



**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 3, 2017**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, May 3, 2017, at 105 West Capitol, Jefferson City, Missouri. Michael B. Pace, Chairman, called the meeting to order at 12:30 p.m. The following Commissioners were present: Gregg C. Smith, and Michael T. Waters, Jr. Commissioner John W. Briscoe was present via teleconference. Commissioner Mary E. Nelson was absent.

On January 30, 2017 Governor Eric Greitens withdrew the appointment of Commissioner Edward D. Hillhouse; at the time of the May 3, 2017 meeting, a replacement had not been appointed.

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

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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 3, 2017.

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*“Department” or “MoDOT” herein refers to Missouri Department of Transportation.
“Commission” or “MHTC” herein refers to Missouri Highways and Transportation Commission.*

-- CLOSED MEETING --

VOTE TO CLOSE MEETING

The agenda of the closed meeting was posted in keeping with Sections 610.020 and 610.022, RSMo, including the following statutory citations allowing the meeting to be closed:

1. Section 610.021(1) – Legal actions and attorney-client privileged communications.
2. Section 610.021(3), (13) – Personnel administration regarding particular employees.
3. Section 610.021(11), (12) – Competitive bidding specs, sealed bids, or negotiated contracts.

Upon motion duly made and seconded to convene in closed session, the Chairman called for a voice vote of the members. The vote was as follows:

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

The Commission met in closed session on Wednesday, May 3, 2017 at 9:00 a.m. and adjourned at 11:15 a.m.

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-- OPEN MEETING --

APPROVAL OF MINUTES

Upon motion by Commissioner Waters, seconded by Commissioner Briscoe, the Commission unanimously approved the minutes of the regular meeting held April 5, 2017 and Electronic Ballot Meeting on April 3, 2017. 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 3, 2017, Consent Agenda

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

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees' Retirement System Board of Trustees. The following committee and board reports were made during the May 3, 2017, meeting.

Audit Committee – Commissioner Waters stated there was no report; the Audit Committee is scheduled to meet in June.

Legislative Committee – Commissioner Smith reported up to this point of the legislative session, the department has been successful in working with elected officials in drafting and proposing a budget for fiscal year 2018; final approval of the state's budget must be accomplished by May 5 according to the state's constitution. He noted there are pending legislative proposals of interest to the Commission and department including a *Road to Tomorrow* initiative pertaining to the concept of using wireless blue-tooth technology that would allow two commercial motor vehicles to operate in tandem to promote traffic safety and fuel efficiencies; and a federal mandate that would allow longer auto-transporters to operate on the interstate highways of the state.

Two proposals the department was hoping to pass as ways to reduce traffic injuries and fatalities was a primary safety belt initiative and disallowing the use of hand-held electronic communication devices when operating a motor vehicle. Unfortunately, there was no interest in pursuing passage of either proposal this session.

The legislative wrap-up report will be presented at the June Commission meeting.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated the board met earlier this morning and approved one loan totaling \$285,186 to the City of Park Hills for increased costs of utilities and construction of Fairgrounds Drive. The board received its ninth certificate of

achievement from the Government Finance Officers Association for excellence in financial reporting. The board elected officers and approved the fiscal year 2018 budget. The next MTFC meeting will be in August.

MoDOT and Patrol Employees' Retirement System – Commissioner Pace stated the board held a teleconference meeting on April 13 and elected a new Vice Chair, Bill Seibert, as the Missouri State Highway Patrol retiree representative. The board also called for a special election to fill the seat for the active MSHP representative. Both positions were previously held by Major Kemp Shoun who retired recently. As of March 31, 2017 the fund value was \$2.11 billion and the year to date return was estimated at 7.8 percent. The board is scheduled to meet next on June 22, 2017.

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DIRECTOR'S REPORT

During the May 3, 2017, Commission meeting, Director Patrick McKenna provided the following report:

Flooding – Director McKenna stated due to recent flooding he requested Ed Hassinger, Chief Engineer provide the Commission with an update. The Chief Engineer noted there is value in the operating budget and having the MoDOT team in action during events like this most recent flood is another example of the tremendous value that Missourians receive from MoDOT's operating budget. He then introduced Becky Allmeroth, State Maintenance Engineer, who provided a full report on the spring flood. Ms. Allmeroth reported the 48 hour rainfall totals from Friday morning on April 28 through Sunday morning on April 30 ranged from 3 to 15 inches with more than half the state receiving 6 plus inches of rain. Areas in south central Missouri, Ozark County in particular, received about 15 inches of rain.

Ms. Allmeroth explained the use of hydrographs were reliable tools in helping manage road closures and communication during this flood event. These hydrographs provided historic information about when a river reaches a certain level of flood stage what roads and bridges are impacted by the rising water. However, this flood was so historic; there were 8 rivers that reached new historic crests. The Gasconade River near Hazelgreen was 5 feet over, Big Piney River was 5 feet over, Gasconade River near Rich Fountain was 3.5 feet over, St. Francis River was 2 feet over, and the Current River was more than 8 feet over their historic high levels.

Communication of roadway closures was essential throughout this flood event and continues to be necessary as the waters continue to crest in some regions and recede in other regions. At the height of the closures, there were 384 roads closed. The Traveler Information Map (TIM) was the primary source of information for the public and for the State Emergency Management Area. Road crews reported roadway closures on TIM as they occurred, and this map was used to assist with safely routing supplies, lifesaving emergency services, and the general traveling public. MoDOT's Customer Service call centers received record high call volumes. Additionally, traditional media alerts and press conferences were held, and social media that included Facebook and Twitter were used to convey important information about road closures.

There was significant damage to the transportation system around the state and as the water recedes more damage will be identified. Currently it is known there are two bridges that were washed away in Ozark County, both on Route PP, the Hammond Mill Bridge and the North Fork River Bridge. Numerous approaches to bridges have been washed away. As the water recedes and inspections take place other damages will be identified as roads may collapse due to the undermining of the ground beneath the road where the water circulated and washed it away, or slides occur due to the ground being destabilized by the flood.

