



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

TABLE OF CONTENTS

June 3, 2015

COMMISSION/DIRECTOR ITEMS

Consent Agenda 4
 Commission Committees and Commission Related Boards 5
 Interim Director’s Report..... 6

COMMISSION PRESENTATION

Road to Tomorrow 6

PUBLIC PRESENTATIONS

Transportation Systems for the Future..... 10
 Port of Kansas City – Current Analysis and Future Vision 12
 Presentation by the Mid-America Regional Council (MARC)..... 13
 Presentation by Jackson County 14
 Presentation by the City of Kansas City 15

MoDOT PRESENTATION

Missouri Department of Transportation Proposed Fiscal Year 2016 Budget..... 16

BUSINESS ISSUES

Fiscal Year 2015 Budget Amendment..... 18
 Missouri Transportation Finance Corporation (MTFC) Election of At-Large Board Member..... 18
 Supplemental Signing Program Contract..... 19

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Consideration of Proposals for Columbia I-70 Bridges Design-Build
 Project in Boone County, Missouri..... 20
 Consideration of Bids for Transportation Improvements 24
 2015 – 2019 Statewide Transportation Improvement Program, Amendment 27
 Request for Approval of Design of Highways..... 27

REPORTS

Financial – Budget – Reports
 Year-to-Date Financial Report, Period Ending April 30, 2015 29
 Consultant Services Contract Report 29

**MINUTES OF THE REGULARLY SCHEDULED HIGHWAYS AND
TRANSPORTATION COMMISSION MEETING HELD IN KANSAS CITY,
MISSOURI, WEDNESDAY, JUNE 3, 2015**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, June 3, 2015, at Union Station, 30 West Pershing Road, Kansas City, Missouri. Stephen R. Miller, Chairman, called the meeting to order at 8:30 a.m. The following Commissioners were present: Lloyd J. Carmichael, Gregg C. Smith, Michael B. Pace, and Michael T. Waters, Jr.

Commissioner Scott tendered his letter of resignation to Governor Nixon stating his resignation would be effective on February 1, 2015; at the time of the June 3, 2015 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.

* * * * *

* * * * *

Roberta Broeker, Interim Director of the Missouri Department of Transportation; Rich Tiemeyer, Chief Counsel for the Commission; and Pamela J. Harlan, Secretary to the Commission, were present on Wednesday, June 3, 2015.

* * * * *

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

-- OPEN MEETING --

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 3, 2015, Consent Agenda

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

* * * * *

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 3, 2015, meeting.

Audit Committee – Commissioner Pace stated the Audit Committee met on June 2, 2015. The committee reviewed two internal audit reports and concurred with the recommendations made in the following audits (1) Review of Multimodal Freight and Waterways – Port Capitol Improvement Program, and (2) Review of Multimodal Railroad Grade Crossing Safety Program. The Audit Committee also reviewed and approved the internal audit plan for fiscal year 2016 and the external auditor's plan regarding the fiscal year 2015 financial statement audit. 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 Carmichael stated with the recent adjournment of the 2015 session of the Missouri General Assembly, came the disappointment that a funding mechanism to increase state revenues for the state's roads and bridges was not identified. Commissioner Carmichael noted that while the commission members fully understand all the political wrangling and maneuvering it takes to get legislation through the process, it nevertheless does not make the defeat of advancing the need for increased funding any easier. Commissioner Carmichael reported the commission's proposals to pass an all texting while driving ban and a primary safety belt law also fell victim to legislative inaction this session.

Missouri Transportation Finance Corporation – Commissioner Smith stated there was no report. The next MTFC meeting is scheduled for August 4, 2015.

MoDOT and Patrol Employees' Retirement System – Commissioner Carmichael reported the board met via teleconference on May 28, 2015 to elect a vice-chair. Colonel Brett Johnson was elected to the position.

* * * * *

INTERIM DIRECTOR'S REPORT

During the June 3, 2015, Commission meeting, Interim Director Roberta Broeker provided the following report:

NAGC Special Event Award of Excellence – Interim Director Broeker reported the department received the National Association of Government Communicators special event award of excellence for the grand opening ceremony conducted for the Stan Musial Veteran's Memorial Bridge in St. Louis.

Safety – Interim Director Broeker shared a story about safety. She explained in the spring there are two activities that MoDOT does a lot of, this includes mowing the roadsides and painting stripes on the roads. Both of these activities are moving work zones. She described a striping crew that was at work on Highway 50 in the Central District and was struck by a passing vehicle. She asked everyone to talk to their family and friends about highway safety and to be alert when behind the wheel.

* * * * *

ROAD TO TOMORROW

Chairman Miller announced the Missouri Highways and Transportation Commission would like to see the nation's oldest interstate highway reborn through innovation and technology. He discussed the challenges of transportation, both its promise and the current limitations that we face. In January 2015, the Commission announced that they were going to be unable, for the first time in history, to even take care of the system that had been built. The Commission was going to have to simply do some transportation triage, and identify only about a quarter of the system that the department would be able to continue to maintain. Then for the remaining portion of the system, the Commission had the difficult message of saying to Missourians, we're going to have to allow it to decay and deteriorate, not because we want to, but because we have no other choice, we simply don't have the funds. So, the 325 System was identified that would at least allow all the towns in Missouri to be connected with 8,000 miles of road and that system could be maintained. But that would mean nothing for I-70, nothing for any of the other unmet needs across the state, nor anything for the multimodal needs for freight, for transportation,

for transit, etc. During the last legislative session a modest increase in the gas tax failed to pass. As we watch ourselves slip farther and farther and farther behind, we ask, where do we go from here?

