



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

TABLE OF CONTENTS

November 5, 2015

VOTE TO CLOSE MEETING..... 4

COMMISSION/DIRECTOR ITEMS

Approval of Minutes 5

Consent Agenda 5

Commission Committees and Commission Related Boards 6

Interim Director’s Report..... 7

MoDOT Director – Patrick K. McKenna Appointed..... 9

PUBLIC COMMENTS

Public Comment – Peggy Taylor 9

Public Comment – The Honorable Nate Walker 10

MoDOT PRESENTATIONS

Fiscal Year 2015 Comprehensive Annual Financial Report, Including Independent Audit Report 10

Critical Condition Bridges and Their Local Impact 12

Report Regarding the Contractor Good Faith Effort Process Toward Meeting
Project Disadvantaged Business Enterprise Goals 14

BUSINESS ISSUES

Highway 63 Transportation Corporation, Dissolution of Corporation 16

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Consideration of Bids for Transportation Improvements 17

2016 – 2020 Statewide Transportation Improvement Program, Amendment 20

Request for Approval of Location and/or Design of Highways 22

Ratification and Approval of Plans for Condemnation..... 22

REPORTS

Financial – Budget – Reports: Year-to-Date Financial Report, Period Ending September 30, 2015.... 23

Consultant Services Contract Report 23

**MINUTES OF THE REGULARLY SCHEDULED HIGHWAYS AND
TRANSPORTATION COMMISSION MEETING HELD IN JEFFERSON CITY,
MISSOURI, THURSDAY, NOVEMBER 5, 2015**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Thursday, November 5, 2015, at the Missouri Department of Transportation Building, 105 West Capitol Avenue, Jefferson City, Missouri. Stephen R. Miller, Chairman, called the meeting to order at 9:30 a.m. The following Commissioners were present: Lloyd J. Carmichael, Gregg C. Smith, Michael B. Pace, Michael T. Waters, Jr., and Mary E. Nelson.

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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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 Thursday, November 5, 2015.

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

The Commission met in closed session on Wednesday, November 4, 2015 from 12:00 p.m. until 3:30 p.m., and Thursday, November 5, 2015 from 8:30 a.m. until 9:00 a.m.

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-- OPEN MEETING --

APPROVAL OF MINUTES

Upon motion by Commissioner Smith, seconded by Commissioner Pace, the Commission unanimously approved the minutes of the regular meeting held May 6, 2015 and the special meetings held October 6, 2015 and October 15, 2015. Commissioner Nelson abstained from voting on the May 6, 2015 minutes. 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 November 5, 2015, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Nelson 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 November 5, 2015, meeting.

Audit Committee – Commissioner Pace stated the Audit Committee met yesterday with the external auditors from RubinBrown. They presented the fiscal year 2015 comprehensive annual financial report including the independent audit report. Section 21.793.3 of the Revised Statutes of Missouri requires an annual audit of MoDOT's financial statements be performed by independent certified public accountants. Audited financial statements are also required by the Commission's bond covenants. Commissioner Pace was pleased to report, for the sixteenth consecutive year MoDOT has received an unmodified or a clean opinion. RubinBrown will be providing the Commission a presentation later in the meeting.

The committee also reviewed and accepted two internal audit reports; the first was a review of MoDOT sign replacement recovery and disposal practices and the second was a review of Traffic and Highway Safety DWI enforcement grants from the St. Louis District.

The Audit Committee authorized staff to exercise the first one year renewal option in the contract with RubinBrown for the fiscal year 2016 audit.

Commissioner Pace noted sixteen consecutive years with a clean opinion from the auditors is pretty impressive. It's important to bond holders who have an interest in the financial stability of MoDOT to insure future debt service commitments are met and it's critically important to Missouri taxpayers who can see MoDOT's commitment to sound financial reporting and accountability.