MoDOT's response to the flood effort was statewide. Over 3,000 employees working in the districts and central office, many working 12 hour shifts started preparing for the worst on Tuesday and were ready to respond as roads began to close overnight on Friday. Noteworthy was the department's response to the closure of I-44 at Hazelgreen where the asphalt overlay had been peeled away by the flood waters and pushed up against the guard rail. The water receded on May 1, and the district quickly partnered with a contractor, who had MoDOT forces working alongside with them and were able to get the road opened to traffic during the overnight early morning hours of May 2 and 3. Districts shifted materials and staff to the areas that were in need of assistance, and continue to do so as inspections and repairs take place. With this tremendous effort statewide MoDOT's focus on safety continued throughout the flood response. Ms. Allmeroth was pleased to report throughout the six days of working this flood event, no reported incidents or injuries have occurred.

Chief Engineer Hassinger noted it is amazing how seamless it appears, the work the MoDOT team does is not easy, but MoDOT has a lot of folks that really know what they are doing and want to serve the public. Chairman Pace commended the department for its response and the emphasis on safety, however, he requested the 12 hour shifts begin to be scaled back to avoid fatigue that could result in possible injury. Commissioner Waters noted his amazement in the quick response to the repairs on I-44,

when he was made aware of the closure he had assumed it would be closed for months, but for it to be repaired and open in less than two days is remarkable. Commissioner Waters also commended the department for its efforts to communicate roadway closures, those messages were critical for the safety of the traveling public and he noted his appreciation to the staff involved with those communication efforts.

Winter savings – Prior to the flooding, the Commission requested an update on the use of the funds that were saved due to a light winter. Director McKenna requested the Chief Engineer, Ed Hassinger, provide this report. Mr. Hassinger explained there was about \$11.7 million that was saved from winter operations. The districts reviewed the funds available and the condition of the system and identified a plan where \$8.6 million of those funds will be used for contracted work. This work includes miles of asphalt overlays; chip seals; sealing of roads, shoulders, and cracks; purchase of asphalt for roadway patching, partial overlays, and slide repairs. All of this work is preventive maintenance and repair work. Mr. Hassinger noted that the vast majority of this work will still take place, however, due to the flooding there may be some alterations to the plan if necessary.

Appropriations – Director McKenna reported part of the ongoing debate in the legislature is a move to remove the estimated appropriations within the road fund. The road fund is designed to enable flexibility across fiscal years to help with variable weather conditions and the construction program. The removal of that flexibility is short sighted, it will be a tremendous mistake to require the department to stop addressing a flood or building a road because the department must make an appropriation request before it has the funds to continue doing the work that needs to be done. The director noted, while the Commission and the department understand the need for transparency and accountability there is also a need for flexibility to address the variable conditions that occur.

DOMInno Meeting – Director McKenna commended MoDOT and its culture that encourages employees to be innovative and find ways to keep each other safe in the field. He reported the department held its DOMInno meeting and Innovations Challenge Showcase in April. The Director thanked Chairman Pace and Commissioners Smith and Waters for attending the showcase this year and seeing first-hand the employees share the ideas they have developed to improve safety and the equipment that is used on the job. The showcase is a phenomenal example of the caliber and quality of the people working at MoDOT.

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PRESENTATION BY THE JEFFERSON CITY AREA CHAMBER OF COMMERCE

Randy Allen, President of the Jefferson City Area Chamber of Commerce, recognized members of the chamber who were present and are involved in the region's transportation issues. These members included Janet Weckenborg, Board Chair; Bill Plank, Chair-Elect; Brandy Bryant, Treasurer; Darren Heckman, Treasurer-Elect; and Todd Kempker, Chairman of the Transportation Committee.

Mr. Allen thanked the Commission for the completion of three recent projects. One was for the work to paint and rehabilitate the US 63 southbound / US 54 westbound bridge into Jefferson City. MoDOT's efforts to communicate about this project were phenomenal and the bridge was opened fairly quickly even with some unforeseen delays. The second was the construction of much needed sidewalks along Missouri Boulevard; many in the community do not realize how many people walk up and down Missouri Boulevard to travel to work. The third was the completion of the Lafayette Street interchange that relieves congestion for traveling north to the federal courthouse and former state prison site or south to Lincoln University and Jefferson City High School. Partnering with MoDOT to build enhancements at this interchange allowed the community to have a gateway that welcomes travelers to Jefferson City. Mr. Allen thanked the department and the commission for these projects, for their work on these projects, and for the collaboration that made these projects a benefit for all.

Mr. Allen then described a project that the Chamber has been working on to have a port facility in central Missouri. He explained a port would create economic development activity and would involve all modes of freight including the river, rail, and highways. The community is currently drafting an Request for Proposal (RFP) for a feasibility study. The timing has worked well in that this study may take place at the same time with the same consultant the state is using for the statewide port study. The proposed site is located in Cole County just east of Jefferson City between the state prison and the National Guard Headquarters. This site is also adjacent to the industrial park. This location will be able to take advantage of future rail and highway facilities. Callaway County has expressed an interest in

constructing a similar port facility on the north side of the river, so the communities are coordinating together on this study. Should the study conclude a port is feasible the next phase will be to proceed with seeking the authority for a port from the Commission. The \$170,000 study is being funded by Jefferson City, Cole County, Callaway County, and the Jefferson City Chamber. The study is anticipated to begin this summer and completed later this fall.

Commissioner Smith thanked Mr. Allen for his presentation noting the river is a huge asset for the City of Jefferson City and the region has a clear vision of what they want to do next with that transportation asset. Chairman Pace thanked Mr. Allen and the chamber for their long standing relationship and expressed appreciation for the mutual interest in transportation improvements.