Big ideas and the courage to pursue dreams have helped to propel our nation forward. It was the vision of President Thomas Jefferson to send Lewis and Clark beginning in Missouri to expand a nation to ultimately become the economic engine and power that it is today. Two individuals that headed out across the wilderness leading a small band of people venturing into the unknown. Today, the arch in St. Louis symbolizes their triumph. As a nation we have big ideas and big dreams.

During the Civil War, President Abraham Lincoln endorsed the vision of completing a transcontinental railroad. Many leaders felt the appropriate time for such a massive undertaking was not in the middle of an expensive war and, there were so many unanswered questions: Who would pay for it? Who would build it? Where would it begin and end? Could it be accomplished given the vast unsettled stretches of the West? And yet, the “Golden Spike” was driven on May 10, 1869 signifying the realization of the dream. Many consider it the greatest technological achievement of the nineteenth century.

On May 25, 1961, President John F. Kennedy proposed a similarly dramatic and ambitious goal – announcing the U.S. would send a man to the moon before the end of the decade. There was only one small problem. There was no plan, and NASA had no idea how to put a man on the moon. But eight years later, two Americans walked on the moon. The effort fired the imagination and fueled technological advances that propelled our nation forward.

After taking office in January 1953, President Dwight D. Eisenhower made revitalizing the country’s roads one of his highest priorities. Drawing on his experience as a young Army officer in 1919 when a transcontinental convoy from Washington, D.C. to San Francisco took 62 days, Eisenhower dreamed of a 40,000-mile network of interstate highways spanning the country. The system of high-speed, access-controlled freeways would facilitate national defense, increase safety and provide for the

efficient movement of goods and people. The interstate highway system was realized once establishment of The Highway Trust Fund provided the necessary revenues and new engineering designs and construction techniques enabled construction.

Missouri has always been at the heart of highway transportation – not only because the state’s geographic location puts it at the nation’s core, but because of the role it’s played in the realization of Eisenhower’s dream. Once the President signed the legislation authorizing the interstate highway system in 1956, Missouri became the first state to award an interstate construction contract for a section of Interstate 44 in Laclede County, and several months later became the first state to begin construction of an interstate highway when work began on I-70 in St. Charles.

The Missouri connection runs still deeper. The man most credited with overseeing the realization of Eisenhower’s dream was Rex Whitton who began his career with the Missouri Highway Department in 1920 as a surveyor, rose to Chief Engineer in 1951, served as president of AASHTO in the fateful year of 1956, and then led the effort during its critical years as administrator of the Federal Highway Administration from 1961- 66.

Almost 60 years later, our nation stands at a crossroads. That interstate highway system has exhausted its useful life and must be rebuilt from the ground up. But how should it be rebuilt and how will the reconstruction be financed? The world has changed in the last 60 years and it is clear that the rebuild must not be based on the technologies of the 1950s but the emerging technologies that will serve the 2020s and beyond. And the funding for such an endeavor must also have a 21st Century solution.

The Missouri Highways and Transportation Commission announced its intention to make 200 miles of Interstate 70 across the midsection of our state available to the nation and the world as the laboratory to construct the next generation of highways. Called “**Road to Tomorrow,**” the MHTC has issued a call for private industry, entrepreneurs and innovators to bring their products and ideas to the birthplace of the interstate highway and join with MoDOT in collaboration to build the first section of

the highway of the future. It's only appropriate that the re-birth of the interstate highway begin at its birthplace.

To that end, MoDOT has assembled a multidisciplinary team to interface with its private partners. Ed Hassinger, Chief Engineer, appointed a team whose members have a varied background, great track record, the right kind of technical knowledge, but most importantly characteristics that are going to make this successful. They had to be open-minded, they had to be innovative, and they had to have dogged determination because we know this isn't going to be easy. Mr. Hassinger introduced Tom Blair, St. Louis Assistant District Engineer; Bob Brendel, Special Assignments Coordinator in the Communications Division; Kellen Burns, Web Manager in the Communications Division; Jen Harper, Research Engineer in the Construction and Materials Division; Jon Nelson, Traffic Management Operations Engineer in the Traffic and Highway Safety Division; and James Pflum, Assistant to the Resident Engineer in the Kansas City District. Those are the people that have been assembled to work on this project and we are all excited about where we are going.

Just as Lincoln, Kennedy and Eisenhower had no idea of the details of how their dreams would be accomplished, Missouri has no preconceived plan. Just as MoDOT's design-build projects over the last decade have produced insights and innovations that could not have previously been imagined, the MHTC is confident that offering free reign to human creativity and a designated site for implementation will generate the very best in American ingenuity.

At a time when the nation and Missouri wrestle with how to fund reconstruction of this great interstate system, this effort must be focused not only on new technologies but new means of funding construction. The world has changed in the last 60 years and it is clear that the rebuild must not be based on technology of the last century, but from the emerging technologies that will service the 2020s and beyond. We are just now getting a glimpse of those new technologies that could serve as the basis for future highways: GPS systems, autonomous vehicles, alternative fuels, new construction materials, etc.

