less Motor Carrier Refunds	(19,720)	(19,912)	(30,035)	(30,035)
Less Miscellaneous Refunds	(9,989)	(10,988)	(13,255)	(13,255)
Net State Receipts	1,215,413	1,231,711	1,189,823	1,248,854
Federal Reimbursement	910,443	851,965	969,257	1,018,372
Federal Reimbursement-ARRA	18,253	1,311	13,000	5,000
Total Receipts	2,144,109	2,084,987	2,172,080	2,272,226
Disbursements by Other State Agencies ¹	233,311	250,107	274,879	278,948
Receipts	1,910,798	1,834,880	1,897,201	1,993,278
Disbursements				
Administration	48,405	50,718	54,513	55,264
System Management				
Maintenance Operations ²	438,228	428,807	444,444	467,168
Motor Carrier Services	5,712	6,283	6,959	7,012
Highway Safety	16,055	15,477	21,997	23,018
Total System Management	459,995	450,567	473,400	497,198
Program Delivery				
Construction Operations ²	125,959	129,282	133,500	125,015
Contractor Payments	723,757	723,191	753,690	655,752
Design and Bridge Consultant Payments	29,299	16,545	10,000	30,000
Accelerated Program (Reimbursements)	17,592	20,062	14,400	507
Right of Way	15,249	13,570	10,300	30,000
Federal Pass-Through	121,373	139,560	170,638	163,370
Debt Service on Bonds	292,930	290,929	280,315	294,749
Missouri Moves Cost Share	0	0	0	20,000
Total Program Delivery	1,326,159	1,333,139	1,372,843	1,319,393
Fleet, Facilities and Information Systems				
Operations ²	24,404	24,474	25,578	28,487
Capital Improvements	7,362	6,927	10,280	7,200
Information Systems	16,915	17,003	20,000	20,000
Fleet Investments	21,414	18,713	28,652	22,617
Total Fleet, Facilities and Information Systems	70,095	67,117	84,510	78,304
Multimodal ³	90,476	88,550	115,998	132,986
Total MoDOT Disbursements	1,995,130	1,990,091	2,101,264	2,083,145
Receipts Over (Under) Disbursements⁴	\$ (84,332)	\$ (155,211)	\$ (204,063)	\$ (89,867)

¹ Fiscal year 2017 budget request is based on the Governor Recommended amount.

² Operations include personal services, fringe benefits and expense and equipment.

³ Fiscal year 2017 includes American Recovery and Reinvestment Act of 2009 (ARRA) for the Rail Program.

⁴ Existing cash balances will fund the excess of disbursements over receipts.

Commissioner Smith thanked Ms. Morris for presenting the budget request.

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“ROAD TO TOMORROW” PROGRESS UPDATE

On behalf of the Director, Tom Blair, St. Louis 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 350 ideas have been received and screened for more analysis. Many have merited additional examination. The team has identified a number of innovations that could provide additional revenue or efficiencies for Missouri's transportation system and what next steps would be required for implementation and some of those now warrant field testing.

He reported that MoDOT's R2T team has been exploring all options and have done a lot of traveling and visited a lot of innovators across the country. The Road to Tomorrow team has visited with other state departments of transportation across the country, participated in the KINETIC events hosted in Kansas City, toured the Solar Roadways facility in Idaho, visited Mcity in Michigan which is the nation's autonomous vehicle testing facility in Detroit, testified before the Missouri House of Representatives Transportation Committee, met with the Hyper-Loop program leaders in Los Angeles, and participated in state and national conferences.

Mr. Blair shared what the R2T has learned through this initiative. First, technology will change and it is going to happen fast and it will be disruptive. Secondly, no state department of transportation is totally prepared because no one knows how technology will shape the future. Michigan is really on to autonomous vehicle technology and they are trying to develop it, but no one is really prepared. Finally, no state department of transportation, other than MoDOT, is actually seeking revenue from these disruptive opportunities; rather all are focused on quick deployment to improve service and safety. He

concluded while everyone is aware of this change that is coming, no one is able to effectively predict or plan for it at this point, and can simply be in a position to be nimble and quickly adjust as the technology develops.

Following a year of discovery, the R2T has identified pilot projects that will enable MoDOT to test the effectiveness of various innovations in advancing the department's vision. Mr. Blair explained the scale the R2T has used when reviewing each innovative submission. He explained that Level 1 is the basic initial submission. Level 2 submissions were considered unique enough to merit a discussion with the proposer. A Level 3 submission has an R2T member analyzing the proposal. The Level 4 submission is worthy of consideration for moving forward. He then expressed his excitement to present a new category, Level 5 innovations that MoDOT is prepared to move forward with implementing or piloting. There are five Level 5 innovations that Mr. Blair reviewed.