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WELCOME FROM MAYOR OF JEFFERSON CITY

Carrie Tergin, Mayor of Jefferson City, welcomed the Commission to the community as mayor and a supporter of transportation. She noted she has been supporting MoDOT’s safety message by taking flat Barrel Bob with her around the community and posting selfies with Barrel Bob to remind everyone of the importance of safety in work zones.

Chairman Pace thanked Mayor Tergin for her welcoming remarks and support of the buckle up phone down safety initiative as well.

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PUBLIC COMMENT – NORTHLAND REGIONAL CHAMBER OF COMMERCE ABOUT THE BUCK O’NEIL BRIDGE ON BROADWAY IN KANSAS CITY

Sabin Yanez, past chair of the Northland Regional Chamber of Commerce, acknowledged the strong collaborating partnership between the chamber and the department for over twenty years. The chamber is committed to continuing to work together with MoDOT on transportation issues. He noted the Buck O’Neil Bridge is a critical link for the business community and the residents of the Northland and how they commute about the metropolitan area. While aware that studies are ongoing regarding this

bridge, the chamber's board has taken the position to communicate to the commission its desire to see a plan that moves forward quickly to a permanent solution for the bridge. The draft Statewide Transportation Improvement Program currently has a proposal for rehabilitation work that includes a closure of two years. The chamber is concerned about the closure and its impact on the residents and business community. Mr. Yanez noted he was also contacted by the Greater Kansas City Chamber to report they have taken a similar position and are asking the Commission to look at additional ways to quickly address a permanent solution rather than a rehabilitation project.

Chairman Pace thanked him for his comments and Commissioner Smith stated his appreciation for the collaborative relationship in the past and hopes to continue to have.

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PUBLIC COMMENT – CITY OF KANSAS CITY REGARDING THE BUCK O’NEIL BRIDGE ON BROADWAY IN KANSAS CITY

Scott Wagner, Mayor Pro Tem of the City of Kansas City, presented a series of letters for the Commission's review and consideration. He explained the city and the region began to review this entire corridor last year. The corridor includes the northern loop for I-35 and I-70 and includes the Buck O'Neil Bridge on Broadway as well as the Lewis and Clark viaduct into Kansas City, Kansas. This effort was to identify a long term solution for the entire corridor. The City of Kansas City has contributed \$1 million toward this work. However, when the department announced a renovation of the Buck O'Neil Bridge, the community was discouraged because that is not the optimal solution. The community is working to determine what the optimal solution is. The rehabilitation work that has been proposed will include a two-year closure of the bridge. That closure is detrimental for a number of reasons including the impact on local businesses, the rerouting of over 40,000 vehicles per day, and the impact it will have on the growth of the community. The community wants a solution for 2017 and beyond, not a retrofit of the 1957 structure. He explained the city and a number of regional partners are

ready to come to the table to work on a solution over the next couple of months that is beneficial to the area as well as MoDOT.

Troy Schulte, City Manager for the City of Kansas City stated that he has been tasked by the city council and the mayor to come up with a collaborative solution to deal with a structure that was built in the 1950's by the city and then MoDOT took over care of the structure in the 1990's. Now collectively the city and the department need to figure out a solution that will go into the next century. The current structure has reached its design limitations for capacity, pedestrian access, traffic, and safety. It cannot handle the expected growth of 75,000-100,000 residents in the northland who will use that structure to commute. The city has already started working on some ideas realizing this structure is crucial for the continued economic vitality of Kansas City. The city and the department have always been good partners on a number of transportation issues. The city realizes this request will impact the department's draft Statewide Transportation Infrastructure Program. However, he requested the department work with the city on this critical issue to collectively figure out a solution.

Chairman Pace thanked Mr. Wagner and Mr. Schulte for their presentation, and assured them the department will continue to work in a collaborative effort with the region.

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PUBLIC COMMENT – FORMER COMMISSIONER KELLEY MARTIN REGARDING THE RECENT FLOODING

Kelley Martin, former member of the Commission, commended the department for their dedication and professionalism. He expressed concern about the recent flooding and how the department would fund the necessary repairs after the flood. He also noted this is an opportunity to remind everyone of the importance of the transportation system. When isolated in a region of the state due to road closures from flooding, you realize immediately the value of having a good system in place.

Chairman Pace thanked Mr. Martin for his comments and for his continued support of transportation in Missouri.

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CONSIDERATION OF PROPOSALS FOR ST. LOUIS DISTRICT SAFETY IMPROVEMENTS DESIGN-BUILD PROJECT

On behalf of the Director, Bill Schnell, St. Louis Assistant District Engineer and Project Director, described the need for safety improvements in Franklin and St. Charles counties. MoDOT's top tangible result is to keep customers and its employees safe. Over the three-year period of 2013-2015 there were over 100 fatalities and 500-800 serious injury crashes, and this is not improving. It was decided to use an innovative approach to tackle this problem and have a data driven project. Records from the Missouri State Highway Patrol from 2013-2015 were reviewed to identify locations in both counties where most of the crashes were occurring. Between the two counties the top 31 locations became the focus for this project. The 31 locations are distributed geographically in each county and also by the various roadway types that include interstate routes, numbered routes, and lettered routes.

Project Goals

The goals of the design-build project are to deliver the project within the budget of \$24.11 million of funds that must be spent on safety; reduce fatal and serious injury crashes by maximizing safety improvements; deliver all improvements with a reasonable service life with low maintenance costs; minimize impacts to the public during and after construction; and complete the project by October 1, 2019.