For instance, might one source of future funding come from subscription-based services to benefit both commercial and passenger car use? Will commercial carriers pay to have enhanced GPS services that might allow autonomous vehicles to extend the in-service hours for drivers thereby realizing an economic benefit; or increasing safety thereby reducing insurance premiums and reducing exposure from accidents on the road? There are certainly many applications beyond this that we cannot imagine at the moment. But to be sure, experience tells us that new technologies will offer new opportunities for funding mechanisms in addition to the traditional ones. Some ideas are going to bring greater safety, some efficiency, some are going to be funding, but all of these ideas need a home. They need some place that is going to step up to be the first place for that to occur. And Missouri has always been one of those places that have been first in transportation, first for Lewis & Clark, first for Lindbergh, first on this interstate system, first with the Pony Express, lots of firsts. There is no reason Missouri should not be the first to do this. It takes some organization to step forward and say we are going to make this the laboratory for transportation, and that's what is being opened and initiated today.

The **“Road to Tomorrow”** is years – maybe decades – away. But the road to tomorrow begins today.

* * * * *

TRANSPORTATION SYSTEMS FOR THE FUTURE

Terry Bassham, Board Member of the Kansas City Civic Council and President and CEO of Great Plains Energy and Kansas City Power and Light, explained an initiative called KC Rising. This is a business-led effort to grow the Kansas City economy. A part of this effort is to identify the economic sectors in which the Kansas City region has the potential to excel in the future and to implement strategies that boost these sectors' performance. Research has identified transportation and logistics as both a major industry in the region and a necessary enabler for the other key sectors of the Kansas City region's economy. Kansas City has and continues to be the center of transportation and logistics in this

country. A group of civic council members and community partners including Mid-America Regional Council (MARC) and MRI Global have come together over the past several months around the question of what can we do to strengthen Kansas City's position as a leader in the future of transportation? Especially in light of the innovation that is occurring in the field. This group of smart and forward thinking engineers, business planners and civic leaders has concluded the following: We don't know what the future holds, except that innovation and technology will lead to changes in everything from how we build our infrastructure to the containers in which we move people and products. Both the public and private sectors of Kansas City are looking at ways to make this region stand out as a leader in planning for the changes that are coming. We want to be sure resources spent on transportation and the transportation infrastructure are investments that most benefit the region. As a result, we are planning a transportation future symposium later this year. Visionary speakers will share with the community the critical questions we need to ask and the steps we need to take to be at the forefront of innovation and transportation in the future. For example, how can we construct our infrastructure so it provides a base for future innovation? How should we plan our communities to accommodate future modes and vehicles? Will our current requirements for zoning, parking, street width, utility lines provide the flexibility needed to quickly adapt to innovation and changes? Can we create a flexibility ethic in Kansas City that will ensure we anticipate and are responsive to new ways of moving people and goods? Beyond just a single symposium, the planning group hopes to create a continued focus on strategies that can position the Kansas City region to be the center for innovation and experimentation of new and dynamic transportation technologies. We want this region to be the place innovators and experimenters can find the necessary tools to advance their ideas. The decisions you and the general assembly make will also be important to our future. We ask that you consider will the state have the infrastructure to accommodate the vehicles and traffic control necessary for them to navigate among the metropolitan areas? Will Missouri be a leader in setting policies that encourage transportation innovation in the state,

or will it let our competitors overtake us? We hope you will join us in seeking answers to these many questions and be prepared to exercise bold leadership to position Missouri and the Kansas City metropolitan area as centers for transportation innovation.

Commissioner Waters thanked Mr. Bassham for his presentation and indicated his pleasure in knowing the Kanas City region is finding ways to move faster and embrace technology. Chairman Miller applauded the forward thinking efforts by the civic council and encouraging integration of systems between the state and the metropolitan areas.

* * * * *

PORT OF KANSAS CITY – CURRENT ANALYSIS AND FUTURE VISION

Michael Collins, President and CEO, explained the long history of the Port Authority of Kansas City which unfortunately stopped shipping in 2007 for a myriad of reasons. However, since 2012 Mr. Collins has been working diligently to bring back the Port of Kansas City Woods Weather Terminal. The port has been working closely with local, regional, and national inland waterway interests and is currently serving on the Board of the Inland River Ports and Terminals, an organization that markets inland river commerce throughout the whole system. In September 2014, the port signed a long term operating lease with Kaw Valley Sand & Gravel and the expected cargo for 2015 includes FRAC sand, salt, road salt, scrap metal, rolled steel, and boiler slag. The projected tonnage shipped is 255,000 tons in 2015. Mr. Collins indicated that the port is anticipating a three percent annual growth rate based on current projections and is estimated to earn \$119,000 in revenue this year. He indicated if the port had access to rail, the estimated tonnage shipped would be around 390,000 tons this year.

Mr. Collins explained the strategic growth goal for the port is to create maximum tonnage by 2020 at the current Woods Weather Terminal, which would be around 750,000 tons with a revenue target of \$413,000 per annum. Part of reaching that growth goal requires acquiring property for port expansion and building a rail line through the port. The port has acquired a portion of the funds

necessary to construct the rail spur and is in the process of obtaining the remaining funds needed through a loan from the Missouri Transportation Finance Corporation.