The first Level 5 innovation is grant writing. Mr. Blair highlighted two grants; a Transportation Investment Generating Economic Recovery (TIGER) 8 grant to fund a full-scale smart highway pilot project in Kansas City that allows for testing of the smart pavement technologies while replacing a critical condition bridge and alleviating traffic congestion on I-70. The team also applied for a Surface Transportation System Funding Alternatives (STSFA) grant for a pre-deployment project that proposes three alternate transportation revenue generating opportunities coupled with public education and outreach campaigns. The pre-deployment project would position MoDOT to apply for a future STSFA grant that would allow for a full-scale implementation of one or more of the alternatives. The team will learn by early fall if a grant is received. Also, MoDOT has entered into a unique contract with Missouri S&T to identify non-traditional funding grants which will provide long-term benefits for MoDOT well beyond Road to Tomorrow because it will teach MoDOT employees how to find such grants and how to complete successful applications in the future.

The next Level 5 innovation is the smart highway pilot project which will add intelligence and premium services to the roadway pavement that individuals would pay to access. The R2T team is in the final steps of designing a request for proposal (RFP) to identify and select a winning innovator to demonstrate that infrastructure can be a platform for technology and data services and provides viable revenue generation on a large scale. Proposers will have the option of selecting a current STIP project and add value to it, or possibly identify a different opportunity on the transportation system.

The third level 5 innovation is the Internet of Things, which is the connectivity of everything that is happening. MoDOT established a working group that prepared a request for proposal (RFP) that will be released tomorrow. The RFP offers the highway commission assets such as right-of-way, bridges, capital improvement facilities, signs and camera poles for innovative technology solutions in exchange for guaranteed revenue. In this RFP the focus was on offering Routes 36, 63, 67 and Interstate 49. The RFP will be published for 45 days, and then interviews with the proposers will take place. The team is excited to receive and review the responses to this RFP.

The fourth Level 5 innovation is truck platooning which is the technology that allows trucks to operate as truly connected vehicles which decreases fuel consumption and improves safety. House Bill 1733 was truly agreed to and finally passed by the Missouri General Assembly this legislative session. Once this bill is signed by the Governor, a team will work on quickly and safely piloting truck platooning in Missouri.

Mr. Blair stated the final Level 5 innovation is the solar roadway pilot project which is the creation of energy on public right-of-way and is something many DOTs' are doing. The teams' focus is on a company from northern Idaho, Solar Roadways, who are developing solar panels that people can drive on. If their version of the future is realistic, then roadways could actually begin paying for themselves. The team is working to install the first solar roadway panels at the historic Route 66 welcome center at Conway, Missouri. If this pilot project goes well and the technology is proven to

work, then MoDOT can begin to use the solar panels on its roadways. MoDOT is taking a different approach with the solar roadway pilot project and is for the first time seeking funding through a crowd funding effort on the internet.

Mr. Blair then highlighted the three level 4 innovations. The first one is alternate transportation, specifically hyper-loop. This is visioned as the fifth mode of transportation that does not exist today. Hyper-loop is best visualized as a pod that holds either cargo or people and travels inside a low pressure tube at speeds of up to 750 miles per hour. Mr. Blair visited the Hyper-loop facility in California which has begun to test the acceleration technology for this system.

The next level 4 category is a data broker. The concept is to take advantage of the demand for data and to partner with others to increase access to data and likely generate revenue.

The final level 4 innovation is to electrify Interstate 70. In an effort to embrace 21st century transportation vehicular fueling alternatives, R2T collaborated with Ameren Missouri and Kansas City Power and Light (KCPL), two of Missouri's largest electric companies. Electrification of I-70 would involve installation of several Electronic Vehicle (EV) charging islands featuring the fastest EV charging station commercially available today. Once implemented, it would fully enable electric vehicles to travel along the I-70 corridor.

In closing, Mr. Blair stated MoDOT is taking tangible steps to put Missouri at the forefront of transportation innovation. The small steps taken today start down a road to find ways to add value to the transportation system, to enhance funding streams, and to prepare MoDOT to integrate 21st century technologies into the transportation system and services. Although MoDOT is actively pursuing some specific solutions, Mr. Blair reminded everyone that the R2T team is still accepting ideas and asked that they submit their ideas on the team website: <http://www.modot.org/Road2Tomorrow/>.

Commissioner Miller thanked Mr. Blair and the R2T team and everyone who has assisted with this effort. Upon the conclusion of this meeting a briefing with the media and the public was held to address questions and details on the R2T initiative.

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FISCAL YEAR 2016 BUDGET AMENDMENT

On behalf of the Director, Brenda Morris, Financial Services Director, recommended increasing receipts \$314,000 and disbursements \$2.4 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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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:

- Reappoint R. M. Reilly and D.M. Giandinoto to six-year terms beginning June 28, 2016 and expiring June 27, 2022.