Legislative Committee – Commissioner Miller requested Governmental Relations Director, Jay Wunderlich, present the department’s recommendations for legislative initiatives. Mr. Wunderlich summarized the proposals into three packages: (1) safety, (2) multimodal funding, and (3) innovations. Under safety, the department would like to seek a primary safety belt law and an all texting ban. These proposals would reduce fatalities from accidents on Missouri’s roadways and improve safety across the state. For multimodal funding, the department would like to seek a waterways trust fund that the General Assembly would dedicate \$6 or \$7 million of general revenues per year. The Multimodal Division would work with the Missouri Ports Association to develop a process to distribute those funds to improve ports along the Missouri and Mississippi rivers. Providing a stable source of funding for ports in Missouri would advance economic development across the state. The innovations package will have more proposals for consideration after the Road to Tomorrow team presents to the Commission in December, however there is one proposal that can be advanced currently, commercial motor vehicle platooning. This proposal would allow trucks to safely connect through electronic means and draft to improve fuel efficiency for both vehicles. This proposal would allow a pilot project in Missouri and is one of the innovations that the Road to Tomorrow team has discovered.

Upon motion by Commissioner Pace seconded by Commissioner Waters, the legislative proposals were unanimously approved by a quorum of Commission members present.

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

MoDOT and Patrol Employees’ Retirement System – Commissioner Carmichael stated there is no report.

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INTERIM DIRECTOR’S REPORT

During the November 5, 2015, Commission meeting, Interim Director Roberta Broeker provided the following report:

Transportation Investment Generating Economic Recovery (TIGER) grant – Interim Director Broeker reported the Champ Clark Bridge project over the Mississippi River at Louisiana received a TIGER grant of \$10 million. This grant and the cost of the project are shared by Illinois and Missouri. The total project cost is estimated at \$61 million. MoDOT is finalizing the environmental documents that are necessary and is in the process of identifying funds for the project. If this bridge were to close there would be a 90 mile detour.

Award – Interim Director Broeker congratulated the Northwest District for receipt of a pavement award from the American Concrete Pavement Association. The district’s project was one of thirty-two projects in the nation to be selected, and was for concrete pavement restoration work on I-35 in Daviess County. The project occurred in June 2014 and the contractor partner on the job was Interstate Improvement, the Chillicothe project office administered the work.

Stand Up For Safety Day – Interim Director Broeker provided a preliminary report on the first Stand Up For Safety Day that was held on October 8, 2015. She noted the day was a success and well received by employees in the field and the offices. The department took one day and everyone focused on safety. Some of the subjects included activities on the road, how to be safe at home, and ways to be safe in our vehicles when traveling. Mark Shelton, Southeast District Engineer, will present a full report to the Commission in June.

Winter Operations Drill – The department held its fourth annual winter operations drill which ensures the department is prepared for a weather event. During the drill the trucks will drive the routes, measuring them and making sure the right turnaround points are identified. The emergency operation centers are staffed. Conference calls are held with the districts and all divisions that have a role in a snow fight. The drill tests the department’s readiness and ensures all equipment is in working order, so when the first round of bad weather hits, the department is prepared to respond.

Enterprise Risk Management – The Commission’s policy requires annual assessment of the various risks the department faces in management of Missouri’s transportation system. Bill Rogers is leading that process this year and the Senior Management Team has reviewed the ten risk categories. Ms. Broeker reported the two highest risk areas this year are the same as they were last year: financial risk and workforce. Everyone is familiar with the financial challenges of the department, however many may not be aware of the challenges the department has with the workforce. For Fiscal Year 2016 MoDOT is on pace to have a turnover rate of 10.4 percent, which is high when compared to the historical average of about 7 percent turnover. The department has been experiencing high turnover in the areas of maintenance, information systems, engineers, and mechanics. Exit interviews are conducted with employees who are leaving and the number one reason for their departure is salary. Ms. Broeker remarked that she is encouraged by Speaker Richardson’s public comments regarding the need for state employee raises, and is hopeful this will be a part of the legislative dialogue when session begins in January so the department will be able to do something to keep the engaged and talented workforce the citizens of Missouri need and deserve.

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MODOT DIRECTOR – PATRICK K. MCKENNA APPOINTED

On November 5, 2015, the Commission unanimously appointed Patrick K. McKenna as the MoDOT Director. Mr. McKenna most recently served as the Deputy Commissioner for the New Hampshire Department of Transportation, a role that is the chief financial, operating, and legislative officer for the organization. Prior to that, he held leadership positions in the public, private, and non-profit sectors. Mr. McKenna began his professional career with the US Senate Office of the Secretary where he rose to the position of Chief Financial Officer (CFO). He left government to lead a small business as a sole proprietor of a real estate holdings company. He then served as the CFO of a statewide non-profit. Mr. McKenna's employment is effective December 7, 2015. The Commission welcomed Mr. McKenna to the State of Missouri and the Department of Transportation.