Commissioner Waters thanked Mr. Collins for his presentation and noted how exciting it is to see the regeneration of the port in Kansas City. Commissioner Waters commented how river transportation can remove significant freight tonnage from the busy and crowded highways and congested railroads, and the potential for future growth and expansion in river transportation is tremendous.

* * * * *

PRESENTATION BY THE MID-AMERICA REGIONAL COUNCIL (MARC)

David Warm, Executive Director, reminded the Commission about Mid-America Regional Council's (MARC) long range regional transportation plan called Transportation Outlook 2040. He shared four points about the plan including some assumptions made for the future.

The first point is that the plan projects continued growth in the region and a demand for transportation. There will be growth in population, jobs and the economy, and vehicle miles traveled. MARC expects the transportation system will expand along with these areas of growth. They are estimating an addition of 122 transit route miles, two thousand miles of bikeways, and one thousand miles of expanded roadways.

The second point is the plan is built around a coherent vision of how growth can be accommodated in the region. The organizing principle is to create a more vibrant connected and green region that includes building and maintaining a safe and balanced multimodal transportation system. The transportation system will support equitable access to opportunity and protect the environment.

The third point is the need to have implementation strategies to execute the plan. He highlighted the need for effective working relationships with lots of community partners in the effort called Ride KC

that is focused on knitting together the transit systems in the metropolitan area. The specific objective is to increase the number of jobs that are accessible by public transit over the next ten years.

The fourth point is even though travel demand will increase and the system will expand, and even though it is clear how they want the region to grow, and there are sound policies and implementation strategies in place to manage resources, the revenue projects fall significantly short of their needs. He went further to explain the most notable thing about this plan, apart from previous plans, is the degree to which it does not anticipate state funding beyond what is necessary for operations and maintenance. That underscores the importance of the work that the Commission has been doing over the last couple of years and drawing attention to the critical funding gaps facing the state of Missouri.

He concluded that although he does not know what the future is going to bring, he does know that the only way we are going to address any of these challenges reasonably well is by doing it together, putting all of our shoulders together and leaning into the same set of issues. As we look forward to working, as we have for so long, effectively with this Commission and hitting those challenges head-on and building a great future for our region as well as the state of Missouri.

Commissioner Miller thanked Mr. Warm for his presentation and highlighting how assumptions about transportation resources has changed and have become much more constrained with this updated plan.

* * * * *

PRESENTATION BY JACKSON COUNTY

Robbie McCannin, Chairman of the Kansas City Area Transportation Authority Board of Directors and Director of Governmental Relations for Jackson County Economic Development, and John Sweeney, Economic Development Director of Jackson County presented on behalf of Mike Sanders, Jackson County Executive. Mr. Sweeney began with an update on the Rock Island Rail Corridor which is part of the regional transit plan. He reported Jackson County has a memorandum of

understanding with Union Pacific to acquire the corridor which is 17.7 miles through Kansas City, Raytown, and Lee's Summit, and includes the Pixley Spur which is in Independence. He reported that funding for the project includes surface transportation program funds for both the property acquisition and construction of a trail on the corridor. He also explained that a TIGER grant application will be submitted seeking funds for the trail construction. The short term plan is for a full trail build out and the long-term would include a variety of potential transit uses.

Mr. McCannin reported on the recent changes taking place with the Kansas City Area Transportation authority (KCATA). He explained how efforts have been under way to put area back into the KCATA to be a true regional transportation organization. He stated unfortunately the KCATA was not in a position to be the transit authority that it was meant to be but had turned into a bus company in downtown Kansas City. He explained there has been a change in the board participation and vision for the KCATA so that now they are asking local government entities how can we help you become successful, and those entities are asking the KCATA to manage their transit services again. He noted that once all parts of the region get together, everyone will have more leverage to exert, more funding available, and be able to provide a seamless connected system to the entire region.

Commissioner Miller thanked them for their presentation and for helping the communities in the region realize a bigger vision for transportation.

* * * * *

PRESENTATION BY THE CITY OF KANSAS CITY

Sly James, Mayor, updated the Commission on the progress of the downtown street car project. The KC Streetcar project is a two-mile route running along Main Street in downtown Kansas City connecting Kansas City's River Market Area to Crown Center and Union Station. He explained this is a \$105 million project that is on time and on budget. This project involved moving the utilities prior to laying the rails and he described the construction progress that has taken place to date. Additionally, the

cable poles are being installed and the cables that will power the street car will be hoisted in the next week. He anticipated riders on the streetcar in early 2016.

The mayor explained the city has been working hard to foster an atmosphere of collaboration and understanding for the interconnectivity of everything, particularly, where resources are becoming increasingly scarce, efficiencies have to be found. He explained that the collaboration needed as a city is also needed for the state. He offered the city's assistance to build the collaboration for transportation in Missouri.

Commissioner Carmichael thanked Mayor James for his presentation; he acknowledged the mayor's leadership as a big city mayor that understands transportation and providing the street car project is key to transportation in the city.