Procurement Process

By Commission action on November 2, 2016, the Commission approved the use of design-build for the St. Louis District Safety Improvement Design Build Project. Since then, MoDOT's design-build team has been working through the procurement process. Five teams were approved on the short list on

December 16, 2016, to compete for the contract. The Request for Proposals was issued January 20, 2017. From January through March, the MoDOT Design-Build team held technical discussions with each team to discuss their proposal ideas. Final proposals were submitted April 10, 2017. The MoDOT design-build team reviewed and evaluated the proposals. The five teams that submitted proposals include:

- Gershenson/Burns & McDonnell, a Joint Venture-major participants Gershenson Construction Co, Inc., Burns & McDonnell Engineering Co, Inc., Shafer, Kline and Warren
- KCI Construction Company-major participants KCI Construction Company, Thouvenot, Wade & Moerchen (TWM), Inc.
- Kozney-Wagner-major participants Kozney-Wagner, Inc., AECOM Technical Services, Inc., David Mason & Associates
- Millstone Weber, LLC-major participants Millstone Weber, LLC, Parsons Transportation Group, Inc.
- NB West Contracting Company-major participants NB West Contracting Company, Horner & Shifrin, Inc., Lochmueller Group, Engineering Design Source, Inc.

Evaluation

The items that were evaluated by the MoDOT design-build team included Safety Improvements (45 points available), maintenance and durability of improvements (30 points available), maintenance of traffic (15 points available), and completion schedule (10 points available) for a total of 100 points. Mr. Schnell provided a summary of the project definition submitted by each team and the total points awarded to each team are outlined below.

- Gershenson/Burns & McDonnell, a Joint Venture- 66.6
- KCI Construction Company- 60.6
- Kozney-Wagner- 52.8
- Millstone Weber, LLC- 71.6
- NB West Contracting Company-90.9

Commission Consideration and Action

Mr. Schnell recommended NB West Contracting Company as the best value proposer. Their proposal included:

- Guardrail replacement – 26,400 plus linear feet replaced
- Crashworthy end terminals – 90 plus terminals installed
- High Friction Surface Treatment – applied on 72 curves and 2 intersections
- Transverse Rumbles – at 11 locations
- Centerline Rumbles – 43.5 miles
- Edgeline Rumbles – 30.8 miles
- Roundabout – one constructed at Missouri 100 and Bluff Road
- Improve channelized right turn lane – at 8 locations
- Fluorescent Curve Signs – installed on 192 curves
- Inlaid pavement markers – 22.8 miles
- Wet reflective pavement markings – 11.2 miles
- Intersection conflict warning system – installed at 6 locations
- Flashing beacons – installed at 10 locations
- One inch asphalt overlay – 17.0 miles

Chairman Pace thanked Mr. Schnell for his presentation and the MoDOT design-build team for their work on this project to date. Director McKenna noted this project is unique for its innovative use of data to drive the decisions on location and type of improvements to bring the most safety benefit. He also noted the use of design build provides over \$31 million of improvements for \$24 million.

After consideration, Commissioner Waters moved that the Commission adopt staff recommendations to approve the NB West Construction Co. design-build team for submitting the best value proposal for the St. Louis District Safety Improvements design-build project; authorize the director, chief engineer, chief financial officer, assistant chief engineer or their designee to negotiate and execute a contract with NB West Construction Co. subject to approval as to form by the Chief Counsel's Office; and authorize payment of the agreed stipend of \$125,000 to the four unsuccessful proposing teams. This motion was seconded by Commissioner Smith. The Commission unanimously approved the motion.

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MISSOURI DEPARTMENT OF TRANSPORTATION PROPOSED FISCAL YEAR 2018 BUDGET

On behalf of the Director, Brenda Morris, Financial Services Director, presented the Fiscal Year 2018 budget in the amount of \$2,131,636,000. This proposed budget is \$90.5 million, less than fiscal year 2017. The major reason for the decrease is the fiscal year 2017 amended budget includes an additional \$123.2 million in Debt Service on Bonds due to calling bonds 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 serve 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 projected some growth from the revenue sources because people are buying more fuel as they travel more miles and people are continuing to buy more vehicles as the economy continues to improve.

She then reviewed estimated receipts for fiscal year 2018 at \$2,374,673,000. Total receipts are projected to increase \$102.4 million, compared to the fiscal year 2017 amended budget. The increase in

state receipts of \$68.7 million is due to the projected increases in motor fuel taxes, motor vehicle sales taxes and motor vehicle and driver's license fees. Federal reimbursement is expected to increase \$38.7 million. The Fixing America's Surface Transportation (FAST) Act is estimated to provide 2.9 percent more in federal funds to Missouri. American Recovery and Reinvestment Act of 2009 (ARRA) federal reimbursement decreased \$5.0 million, because the final construction project, a new western approach to the Merchants Bridge in Saint Louis, was completed in March 2017. The last revenue source is a very small amount of General Revenue, \$14 million for the multimodal program.

Through legislative appropriations two other state agencies will receive \$281,553,000; 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 2018 is \$2,131,636,000. From 2000-2010 MoDOT sold bonds that provided additional resources for highway improvements. Three kinds of bonds were issued. Senior bonds that were authorized by the General Assembly in 2000, Amendment 3 bonds that were authorized by Missouri voters in 2004, and the federal grant anticipation revenue vehicle bonds or GARVEE bonds. In fiscal year 2018 the amount of repayment is budgeted at \$289,652,000. The amount budgeted for roads and bridges is \$1,720,521,000.

The largest portion of the roads and bridges disbursement is attributed to the construction category at \$1,081,227,000. The construction category includes contractor payments to build roads and bridges, consultant payments to design roads and bridges, payments to purchase right-of-way, federal funds that pass through to local entities, as well as the expenses for MoDOT employees engaged in construction activities. The maintenance operations category for building roads and bridges is \$502 million in disbursements for incident management, snow and ice removal, mowing, striping and maintenance of pavement and bridges. The motor carrier services and highway safety category is \$30

million and is included with the maintenance disbursements to ensure efficient movement of goods, enforcement of safety regulations in the motor carrier industry, and promote good behaviors to ensure safe travel on the transportation system. A very small, yet critical investment is \$79 million 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 \$121 million, and supports the other modes of transportation including aviation, waterways, transit, rail and freight. The biggest funding source for multimodal comes from federal funds. The small amount of general revenue is completely dedicated to other modes. The most significant change in amounts budgeted for multimodal is in the amount budgeted for waterways, specifically port capital improvement projects. While \$12.4 million was appropriated for port capital improvements in fiscal year 2017, \$8.4 million of that amount was withheld. The amount in the budget for fiscal year 2018 was significantly reduced to \$3.5 million. Administration is a small part of the budget at \$58 million.