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PUBLIC COMMENT – PEGGY TAYLOR

Peggy Taylor, President of Rainbow Connections, a disadvantage business enterprise (DBE) requested the Commission assist her and her company with a dispute she is having with a prime contractor. Her firm was a DBE subcontractor on the Boone Bridge design-build project in St. Charles/St. Louis County and Walsh Alberici Joint Venture was the prime contractor. She is requesting the prime contractor pay her employees for the last two months that they worked in May and June, approximately \$150,000. She also requested the Commission change the way it is dealing with subcontracting DBE firms and prime contractors.

Commissioner Miller explained in August when Ms. Taylor initially presented her concerns, the Commission requested staff review Ms. Taylor's concerns again and report back to the Commission. Staff have fulfilled the Commission's request. The Commission wants DBE contractors to be successful, but there are limits to what can be done legally. The department's contract is with Walsh Alberici Joint Venture, not with Rainbow Connections. This is a dispute between the prime contractor

and its subcontractor. Chairman Miller wished Ms. Taylor well in resolving her dispute and encouraged her to work with her lawyer either through the court system, or through negotiations with the prime contractor.

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PUBLIC COMMENT – THE HONORABLE NATE WALKER

Nate Walker, Missouri House of Representatives, thanked the Commission for recognizing Harriet Beard and her advocacy for the project that built four lanes of Highway 63 from Macon to Kirksville. He explained that House Bill 34 passed the General assembly and will designate a portion of Highway 63 from the Macon and Adair county line to Kirksville as the Harriet Beard Highway. He invited the Commission and the department to attend a ceremony that will unveil the sign and formally dedicate the highway to honor Ms. Beard. The event is scheduled for November 15, 2015, at 2 p.m. in the Ruth Towne Museum and Visitors Center on the Truman State University campus.

Commissioner Miller thanked Mr. Walker for the invitation and encouraged his continued advocacy for transportation and his support in getting a long-term funding solution passed through the legislature.

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FISCAL YEAR 2015 COMPREHENSIVE ANNUAL FINANCIAL REPORT, INCLUDING INDEPENDENT AUDIT REPORT

On behalf of the Director, Brenda Morris, Financial Services Director, and Jeff Winter of RubinBrown, presented the Comprehensive Annual Financial Report (CAFR) for Fiscal Year 2015 including the independent audit report. State law requires an annual audit of MoDOT’s financial statements be performed by an independent certified public accountant. MoDOT believes preparing the CAFR demonstrates the highest level of public accountability. Ms. Morris explained while the Financial Services division is responsible for preparing the CAFR, the results that are presented in the report are

based upon a department wide effort. Ms. Morris reported for the sixteenth consecutive year, MoDOT received an unmodified clean opinion. An unmodified opinion is issued when auditors can state that financial statements conform, in all material respects, to all reporting requirements.

Ms. Morris noted due to a new accounting standard, this year the CAFR includes the net pension liability that is also referred to as the unfunded liability and represents the total amount owed to employees and retirees for their pension. Previously, only the employer contribution to the pension fund was reported in the financial statements. Another liability presented in the financial statements related to retirement are other post-employment benefits (OPEB). This is the amount that will be owed in the future for medical plan premiums for retirees. The OPEB liability has been reported in the financial statements since fiscal year 2008; however it is only a portion of the total unfunded liability. Ms. Morris noted effective for fiscal year 2018 the OPEB liability will be presented similarly to the pension liability. Ms. Morris recommended the Commission accept the Fiscal Year 2015 CAFR and independent audit report as presented.

Ms. Morris explained in fiscal year 2002, MoDOT added the value of the state's transportation infrastructure to the financial statements. That is the value of the almost 34,000 miles and nearly 10,400 bridges on the state's highway system. The department calculates the amount that is added or deleted from the infrastructure asset annually. The amount that is added is depreciated over the average useful life of the type of asset, either roadways or bridges. The total value of the infrastructure asset in 2015 was just under \$49 billion, and just under half of that has already been depreciated, so the net value of the infrastructure asset is \$25.1 billion.