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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MISSOURI TRANSPORTATION FINANCE CORPORATION (MTFC) ELECTION OF AT-LARGE BOARD MEMBER

On behalf of the Director, Brenda Morris, Financial Services Director, reported in keeping with the Commission’s policy regarding the Missouri Transportation Finance Corporation (MTFC), at-large

members of the MTFC Board of Directors are elected by the Commission and the President of the Board of Directors is appointed by the Commission Chairman. Ms. Morris recommended the Commission elect Kelley M. Martin to the MTFC Board of Directors for a two-year term with expiring on June 30, 2018. The current term for at-large member Mr. Martin expires on June 30, 2016. The department appreciates that Mr. Martin is a successful businessman, with knowledge of finance and transportation, and is a great asset to the MTFC Board of Directors.

Via approval of the consent agenda, the Commission unanimously elected Kelley M. Martin to serve on the MTFC Board of Directors as an at-large member for a two-year term beginning July 1, 2016 and expiring on June 30, 2018.

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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 C05, F01, F10, and H03 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 May 20, 2016, letting, as recommended and noted in Table I below. (2) Contingent award of contract to the lowest responsive bidder for bids received on Call F10 in the St. Louis District upon receiving additional funding from the City of Cottleville. (3) Award of contract to the lowest responsive bidder for bids received at the June 1, 2016, special letting for bridge repair, as recommended and noted in Table II below.

**Table I
Award of Contracts
May 20, 2016, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	Various	Various	J1P3065	\$274,920.00	\$0.00	Superior Rail System, LLC	JOC - Guardrail and Guard Cable
B01 and B02	24/61	Marion	J2M0269	\$221,116.85	\$0.00	Lehman Construction, LLC	Slide Repair
			J2M0271				
C01	Various	Various	J0I3002F	\$1,057,000.00	\$0.00	Ideker, Inc.	JOC - Asphalt Pavement Repair
C02	Various	Various	J4I2366	\$1,678,455.88	\$0.00	Mar-Jim Contracting, LLC	JOC - Guardrail and Guard Cable
C03	Various	Various	J4I2367	\$266,476.00	\$0.00	Superior Rail System, LLC	JOC - Guardrail and Guard Cable
C04	435, 635	Platte, Jackson	J4I3143	\$317,164.82	\$0.00	Leavenworth Excavating & Equipment Company, Inc.	Drainage Improvements
C05*	49	Jackson	J4P3004	\$3,041,308.07	\$0.00	Radmacher Brothers Excavating Co., Inc.	Grading, Paving, and Bridge Replacement
C06	Various	Various	J4P3058	\$536,000.00	\$0.00	Ideker, Inc.	JOC - Asphalt Pavement Repair
C07	Various	Various	J4P3059	\$650,000.00	\$0.00	Realm Construction, Inc.	JOC - Concrete Pavement Repair
D01	Bus 50	Cole	J5S3005B	\$940,096.45	\$10,000.00	Sam Gaines Construction, Inc.	ADA Improvements
D02	AA	Morgan	J5S3030	\$441,780.10	\$0.00	Gene Haile Excavating, Inc.	2 Box Culvert Replacements
D03	Various	Various	J5P3004	\$388,582.96	\$0.00	Collins & Hermann, Inc.	JOC - Guardrail and Guard Cable
D04	Various	Various	J5P3101	\$369,518.56	\$0.00	Superior Rail System, LLC	JOC - Guardrail and Guard Cable
F01**	47	Franklin	J6P2321	\$62,950,000.00	\$0.00	Alberici Constructors, Inc.	Bridge Replacement
			J6P2321B				Building Demolition
F02	44	St. Louis City	J6I2332	\$15,988,152.65	\$0.00	Concrete Strategies, LLC	5 Bridge Rehabilitations
F04	255	St. Louis	J6I3128	\$211,417.60	\$0.00	Parking Lot Maintenance, LLC	Crack Seal
F05	30	St. Louis City	J6P2365	\$3,690,960.21	\$0.00	Magruder Paving, LLC	Coldmill and Resurface
F06	21	Jefferson	J6P3004	\$868,493.68	\$0.00	N.B. West Contracting Company	Resurface