Ms. Morris explained program delivery, or the construction program, is the capital investment in roads and bridges. Contractor payments at \$699.2 million increased by \$40.4 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. Contractor payments represent the cash out the door for the contractor awards that were in the previous years, as well as the current year. Contractor payments are reflective of the lower contractor awards from previous years. The program delivery budget includes several components: \$137 million for construction operations, \$383,000 for the accelerated program, and \$169 million for federal pass-through funds. She noted an increase in two components of the construction program, the design and bridge consultant payments will

increase to \$40 million, and right of way will increase to \$35 million for fiscal year 2018. These increases are necessary as the construction program becomes larger the next few years.

She reminded the Commission that these amounts do not reflect the action taken by the legislature during this session. The department requested a pay increase for its employees and is waiting for final action from the General Assembly. Additionally, there are concerns about the removal of some estimated appropriations, also known as an “E” in the budget, which provides flexibility in the state budget system should the department need to access funds that are available in the state road fund but were not anticipated to be needed for the budget, and allows the department to provide the emergency services that Missourians have come to expect. She noted the changes will be incorporated in the final budget for fiscal year 2018 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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2018-2022 DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

On behalf of the Director, Machelle Watkins, Transportation Planning Director, presented the 2018-2022 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 2018-2022 draft STIP delivered the department’s asset management goals. 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. The major roads which include the interstates combine for a total of 5,500 miles, and carry seventy-seven percent of all the traffic and are at about ninety 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-one percent good condition. The low volume minor roads carry less than 400 vehicles a day and account for the remaining miles of roadway. Ms. Watkins explained the major roads, and minor roads 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. About eighty-four percent of the STIP resources are used to maintain the condition levels of the system.

Ms. Watkins recalled last year three districts did not have sufficient funding to adequately take care of their district's roads and bridges under their district asset management plans. The Commission then took action in January 2017 to set aside \$10 million to distribute to those districts that are now able to maintain those pavements and bridges at the condition levels they are today.

Ms. Watkins stated the STIP covers three program areas: highways and bridges, local programs, and multimodal programs. She said in 2018, the department anticipates having about \$850 million available for contractor awards and that will move up to \$900 million for the remaining four years of the program.

Ms. Watkins reported there are three new items in the STIP. She noted the cost-share program started again following Commission action in January 2017 to reestablish the program with \$10 million in fiscal year 2018, \$15 million in 2019, and \$25 million each year thereafter. The first round of cost share applications is due at the end of June and the Cost Share Committee will meet in August to review the applications. The next new item is a much more detailed listing of project information for each mode of transportation in the multimodal program. This helps Missourians understand what specific projects are being delivered with those funds. For the first time ever, the department is including an operations and maintenance plan that summarizes the work to be performed in the current year and a

summary of the expenditures from the prior year in similar categories of work for comparison. The operations and maintenance plan rounds out all of the work taking place on the transportation system in Missouri. She did note that it includes planned road and bridge work, maintenance, winter operations and incident management. However, should there be a heavy winter or a major flood it will impact the ability to deliver on the plans; at the same time if there is a light winter more work may be able to be accomplished.

She reported the local program is funded at \$169 million beginning in 2017. Local programs receive federal funds for large flexible urban funding, county bridge programs, air quality, state planning and research, highway and rail crossing safety, transportation alternatives, and recreational trail programs.

The draft STIP also provides \$115 million beginning in 2018 for multimodal programs and includes funding for all modes including transit, aviation, rail, waterways and freight.

She noted the STIP was developed in collaboration with many partners including the regional planning commissions, metropolitan planning organizations, local elected officials and many others. Objective data is used to distribute funds to the districts who work side-by-side with the planning partners to identify needs and prioritize projects that are included in the Draft STIP being presented today.

Ms. Watkins reported on the changes for the 2018-2022 Draft STIP. There are 606 projects added to the draft STIP; 484 of those are preservation projects, 110 are safety and system management projects, and 12 projects are beyond taking care of the system. There were 55 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. One project was deleted at the request of the public. The multimodal program has 471 projects in total: 286 in transit, 91

in aviation, 63 in rail, and 31 in waterways. Future STIPs will include an analysis of added or deleted projects associated with the multimodal program.

The next step in the process is for the department to conduct a public comment period for the draft STIP, May 3 through June 2, 2017. The draft STIP will be shared with various audiences by personal contacts, news releases, MoDOT's website and it is available at MoDOT buildings across the state. 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 June 29, 2017, meeting for consideration and approval.

Chairman Pace thanked Ms. Watkins for her presentation. Commissioner Waters commended the department for including the work and projects from the operating funds in the STIP. Director McKenna noted this STIP is MoDOT's effort to increase accountability and transparency and to express the value of the operating budget because it is a translation directly into services that are provided to the citizens of Missouri. He stated with multimodal the department does not control the sources of the funds for those projects which are subject to annual appropriation. However, the road and bridge portion of the STIP is the Commission's and the department's commitment to the public.

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REVIEW OF ADMINISTRATIVE RULES (CODE OF STATE REGULATIONS)

On behalf of the Director, Kathy Harvey, Assistant Chief Engineer, reported the department launched a comprehensive review of the more than 200 administrative rules it administers in accordance with Governor Eric Greitens' executive order 17-03 that was issued in January 2017.