Jeff Winter, CPA, reviewed with the Commission the results of the audit of the CAFR for the year ended June 30, 2015. He explained the CAFR is a large comprehensive report, and the auditor's opinion covers the financial statements. Included in the financial statements is the independent auditor's report which is the unmodified clean opinion on the financial statements. The auditor's opinion states

the financial statements are free from any material misstatement and presented in accordance with generally accepted accounting principles. Mr. Winter indicated the auditor's opinion on internal control and compliance over the financial reporting process is included in the last two pages of the CAFR, and there is no opinion rendered there. He also reported there were no audit adjustments required as a result of the audit work. Mr. Winter praised the professional and competent Financial Services Division staff for their assistance and cooperation during the audit process.

Commissioner Pace noted RubinBrown reviewed the CAFR in great detail with the Audit Committee. Commissioner Carmichael commented although it seems a burden to include the unfunded liability for retirement and the OPEB liability in the future, those are actually commitments to MoDOT's employees that truly are liabilities of the organization. Having the liabilities reported in the financial statements puts them front and center for the Commission to continue to focus on. After consideration and upon motion by Commissioner Pace, seconded by Commissioner Smith, the Commission unanimously accepted the Fiscal Year 2015 Comprehensive Annual Financial Report and independent audit report as presented.

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CRITICAL CONDITION BRIDGES AND THEIR LOCAL IMPACT

On behalf of the Director, Dennis Heckman, State Bridge Engineer, and Preston Kramer, Central District Area Engineer, reported to the Commission about critical condition bridges and the impact to communities in the Central District.

Dennis Heckman reminded the Commission that Missouri has over 10,000 bridges on the state road system, and that there are 641 critical condition bridges that that are unfunded and are real unmet needs that impact travelers and commerce. He explained condition ratings are established at the federal level and a condition 9 score is a brand new bridge, a condition 2 bridge is a closed bridge, and a condition 1 bridge is a bridge that is already falling down. The 641 critical condition bridges are a

condition rating of 3 or 4. He noted the number of critical condition bridges increased by 50 from last year. He also explained that there are 1,400 state bridges that have weight limits on them, and noted there is some overlap of the number of critical condition bridges and weight restricted bridges. Mr. Heckman reported there are currently four bridges that are closed.

Preston Kramer stated there are 79 unfunded critical condition bridges in the Central District, of those there are 28 in the eight counties in his area. He explained while most of these bridges carry hundreds of vehicles a day rather than thousands, they remain very important to the people in the region who use the bridge every day to travel to work, or for medical services, or to receive emergency services. He highlighted three bridges and the local impact a closure of each of those bridges would have.

A bridge on Route J in Gasconade County, about twelve miles outside of Hermann, if closed, would impact agriculture, a quarry, and the residents who live on the south side of the bridge who commute to Hermann for work. He explained the area on the south side of the bridge is serviced from the north for fire and ambulance. A closure would add thirty minutes to the emergency response time. Additionally, there is one school bus that uses the bridge every day and a closure would add an extra ninety minutes to the bus route for the students.

On Route F in Dent County, about ten miles southeast of Salem the bridge, if closed, would impact agriculture, ability to commute to work, and add an extra thirty minutes for emergency services to respond. He noted one of the largest impacts would be to the Green Forest R-II School District that has several buses which use the bridge every day and would add thirty minutes to the students' commute. On the south side of the bridge is Kaonoke Industries which manufactures furniture, cabinetry, and hardwood flooring. There are about 170 delivery trucks that cross the bridge daily to Kaonoke Industries that is one of the regions' largest employers. If the bridge were to close it would increase the commute to work and delivery of the lumber products.

On Route V in Phelps County near the Phelps/Gasconade county line, there is a bridge that would not have an impact on emergency services or school districts due to its location. However, it will impact the largest private employer in the area, a Wal-Mart distribution center in St. James. Employees commute from a 90 mile radius and many of them live in the Belle, Bland, and Owensville area. Route V is their commute to work and a bridge closure would increase their commute about forty-five minutes per day. Additionally, there are three wineries that would be impacted if the bridge were to close, St. James Winery, Meramec Vineyards, and Three Squirrels Winery. It would affect employees' ability to get to work, the delivery of their supplies and product, and the ability of customers to get to the wineries.