* * * * *

MISSOURI DEPARTMENT OF TRANSPORTATION PROPOSED FISCAL YEAR 2016 BUDGET

On behalf of the Director, Brenda Morris, Financial Services Director, presented the \$2.1 billion operating budget for fiscal year 2016, for the Commission's consideration and approval. She noted this budget request is \$127.8 million less than fiscal year 2015 and the majority of the decrease, almost \$100 million, is in contractor payments which indicate less investment in Missouri's transportation system.

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 23, 2015 which was signed by Governor Nixon on May 8, 2015.

The key investments for the Fiscal Year 2016 budget are:

- Program Delivery - \$1.351 billion
- System Management - \$487 million
- Multimodal - \$115 million
- Fleet, Facilities, and Information Systems - \$76 million

- Administration - \$54 million
- Other State Agencies - \$274 million

Following discussion, and upon motion by Commissioner Carmichael, seconded by Commissioner Waters, the Commission unanimously approved the Fiscal Year 2016 Budget as noted in the table below. Any necessary revisions to the fiscal year 2016 budget will be presented to the Commission by request for a budget amendment. The Commission also authorized the expenditures in accordance with the Commission Policies.

**Fiscal Year 2013-2015 Summary and Fiscal Year 2016 Budget Request
(Dollars in Thousands)**

	Fiscal Year 2013 <u>Actual</u>	Fiscal Year 2014 <u>Actual</u>	Fiscal Year 2015 Budget as <u>Amended</u>	Fiscal Year 2016 Budget <u>Request</u>
Receipts				
State Receipts	\$ 1,288,387	\$ 1,245,122	\$ 1,264,399	\$ 1,232,799
Less Motor Carrier Refunds	(20,494)	(19,720)	(30,025)	(30,035)
Less Miscellaneous Refunds	(9,395)	(9,989)	(13,255)	(13,255)
Net State Receipts	<u>1,258,498</u>	<u>1,215,413</u>	<u>1,221,119</u>	<u>1,189,509</u>
Federal Reimbursement	979,577	910,443	906,141	969,257
Federal Reimbursement-ARRA	37,411	18,253	14,000	13,000
Total Receipts	<u>2,275,486</u>	<u>2,144,109</u>	<u>2,141,260</u>	<u>2,171,766</u>
Disbursements by Other State Agencies ¹	227,053	233,311	274,260	274,879
Receipts Available to MoDOT	<u>2,048,433</u>	<u>1,910,798</u>	<u>1,867,000</u>	<u>1,896,887</u>
Disbursements				
Administration	<u>46,772</u>	<u>48,405</u>	<u>53,130</u>	<u>53,856</u>
System Management				
Maintenance Operations ²	414,416	438,228	441,187	458,995
Motor Carrier Services	5,341	5,712	6,748	6,959
Highway Safety	<u>42,204</u>	<u>16,055</u>	<u>21,996</u>	<u>21,997</u>
Total System Management	461,961	459,995	469,931	487,951
Program Delivery				
Construction Operations ²	125,827	125,959	136,133	122,667
Contractor Payments	862,473	723,757	838,580	738,720
Design and Bridge Consultant Payments	17,853	29,299	28,500	10,000
Accelerated Program (Reimbursements)	12,532	17,592	20,062	14,400
Right of Way	39,428	15,249	20,000	15,000
Federal Pass-Through	128,438	121,373	166,581	170,638
Debt Service on Bonds	<u>289,334</u>	<u>292,930</u>	<u>291,082</u>	<u>280,315</u>
Total Program Delivery	1,475,885	1,326,159	1,500,938	1,351,740
Fleet, Facilities and Information				

Systems				
Operations ²	24,823	24,404	27,146	26,363
Capital Improvements				
Investments	6,615	7,362	9,647	7,200
Information Systems Investments	17,419	16,915	20,000	20,000
Fleet Investments	20,768	21,414	22,962	22,547
Total Fleet, Facilities and				
Information Systems	69,625	70,095	79,755	76,110
Multimodal ³	85,420	90,476	109,665	115,998
Total MoDOT Disbursements	2,139,663	1,995,130	2,213,419	2,085,655
Receipts Over (Under)				
Disbursements⁴	\$ (91,230)	\$ (84,332)	\$ (346,419)	\$ (188,768)

¹ Fiscal year 2016 budget request is based on the Truly Agreed and Finally Passed appropriations.

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

³ Fiscal year 2016 includes American Recovery and Reinvestment Act of 2009 (ARRA) for only the Rail Program.

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

Commissioner Carmichael thanked Ms. Morris for her presentation and acknowledged that working on the budget is difficult and even more challenging when revenues are declining.

* * * * *

FISCAL YEAR 2015 BUDGET AMENDMENT

On behalf of the Director, Brenda Morris, Financial Services Director, recommended increasing disbursements \$8.6 million for the fiscal year 2015 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 2015 budget amendment described above.

* * * * *

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 Duane Michie to the MTFC Board of Directors for a two-year term with an expiration of June 30, 2017. The current term for at-large member Mr. Michie expires on June 30, 2015. The department appreciates that Mr. Michie 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 Duane Michie to serve on the MTFC Board of Directors as an at-large member for a two-year term beginning July 1, 2015 and expiring on June 30, 2017.