Many of the federal and state laws require MoDOT to have administrative rules. While conducting this review the department has discovered that only about half of MoDOT's rules have been reviewed since 2000. One rule allowing roads to be closed in extreme circumstances has not been updated since 1951 and another rule regarding junkyards has not been revised since 1966. Ms. Harvey

explained there are a wide variety of subjects addressed by MoDOT's rules, about twenty percent of the rules relate to construction of the transportation system, another twenty percent relate to commercial motor carriers, the remaining cover issues from billboards to roadside plants to motorcycle safety.

An important part of this review process is public input. The department launched a 60 day comment period on April 6 that will end on June 5. An individual may access MoDOT's website to review a rule summary or the full text of the rule and leave a comment. As of May 3, 2017 twenty six public comments have been submitted, primarily regarding outdoor advertising and junkyards. If a citizen does not have access to a computer they may visit the department's district offices or general headquarters to submit their comments. The department has advertised this public comment period through statewide news releases, Facebook, Twitter, and MoDOT's website.

The department will review its rules to identify any that are ineffective, unnecessary or unduly burdensome and submit a report to the Governor by May 31, 2018. In the meantime, the department will be responding to the comments received which may include updates and changes to the administrative rules, and will be presented to the Commission for consideration at that time. While this rule review process is different than what is required by section 536.175.1 RSMo, the goals are similar and will require similar effort from the department and the Commission.

Commissioner Smith thanked Ms. Harvey for her leadership in this effort acknowledging that it is labor intensive and noted his appreciation for making it easy for the public to participate in this process.

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THE HIGHWAY 21 TRANSPORTATION DEVELOPMENT DISTRICT, CONSIDERATION OF THE PROJECT AND APPOINTMENT OF AN ADVISOR

On behalf of the Director, Greg Horn, St. Louis District Engineer, advised the Commission that in response to a petition filed on January 8, 2014, with the Circuit Court of Jefferson County by Cook

21, LLC and Cook Limited Partnership; the court established the Highway 21 Transportation Development District (TDD) as a political subdivision on March 13, 2014. The proposed project includes adding a center two-way left turn lane, sidewalks and lighting to Highway 21. MoDOT will maintain the new turn lane. The City will maintain the sidewalks and the lighting. Highway 21 is part of the state highways and transportation system and, therefore, under the jurisdiction of the Commission. The Commission does not own any real property and no state roadway is located within the TDD boundaries.

In keeping with Sections 238.220.4 and 238.225.1, RSMo, the Commission via approval of the consent agenda, (1) appointed the St. Louis District Engineer, or his designee, as the Commission advisor to the Highway 21 TDD board of directors, and (2) found the improvements to the area noted above, to be a necessary and desirable extension of the state highways and transportation system, subject to the TDD making any revisions on the plans and specifications required by the Commission and subject to the TDD entering into a mutually satisfactory agreement with the Commission regarding development and future maintenance of the project. In keeping with the Commission’s Execution Documents Policy, and Financial – Project Funding and Financing Alternative (Cost-Share) Policy, the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer may execute the related agreements.

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THE MOVE ROLLA TRANSPORTATION DEVELOPMENT DISTRICT, CONSIDERATION OF THE PROJECT AND APPOINTMENT OF AN ADVISOR

On behalf of the Director, Dave Silvester, Central District Engineer, advised the Commission that in response to a petition filed on November 13, 2015, with the Circuit Court of Phelps County by the city of Rolla and Phelps County; the court established the Move Rolla Transportation Development District (TDD) as a political subdivision on December 23, 2016. The proposed project includes

improvements to I-44, Highway 72, Highway 63 and city streets. The improvements on the state system include extending Highway 72 from Bishop Avenue/Highway 63 to the intersection of Bridge School Road and Kingshighway, roadway improvements on Kingshighway from Bishop Avenue/Highway 63 to the intersection of Kingshighway and I-44 and construction of a new overpass over I-44 at 10th Street. The Highway 72 extension will be built and maintained by the City. The Kingshighway roadway improvements are to a City street and will not significantly impact the state system. The new 10th Street overpass will be constructed and maintained by the City. These improvements do not expand the state system and will not increase MoDOT's maintenance costs. I-44, Highway 72 and Highway 63 are part of the state highways and transportation system and, therefore, under the jurisdiction of the Commission. The Commission does not own any real property and no state roadway is located within the TDD boundaries.

In keeping with Sections 238.220.4 and 238.225.1, RSMo, the Commission via approval of the consent agenda, (1) appointed the Central District Engineer, or his designee, as the Commission advisor to the Move Rolla TDD board of directors, and (2) found the improvements to the area noted above, to be a necessary and desirable extension of the state highways and transportation system, subject to the TDD making any revisions on the plans and specifications required by the Commission and subject to the TDD entering into a mutually satisfactory agreement with the Commission regarding development and future maintenance of the project. In keeping with the Commission's Execution Documents Policy, and Financial – Project Funding and Financing Alternative (Cost-Share) Policy, the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer may execute the related agreements.

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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 D06, F01 and F02 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 21, 2017, letting, as recommended and noted in Table I below. (2) Rejection of bids received on Calls A02, C09, and D01 due to the bids being excessive per Section 102.15 of the Missouri Standard Specifications for Highway Construction and noted in Table II below.