Mr. Heckman noted that the department does try to get as much life out of a bridge as possible. There are necessary repairs and maintenance for each bridge; however, placing weight limits or lane restrictions also helps extend the life of the bridge. When a bridge is 80 or 90 years old and we continue to ask them to carry trucks and cars every day, he noted there are limits and there will be a time when the bridge will need to be closed if it cannot be repaired or replaced.

Commissioner Waters thanked Mr. Heckman and Mr. Kramer for their presentation and for reminding the Commission that once a bridge is in critical condition there are not many more steps the department can take before needing to close the bridge.

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REPORT REGARDING THE CONTRACTOR GOOD FAITH EFFORT PROCESS TOWARD MEETING PROJECT DISADVANTAGED BUSINESS ENTERPRISE GOALS

On behalf of the Director, Lester Woods, External Civil Rights Director, reminded the Commission about the duties of the External Civil Rights Division. These responsibilities include the disadvantaged business enterprise (DBE) program which includes certifying socially and economically disadvantaged businesses to participate in the program, establishing DBE goals on road and bridge projects, on the job training program, and on the job training goals for construction projects. The

division also ensures compliance with the DBE program on construction projects as well as Title VI and Americans with Disabilities Act complaints.

DBE certification is a program to help minority and women owned businesses compete in the highway construction industry. If the business gets through the grueling DBE application process, then they are ready to go to work for some of the prime contractors and assist those prime contractors with meeting the established DBE goals on construction projects.

There is a statewide DBE goal of 15.38 percent of the total dollar value of road and bridge construction projects, the goal was established in July 2015 and at the end of the federal fiscal year should culminate near 15.38 percent. In cities or urban areas where there is more availability, a DBE goal for a construction project may be higher than the state wide goal and set at 16 or even 20 percent. In some out-state areas the project goal might be lower around 10 or 12 percent or even lower. DBE goal setting occurs after a review of the DBEs who are ready, willing and able to work on a construction project in the geographic area of the construction project. What the DBE goal is on a project will also depend on the type of project, the dollar value of the project, and the amount of firms that are ready and willing to go to work on that type of project.

Mr. Woods then reviewed the good faith effort process of prime contractors for meeting the DBE goals with certified DBEs. There are two areas of contracting that prime contractors are responsible to perform. The first area is in the initial bid letting process, contractors make a good faith effort in the initial bid letting process to meet the DBE goals on the project. The second area is where the department reviews the project at the end to ensure the contractor met the DBE goal. The department will review each project to make sure the DBE performed a commercially useful function and the DBE was paid by the prime contractor what they intended to pay them for the work that they were initially awarded to perform. If for some reason the prime contractor does not meet the established DBE goal on the project, then the prime contractor must submit documentation of their good faith effort to meet the

DBE goal as outlined in the federal regulations (49 CFR 26 Appendix A). If the contractor did perform the types of things required to establish a good faith effort to meet the DBE goals and they did not meet the goal that was initially established, the department may recommend award of the project if it is during the initial bid letting process. Or, at the end of the project, the department could recommend closing the project at the amount of DBE participation that was met even if it is lower than the goal. If the prime contractor did not meet a good faith effort, then the department requests additional information from the prime contractor prior to the External Civil Rights Division making a determination. If for some reason the division determines that the good faith effort was not met, then the prime contractor is notified and they have an opportunity to appeal the decision. The appeal is made to an administrative reconsideration committee whose members include the Assistant State Construction and Materials Engineer, Assistant State Design Engineer, and Right of Way Director, none of whom are in the External Civil Rights Division so it provides a department review from a new perspective. The committee will review the information provided by the prime contractor, and then will hold a hearing with them. Following the hearing the committee will make a final decision on whether or not the contract is awarded or damages are assessed at the end of the project.

Commissioner Nelson thanked Mr. Woods for his presentation and inquired if there are sanctions that can be applied if a prime contractor continually fails to show a good faith effort in meeting DBE goals. Mr. Woods responded there is a contractor evaluation process; the contractor could receive a low rating, where ultimately they could be suspended from bidding on MoDOT projects for a period of time.