* * * * *

SUPPLEMENTAL SIGNING PROGRAM CONTRACT

On behalf of the Director, Eileen Rackers, State Traffic and Highway Safety Engineer, reported the contract with Missouri Logos to administer Logo signs, Tourist Oriented Direction signs (TODS), and General Service signs will expire on June 30, 2015. The department recently bid a new proposal that consolidated the administration services of all the state's supplemental signing programs into one contract. The contract will simplify the department's administration of the state's supplemental signing program which will free up funding and resources for other purposes, end the subsidies that MoDOT had been applying to these programs, and place the full fiscal responsibility onto the applicants who wish to participate in these programs. The fees applied to these programs will make this contract self-funding, with no cost to the Commission, while the fees for the Logo, TODS, and Traffic Generator signing for private tourist oriented sites will generate a guaranteed \$5 million per year in revenue for the department. Three parties expressed interest in submitting a proposal for this program, but only one proposal was submitted by Missouri Logos.

Via approval of the consent agenda, the Commission unanimously authorized the Interim Director, Chief Engineer, and Assistant Chief Engineer to execute the five year contract and a

subsequent five year renewal between the Missouri Highways and Transportation Commission and Missouri Logos, subject to approval as to form by Chief Counsel's Office as described above.

* * * * *

CONSIDERATION OF PROPOSALS FOR COLUMBIA I-70 BRIDGES DESIGN-BUILD PROJECT IN BOONE COUNTY, MISSOURI

Travis Koestner, Central District Assistant District Engineer, and Project Director, stated the design-build procurement process allows the design-build teams to use their innovation and techniques to drive the scope of the project. The project goals provide guidance and what the department wanted to accomplish with the project and allowed the design-build teams to compete based on their ideas and innovations to bring the best value proposal.

By Commission action on October 15, 2014, the Commission approved the use of design-build for the I-70 Bridges project in Boone County. Project Director, Travis Koestner, summarized the location, need, and scope of the project. The I-70 Bridges project is located between the Business Loop 70 and Route 763/Rangeline in Columbia, and includes three bridges along the interstate. The bridges were built in 1957, are in poor condition and require continual maintenance on the deck. Additionally, I-70 carries around 80,000 vehicles per day on only two lanes in each direction through Columbia. The project will need to provide bridges with long-term service and future expansion options, while minimizing impacts to traffic in the area. The project scope includes replacement of the three bridges, improvements at Business Loop 70 and Route 763/Rangeline to address traffic flow and congestion, and any additional improvements that could be made for the set price of \$17.5 million.

Project Goals

The goal of the design-build project is to construct as much road and bridge work as possible for the set price. The design-build team established project goals early in the process. These goals include:

- Deliver the project within the program budget of \$18 million.

- Construct bridges on Interstate 70 at Business Loop 70 West, Garth Avenue, and Missouri Route 763/Rangeline that provide long term service and will be compatible with future expansion.
- Minimize traffic impacts while maximizing capacity and mobility for the area.
- Maximize safety for the workers and commuters.
- Complete the project by October 1, 2016.
- Provide project team that reflects the diversity of the community.

A portion of the cost of this project will be for activities outside of the design-build contract, including right of way, some utility cost and project administration.

This project includes goals for disadvantaged business enterprise (DBE) and workforce utilization. The proposing teams needed to commit to at least twelve percent of the project to DBE firms for construction work, and a fifteen percent commitment for professional/design services. The workforce diversity goals include 6.3 percent minority participation and 6.9 percent female participation in each major construction craft or trade. Additionally there is an on-the-job training goal of two 1,000 hour positions.

Procurement Process

The Missouri Highways and Transportation Commission approved the use of design-build for the I-70 Bridges project on October 15, 2014. Since then, MoDOT's design-build team has been working through the procurement process. Five teams were prequalified in January 2015 to compete for the contract. The Request for Proposals was issued on January 12, 2015. The second week after the Requests for Proposals were issued one team dropped out. The remaining four teams submitted their final proposals by April 24, 2015. The MoDOT design-build team reviewed and evaluated the proposals.

The four teams that submitted proposals include:

- APAC – a team composed of APAC-Missouri, Burns and McDonnell, and Hg Consult Inc.

- Emery Sapp – a team composed of Emery Sapp & Sons and Parsons Transportation Group.
- KCI – a team composed of KCI Construction Company, Jacobs Engineering Group, and ABNA Engineering Inc.
- Millstone Weber – a team composed of Millstone Weber and Horner and Shifrin.

Evaluation

The items that were evaluated by the MoDOT design-build team included: bridge reconstruction/durability (35 points available), maintenance of traffic (30 points available), optional improvements (20 points available), completion schedule (5 points available), workforce diversity/OJT (5 points available), and safety (5 points available).

Mr. Koestner provided a summary of the scoring for each category. He explained that the proposals were evaluated by separate teams for each category. Since this is a bridge replacement project for the bridge category, the bridges needed to be durable and allow for future expansion. For maintenance of traffic, the department established a minimum level of traffic impacts with this project anything over that minimum level resulted in point deduction. Optional improvements category allowed the proposing teams to offer additional work that could be accomplished to improve safety and congestion. The completion schedule category was critical as there is a desire to minimize impact to the universities and colleges, and extra points were earned if the proposal had a completion date prior to October 2016. To emphasize the importance of workforce diversity and meeting project goals points were available for meeting and exceeding the established goals. Mr. Koestner reviewed with the Commission, the scope of each proposal, the proposed completion date for each team and whether any points were deducted from a category.