**Table I
Award of Contracts
April 21, 2017, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	DD	Buchanan	J1S2192	\$2,482,190.23	\$0.00	Emery Sapp & Sons, Inc.	Bridge Replacement
A03	6	Buchanan	J1S3092	\$2,700,726.53	\$0.00	Mega Industries Corporation	Coldmilling and Resurfacing
			J1S3096				ADA Improvements
A04	Various	Various	J1P3022	\$325,675.00	\$0.00	Superior Rail System, LLC	JOC - Guardrail and Guard Cable Repair
B01	I-70	Montgomery, Warren	J0I3003J	\$320,500.00	\$0.00	N.B. West Contracting Company	JOC - Asphalt Pavement Repair
B02	63	Randolph	J2P3058C	\$736,781.80	\$0.00	E & C Bridge, LLC	Bridge Rehabilitation
B03	61	Marion	J2P3164	\$259,671.50	\$0.00	Baldwin Paving Company, Inc.	High Friction Surface Treatment
C01	24	Lafayette	J3P3057	\$1,752,718.17	\$0.00	Emery Sapp & Sons, Inc.	Intersection Improvements
C02	50, 65	Pettis	J3P3069	\$474,339.00	\$12,500.00	Gerstner Electric, Inc.	Signal Improvements
C03	50	Johnson	J3P3077	\$1,332,651.66	\$0.00	Emery Sapp & Sons, Inc.	Intersection Improvements
C04	H	Saline	J3S3067	\$792,094.25	\$0.00	Lehman Construction, LLC	Bridge Deck Replacement
C05	AA, VV	Johnson	J3S3070	\$3,247,945.40	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Coldmilling and Resurfacing
C06	Various	Various	J3S3079	\$70,858.00	\$5,776.10	A&H Co., Inc.	Install Chevron Signs
C07	152	Platte	J4S3207	\$841,269.28	\$0.00	Collins & Hermann, Inc.	Guard Cable
	9	Clay, Platte	J4S3208				
C08	Z	Platte	J4S3226	\$140,221.75	\$0.00	Midwest Heavy Construction, LLC	Box Culvert Replacement

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
D02	44	Various	J0I3003Q	\$570,908.10	\$0.00	N.B. West Contracting Company	JOC - Asphalt Pavement Repair
D03	63	Callaway	J5L3075C	\$1,141,370.08	\$0.00	Capital Paving & Construction, LLC	Bridge Deck Replacement
D04	100	Gasconade	J5P3099	\$1,025,000.00	\$0.00	KCI Construction Company	Bridge Replacement
D05	32	Dent	J5P3104	\$1,194,449.94	\$0.00	KCI Construction Company	Bridge Replacement
D06*	8	Washington	J5P3115	\$3,198,000.00	\$0.00	Pace Construction Company	Resurfacing
D07	54	Callaway	J5P3119	\$7,302,396.44	\$0.00	Capital Paving & Construction, LLC	9 Bridge Rehabilitations, Guardrail Improvements, and Guard Cable Installation
D08	8, 19	Crawford	J5P3135	\$723,956.25	\$0.00	Microsurfacing Contractors, LLC	Microsurfacing and ADA Improvements
D09	Various	Various	J5P3184	\$405,726.75	\$0.00	Collins & Hermann, Inc.	JOC - Guardrail and Guard Cable Repair
D10	D	Camden	J5S3142	\$1,177,700.00	\$0.00	KCI Construction Company	Bridge Replacement
F01** F02***	N	St Charles	J6S3100	\$784,070.20	\$0.00	Gershenson Construction Co., Inc.	Intersection Improvements
			J6S3100B	\$123,820.55			
F03	Various	St Charles, St Louis, St Louis City	J6S3199	\$753,715.00	\$0.00	Baldwin Paving Company, Inc.	High Friction Surface Treatment
F04	J, Y	St Charles	J6S3209	\$199,841.75	\$0.00	Missouri Petroleum Products Company	Seal Coat
G01	7	Benton	J5P0933	\$1,641,352.05	\$0.00	Capital Paving & Construction, LLC	Bridge Rehabilitation
G02	Bus 60	Lawrence	J7S3000	\$3,148,785.00	\$0.00	Hartman and Company, Inc.	Bridge Replacement
G03	76	Taney	J7S3087	\$2,918,066.12	\$0.00	Emery Sapp & Sons, Inc.	Bridge Replacement
			J7S3087B				
			J7S3087C				
G04	44	Greene	J8I3055	\$1,810,798.50	\$0.00	Emery Sapp & Sons, Inc.	Grading and Paving
G05	76	Taney	J8P2226	\$8,703,892.71	\$0.00	Lehman Construction, LLC	Grading, Pavement, and Bridge Replacement

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
H01	I-55	Scott	J9I3127	\$1,375,000.00	\$0.00	KCI Construction Company	Bridge Deck Replacement
H03	EE	Cape Girardeau	J9S3138	\$1,708,414.50	\$0.00	Keith Simpson Contracting, LLC	Bridge Replacement
	A	Perry	J9S3141				
	A	Scott	J9S3150				
			TOTAL:	\$55,384,906.51	\$18,276.10		

* Call D06 – Funding by the City of Potosi - \$33,282
** Call F01 – Funding by the City of O’Fallon - \$453,945.38.
*** Call F02 – Funding by the City of O’Fallon - \$123,820.55.

**Table II
Rejection of Calls
April 21, 2017, Bid Opening**

Call No.	Route	County	Job No.	Description
A02	C	Clay, Clinton	J1S3088	Resurface and shoulder widening
			J4P3051B	
C09	Various	Various	J4P3227	JOC - Concrete Pavement Repair
D01	70	Various	J0I3003I	JOC - asphalt pavement repair

Commission Consideration and Action

After consideration, and upon motion by Commissioner Smith, seconded by Commissioner Waters, and no abstentions noted, the Commission took the following action:

1. Awarded contracts to the lowest responsive bidders for bids received at the April 21, 2017, bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Rejected bids received on Calls A02, C09, and D01 due to the bids being excessive per Section 102.15 of the Missouri Standard Specifications for Highway Construction and noted in Table II above.
3. 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 OF HIGHWAY

I-270 North Corridor, St. Louis County and St. Louis City Job No. J6I3020 Public Hearing Held December 15, 2016

The proposed improvements will address the northern 15 mile portion of the I-270 corridor (I-270 North) that is located from approximately the I-70/I-270 Interchange east to the Riverview Drive/I-270 Interchange; the last interchange before crossing the Mississippi River. The I-270 North corridor varies from four lanes in each direction to two lanes in each direction. There are 16 interchanges and numerous other bridges and structures within the I-270 North corridor. The goals and objectives associated with the I-270 North corridor project will: address aging infrastructure, improve mobility and operations for all users, improve safety within the corridor, and improve access consistent with the designated uses of the corridor. The project will have controlled access right of way. I-270 traffic will experience lane shifts, lane closures and localized closures as work is performed. The project is planned as a design-build project and final traffic details will be part of the selected team's final design. MoDOT has committed to maintain access for business and transit routes. A detailed communication and signing plan will be implemented as part of the project. The project is 15 miles in length.