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
F08	79	St. Charles	J6P3129	\$124,005.15	\$0.00	Microsurfacing Contractors, LLC	Crack Seal
F09	44	St. Louis	J6P3130	\$203,992.00	\$0.00	R. V. Wagner, Inc.	Drainage Repairs
F10***	N	St. Charles	J6S2101	\$4,616,018.23	\$0.00	Phillips Hardy, Inc.	Grading, Paving and Bridge
F11	21	St. Louis	J6S3127	\$211,373.50	\$0.00	Parking Lot Maintenance, LLC	Crack Seal
F12	WW	Jefferson	J6S3138	\$231,500.34	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Seal Coat
F13	Various	Jefferson	J6S3139	\$361,466.73	\$0.00	N.B. West Contracting Company	Seal Coat
F14	Various	St. Louis City, St. Louis	J6P3094	\$1,344,530.00	\$0.00	Collins & Hermann, Inc.	JOC - Guardrail Repair
G01	Bus 37	Barry	J7P2193D	\$899,621.40	\$0.00	Branco Enterprises, Inc.	ADA Improvements
G03	Bus 60	Newton	J7P3086	\$1,550,308.68	\$0.00	APAC-Central, Inc.	Grading and Paving
G04	60	Greene	J8P3049	\$486,508.50	\$0.00	R.A. Knapp Construction, Inc.	Concrete Pavement Repair
G05	Various	Various	J8P2244	\$486,312.50	\$0.00	Mar-Jim Contracting, LLC	JOC - Guardrail and Guard Cable Repair
G06	Various	Christian, Greene	J8P2245	\$189,968.63	\$0.00	Collins & Hermann, Inc.	JOC - Guardrail and Guard Cable Repair
H01	61	Cape Girardeau	J0P3011J	\$921,252.05	\$0.00	RL Persons Construction, Inc.	ADA Improvements
H02	55	Cape Girardeau	J9I3168	\$215,000.00	\$0.00	KCI Construction Company	Bridge Repair
H03** **	AC	Perry	J9P3093	\$2,997,470.09	\$802.72	Emery Sapp & Sons, Inc.	Grading and Pavement
H04	51	Perry	J9P3186	\$1,450,000.00	\$0.00	Pace Construction Company	Resurface
	E		J9S3184				
	P		J9S3185				
H05	AA	Reynolds, Wayne	J9S3181	\$1,595,000.00	\$0.00	Pace Construction Company	Resurface
	D	Wayne	J9S3182				
			TOTAL:	\$111,775,771.63	\$10,802.72		

- * Call C05 – Funding by City of Grandview – \$81,842.00
- ** Call F01 – Funding by the City of Washington – \$500,000.00
Funding by the County of Franklin – \$250,000.00
Funding by the County of Warren – \$50,000.00
- *** Call F10 – Funding by City of Cottleville – \$3,616,018.23
- **** Call F10 – Funding by City of Perryville – \$1,484,198.97

Table II
Award of Contracts
June 1, 2016, Bid Opening

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
H01	60	Butler	J9M0274	\$285,263.00	\$0.00	Joe's Bridge & Grading, Inc.	Bridge Repair
			TOTAL:	\$285,263.00	\$0.00		

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 May 20, 2016, bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Awarded contract to the lowest responsive bidder for bids received on Call F10 in the St. Louis District contingent upon receiving additional funding from the City of Cottleville
3. Award of contract to the lowest responsive bidder for bids received at the June 1, 2016, special letting for bridge repair, as recommended and noted in Table II below.
4. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Smith abstained from Calls D01, D03, D04, and G05. Commissioner Miller abstained from Calls D03, F14, G06, and H03. Commissioner Waters abstained from voting on Call C03. Commissioner Nelson abstained from voting on Calls F02 and F14.

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\$20 MILLION MISSOURI MOVES FUND APPROVED BY LEGISLATURE

On behalf of the Director, Machelles Watkins, Transportation Planning Director, reminded the Commission the MoDOT Cost Share/Economic Development Program remains suspended. Fiscal year 2017 and 2018 Cost Share funds have been released for district use.

However, the General Assembly established \$20 million as a new fund called the *Missouri Moves Fund*, in the annual appropriations bill TAFP CCS SCS HCS HB 2004. These funds are to be used by MoDOT for a cost share program with local communities and include not only roads and bridges but also multimodal projects. The Missouri legislature approved \$20 million for cost sharing purposes only in 2017, and future funding for this program will depend on the annual state appropriation process. MoDOT staff will develop guidelines, procedures, and applications for the use of the \$20 million.

Ms. Watkins recommended the commission approve the establishment of the Missouri Moves Cost Share Program. Via approval of the consent agenda, the Commission unanimously approved the establishment of the Missouri Moves Cost Share Program as described above.

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-- REPORTS --

The Commission received the following written reports.

**FINANCIAL – BUDGET – REPORTS
YEAR-TO-DATE FINANCIAL REPORT, PERIOD ENDING APRIL 30, 2016**

Brenda Morris, Financial Services Director, submitted a written financial report for fiscal year-to-date ended April 30, 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 April 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 133 active contracts held by individual engineering consultant firms prior to April 1, 2016. Nineteen new engineering consultant services contracts were executed in April 2016, for a total cost of \$3,545,800. There were three non-engineering consultant contracts executed in April 2016, for a total cost of \$486,150.

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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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