Commission Consideration and Action

Mr. Koestner recommended Emery Sapp as the best value proposer. Members of the team are Emery Sapp and Sons Construction Company and Parsons Transportation Group design firm. Their proposal included:

- Business Loop 70 bridges
 - New interchange configuration and roundabouts north and south of I-70
 - Exceeds vertical clearance requirements
 - Bike/ped shared use path
 - Bridge on new alignment
- Garth Avenue bridges exceeds minimum required length on new auxiliary lanes
- Route 763/Rangeline – includes a dual roundabout interchange
- There were no point deductions for lane closures
- A slide-in bridge construction method will be used for steel girder bridges
- There is an overall reduction in bridge area
- Completion Schedule – September 1, 2016 completed one month ahead of schedule

Chairman Miller thanked Mr. Koestner for his presentation and the MoDOT design-build team for their work on this project to date.

After consideration, Commissioner Smith moved that the Commission adopt staff recommendations to approve Emery Sapp design-build team as the best value proposal for the I-70 Bridges design-build project; authorize the director, chief engineer, assistant chief engineer, or their designee to negotiate and execute a contract with Emery Sapp subject to approval as to form by the Chief Counsel's Office; and authorize payment of the agreed stipend of \$100,000 to the three unsuccessful proposing teams. This motion was seconded by Commissioner Waters. The Commission unanimously approved the motion.

Chairman Miller congratulated the Emery Sapp team and recognized representatives of the team who were present. He also recognized the other teams for their significant presence in Missouri and to have high quality contractors paired with high quality engineering firms providing innovative ideas and methods for project delivery.

* * * * *

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 and G08 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 15, 2015, letting, as recommended and noted in Table I below. (2) Rejection of bids received on Calls A01, B03, H01, and H02 as noted in Table II below, due to the bids being excessive per Section 102.15 of the Missouri Standard Specifications for Highway Construction. (3) No action on Call B05 no bids were received as noted in Table III below.

**Table I
Award of Contracts
May 15, 2015, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
B01	Various	Various	J2I3039	\$300,750.00	\$0.00	Collins & Hermann, Inc.	JOC - Guard Cable Repair
B02	Various	Various	J2P3038	\$155,790.00	\$0.00	James H. Drew Corporation	JOC - Guardrail Repair
B04	61	Ralls	J3P2234	\$2,425,134.69	\$0.00	Bleigh Construction Company	Grading, Pavement and Bridge Deck Replacement
C03	I-70	Saline, Lafayette	J0I3001F	\$276,250.00	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	JOC - Interstate Asphalt Pavement
C04	I-435	Jackson	J4I2383	\$4,233,085.95	\$0.00	Phillips Hardy, Inc.	2 Bridge Deck Replacements
	I-70		J4S3068				Bridge Deck Replacement
C05 *	I-49	Cass	J4P2247	\$9,234,712.72	\$0.00	Emery Sapp & Sons, Inc.	Grading, Pavement and Bridge
	211th St		J4P2247B				Grading and Pavement

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
C06	Various	Various	J4P2311	\$1,654,380.00	\$0.00	Mar-Jim Contracting, LLC	JOC - Guardrail Guardcable Repair
C07	Various	Various	J4P2312	\$262,800.00	\$0.00	Superior Rail System, LLC	JOC - Guardrail Guardcable Repair
C08	E	Platte	J4P3095G	\$228,804.55	\$0.00	Boone Construction Co.	Grading and Pavement
C10	Various	Various	J4P3095J	\$227,919.86	\$0.00	Streetwise, Inc.	Pavement Marking Improvements
C11	Various	Various	J4P3095K	\$244,950.00	\$0.00	Collins & Hermann, Inc.	JOC - Sign Repair
C12	Various	Various	J4P3097	\$224,750.00	\$0.00	Collins & Hermann, Inc.	JOC - Fence Repair
C13	Various	Various	J4Q2306B	\$662,572.94	\$75,000.00	ADB Companies, Inc.	ITS Improvements
D02	5	Cooper	J5P3074D	\$898,033.65	\$0.00	Emery Sapp & Sons, Inc.	PCCP Pavement Replacement
F01	I-44	St. Louis	J6I3034B	\$13,637,429.88	\$0.00	Millstone Weber, LLC	Pavement and 8 Bridge Rehabilitations
		St. Louis City	J6I3034C		\$15,000.00		Pavement and 2 Bridge Rehabilitations
F02	I-64	St. Charles	J6I3106	\$145,963.00	\$0.00	R. V. Wagner, Inc.	Pavement Repair
F03	Z	St. Charles	J6S3047	\$876,505.87	\$4,000.00	L. F. Krupp Construction, Inc. dba Krupp Construction	Construct Roundabout
F06	Various	St. Louis	J6Q3088	\$2,298,447.03	\$357,301.95	Gerstner Electric, Inc.	Signal Improvements
F08	I-64	St. Charles	J6I2384	\$598,603.58	\$0.00	L. F. Krupp Construction, Inc. dba Krupp Construction	Resurface
F09	I-270	St. Louis	J6I3107	\$397,093.50	\$0.00	Marketing Associates, Inc.	JOC - Concrete Repair
F10	I-270	St. Louis	J6I3108	\$140,209.25	\$0.00	Pavement Solutions, LLC	High Friction Surface Treatment
G07	13	Stone	J8P2249	\$8,250,040.80	\$0.00	Phillips Hardy, Inc.	Bridge Deck Replacement
G08 **	65	Christian	J8P2356	\$6,362,347.97	\$0.00	APAC-Missouri, Inc.	Grading, Pavement and Bridge
H05	14 and 19	Douglas, Shannon	J9M0271	\$544,762.15	\$0.00	Innovative Roadway Solutions, LLC	Surface Sealing
H06	Various	Various	J9M0272	\$799,994.00	\$0.00	Innovative Roadway Solutions, LLC	Surface Sealing