On behalf of the Director, Gregory Horn, St. Louis District Engineer, recommended approval of the location as presented at the public hearing.

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

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REPORT AND RECOMMENDATIONS REGARDING THE ROUTE I-435 SOUTH CORRIDOR PROJECT IN JACKSON COUNTY, INCLUDING AUTHORITY FOR DESIGN-BUILD DELEGATION OF AUTHORITY

On behalf of the Director, Don Wichern Interim Kansas City District Engineer, recommended the Commission approve the Route I-435 South Corridor Project in Jackson County as a Design-Build project and approve authority be delegated to the Chief Engineer or his designee to approve and execute documents and expend funds on behalf of the Missouri Highways and Transportation Commission for the following items on the Route I-435 South Corridor Project in Jackson County Design-Build Project:

- **Escrow of Bid Documents** – Approve authority to execute agreements, affidavits, and related documents and expend funds for costs associated with the escrow of bid documents on the project.
- **Agreements** – Approve authority to execute agreements with local governments including other entities for cost-share, enhancements, use of property, environmental mitigations, utilities, etc. on the project, subject to approval as to form by the Chief Counsel’s Office (CCO) and the Commission Secretary’s (CS) attestation.
- **Railroad Agreements** – Approve authority to execute agreements pertaining to railroads, subject to approval as to form by CCO and CS attestation.
- **Construction Change Orders** – Approve authority to approve construction change orders on the project.
- **Consultant Engineering Services** – Approve authority to execute contracts for engineering services needed subject to approval as to form by CCO and CS attestation and in keeping with the Brooks Act, USC 1101 et seq. and 23 CFR 172.5 as well as Section 8.285, RSMo.
- **Other** – Approve authority to expend funds for the project, as well as approve, execute, sign and seal project specific documents.
- **Design Exceptions** – Approve authority to sign design exceptions specific to the design of the project currently delegated to the State Design Engineer and the State Bridge Engineer, subject to consultation with the department’s technical experts.

Project changes resulting from this delegation will not exceed the cap of two percent over the programmed cost or those changes will be taken back to the Commission. The Route I-435 South Corridor Project in Jackson County procurement process will begin May 2017. Funds for this project are included in the Statewide Transportation Improvement Program. The project is estimated at \$68.69 million total for right of way, utility relocation, and the design-build contract. Via approval of the consent agenda, the Commission unanimously approved the delegation of authority as recommended and noted above.

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STATEWIDE CONTRACT FOR ROAD AND BRIDGE CONCRETE SLAB REPAIRS

On behalf of the Director, Kathy Harvey, Assistant Chief Engineer, explained a Request for Bids (RFB) was issued by Central Office General Services for Statewide Concrete Bridge Approach Slabs and Rigid Pavement Alignments. The estimated value of the contract is \$700,000, which approximates 90 approach or slab repairs. These repairs are necessary to avoid additional damage to the bridges and

pavement, and to ensure the safety of the traveling public. When identified and addressed timely, this preventative maintenance will eliminate the need for more costly repairs and potential roadway closures.

This is the fourth contract General Services has bid for the same work. The most recent contract was bid in 2014, with two, one year renewals. This work is performed using district operating budgets. Awarding this contract ensures districts have a contract to address the necessary repairs during the 2017 construction season. Through discussion with senior management, all future work of this nature will be included in the Statewide Transportation Improvement Program (STIP) as maintenance work, in accordance with the Commission’s policy related to work on roads or bridges.

Ms. Harvey recommended the Commission approve the low bid of Conlift, LLC, from the bid opening date of March 28, 2017. After full consideration, the Commission via approval of the consent agenda unanimously approved the low bid of Conlift, LLC.

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CONSIDERATION OF DISPOSAL OF EXCESS PROPERTY, INTERSTATE 55 IN ST. LOUIS CITY, EXCESS PARCEL NUMBER E6-1120

In keeping with the Commission’s policy regarding disposition of Commission-owned property or property rights, the sale of all properties owned by the Commission with appraised or sale values of \$200,000 or more must be approved by specific Commission action.

On behalf of the Director, Greg Horn, St. Louis District Engineer, recommended conveyance of 2.225 acres of land at 2699 Osceola Street in St. Louis City, which is formerly known as the Ohio Maintenance Facility, to ATJ Partners, L.P., for a consideration of \$427,777.

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

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-- REPORTS --

The Commission received the following written reports.

CONTRACTOR PERFORMANCE REPORT

On behalf of the Director, David Ahlvers, State Construction and Materials Engineer, presented the annual contractor performance report for 2016. 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 8, 2017. 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 2016 performance ratings. Contractors receiving the top ratings for the 2016 construction season will be recognized at the MoDOT / AGC Coop meeting in the fall of 2017.

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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, 2017.

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FINANCIAL – BUDGET – REPORTS YEAR-TO-DATE FINANCIAL REPORT, PERIOD ENDING MARCH 31, 2017

Brenda Morris, Financial Services Director, submitted a written financial report for fiscal year-to-date ended March 31, 2017, 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 2017, 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 210 active contracts held by individual engineering consultant firms prior to March 1, 2017. Twenty-two engineering consultant services contracts were executed in March 2017, for a total of \$8,294,792. There were three non-engineering consultant contracts reported in March 2017.

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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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