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
H07	412	Dunklin	J9S3010	\$3,639,083.13	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Intersection and ADA Improvements
H08	51	Bollinger	J9P3006	\$1,470,828.88	\$290.64	Robertson Contractors, Inc.	Grading, Pavement and Bridge Replacement
H09	142	Butler	J9S3007	\$683,517.02	\$0.00	Hessling Construction, Inc.	2 Bridge Replacements
	158		J9S3008				Bridge Replacement
H10	63	Texas	J9P2203	\$1,777,244.72	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Grading and Pavement with 1 Add Alternate
			TOTAL:	\$62,652,005.14	\$451,592.59		

* Call C05 – Funding by the City of Peculiar – \$5,137,209.23

** Call G08 – Funding by Christian County – \$3,181,173.99

**Table II
Rejection of Bids
May 15, 2015, Bid Opening**

Call No.	Route	County	Job No.	Description
A01	I-29	Atchison	J1M0256	ITS Improvements
B03	Various	Audrain, Marion	J2P3079	Bridge Expansion Joint Replacement
B05*	54	Pike	J2L1500N	JOC – Steel Grid Deck and Joint Repair
H01	51	Butler	J9M0270	Bridge Rehabilitation
H02	M	Carter	J9S3082	Grading, Pavement and Bridge Replacement

* Call B05 – Funding by IDOT – \$77,000.00

**Table III
No Bids Received
May 15, 2015, Bid Opening**

Call No.	Route	County	Job No.	Description
B05*	54	Pike	J2L1500N	JOC – Steel Grid Deck and Joint Repair

* Call B05 – Funding by IDOT – \$77,000.00

Commission Consideration and Action

After consideration, and upon motion by Commissioner Waters, seconded by Commissioner Smith, 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 15, 2015, bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.

2. Rejected the bids received on Calls A01, B03, H01, and H02, as noted in Table II above, because they were considered excessive.
3. Took no action on Call B05 because no bids were received.
4. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Miller abstained from voting on Calls B01, C05, C11, C12, and D02.

* * * * *

2015 – 2019 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM, AMENDMENT

On behalf of the Director, Ed Hassinger, Chief Engineer, requested approval to revise the 2015-2019 Statewide Transportation Improvement Program (STIP) that was approved in August 2014, for the implementation of one project, as noted in the tabulation below.

**2015 – 2019 STIP
Multimodal Operations
June Amendment
Project Change**

District County Job No.	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Project Funds (Dollars in Thousands)
Various Various N/A	Capital improvements at various statewide port authorities.	2015	\$2,910
		TOTAL:	\$2,910

* * * * *

REQUEST FOR APPROVAL OF DESIGN OF HIGHWAYS

**Route 61, Cape Girardeau County
Job No. J0S2279
Public Hearing Held April 9, 2015
On-line Public Hearing Held March 30, 2015 – April 9, 2015**

The proposed improvement provides construction of a roundabout at the intersection of Route 61 and Main Street in Jackson. The project will have normal access right of way. Bypasses will be

in place through various construction phases. Periodic closures will occur through the course of the project. The project is 0.22 miles in length.

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

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

* * * * *

-- REPORTS --

The Commission received the following written reports.

**FINANCIAL – BUDGET – REPORTS
YEAR-TO-DATE FINANCIAL REPORT, PERIOD ENDING APRIL 30, 2015**

Brenda Morris, Financial Services Director, submitted a written financial report for fiscal year-to-date ended April 30, 2015, with budget and prior year comparisons.

* * * * *

CONSULTANT SERVICES CONTRACT REPORT

Eric Schroeter, State Design Engineer, submitted a written report of consultant contracts executed in the month of April 2015, for both engineering and non-engineering related projects. The department utilizes consultants to efficiently manage workload and provide specialized expertise to supplement and support department staff. Expenditures for consultant services are funded from the Commission approved Statewide Transportation Improvement Program and MoDOT Operating Budget. There were 126 active contracts held by individual engineering consultant firms prior to April 1, 2015. One engineering consultant services contract was executed in April 2015, for a total cost of \$22,256. There were three non-engineering consultant contracts executed in April 2015, for a total cost of \$271,112.

* * * * *

* * * * *

By unanimous consensus of all members present, the meeting of the Commission adjourned.

* * * * *

* * * * *

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.

* * * * *