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HIGHWAY 63 TRANSPORTATION CORPORATION, DISSOLUTION OF CORPORATION

On April 7, 2000, the Commission authorized the creation of the Highway 63 Transportation Corporation (Corporation) pursuant to and in accordance with the Missouri Transportation Corporation Act. On March 15, 2002, the Commission and the Corporation entered into a Cooperative Agreement

under which the Commission agreed to construct 22 miles of additional lanes on Route 63 to provide a four-lane divided highway from the city of Macon to the city of Kirksville. The total project cost was \$35.5 million with MoDOT funding \$24.0 million and the Corporation funding \$11.5 million. The additional lanes were open to traffic in October 2005. The final payment by the Corporation was presented to the Commission at its June 5, 2013 meeting. All work has been completed in regard to the original charge of the Corporation and no assets or liabilities could be found.

On behalf of the Director, Paula Gough, Northeast District Engineer, recommended approval of the Highway 63 Transportation Corporation's request to dissolve, require the Corporation to take the necessary action to dissolve, receive a Certificate of Dissolution from the Secretary of State, and provide a copy of said certification to the Commission. Via approval of the consent agenda, the Commission unanimously approved the request to dissolve the Highway 63 Transportation Corporation, require the Corporation to take the necessary action to dissolve, receive a Certificate of Dissolution from the Secretary of State, and provide a copy of said certification to the Commission.

Commissioner Miller recognized and thanked Ms. Harriet Beard for her dedication to transportation and service on the Highway 63 Transportation Corporation.

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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 Call G04 has 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 October 23, 2015, letting, as recommended and noted in Table I below. (2) Award of

contract to the lowest responsive bidder for bids received at the special letting held October 28, 2015, to repair flood damage, as recommended and noted in Table II below.

**Table I
Award of Contracts
October 23, 2015, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
C01	70	Lafayette	J4I2001	\$4,154,408.82	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Coldmill and Resurface
C02	29	Platte	J4I3037	\$3,938,644.28	\$0.00	Ideker, Inc.	Resurface
D01	44	Laclede	J5I3004	\$1,095,723.48	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Pavement Repair
		Crawford	J5L1600B				Pavement Improvements, Dowel Bar Retrofit, and Cross-Stitch
D02	8	Phelps	J5P3009	\$1,648,852.49	\$124.56	H.R. Quadri Contractors, LLC	Resurface
		Phelps, Crawford	J9P2205D		\$0.00		Diamond Grind and Add Shoulders
D03	54	Callaway	J5P3011	\$3,668,780.26	\$0.00	APAC-Missouri, Inc.	Resurface
			J5P3012				
D04	54	Callaway	J5P3074B	\$4,279,073.15	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Resurface
D05	A	Cooper	J5S2201	\$1,133,297.94	\$0.00	Don Schnieders Excavating Company, Inc.	Bridge Replacement
	AA		J5S2224				
F01	270	St. Louis	J6I3064	\$999,999.00	\$0.00	KCI Construction Company	Box Culvert Rehabilitation
			J6I3065				2 Bridge Rehabilitations
F02	Various	Various	J6Q2344E	\$1,028,434.18	\$74,776.44	Gerstner Electric, Inc.	ITS Maintenance
F03	YY	Franklin	J6S2320	\$3,089,000.00	\$0.00	Pace Construction Company	Bridge Replacement
	AJ		J6S2378				Bridge Deck Rehabilitation
	YY		J6S3010I				Resurface
G01	43	Jasper	J7P2220C	\$638,118.74	\$0.00	Blevins Asphalt Construction Company, Inc.	Resurface
G02	54	Hickory, St. Clair	J7P3029	\$2,360,657.69	\$0.00	APAC-Central, Inc.	Resurface
G03	60	Christian, Lawrence	J7P3039	\$1,429,958.06	\$0.00	Leo Journagan Construction Co., Inc.	Resurface
		Greene	J8P3031				

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
G04 *	B	Webster, Greene	J7S3046	\$4,286,211.79	\$0.00	Radmacher Brothers Excavating Co., Inc.	Grading, Pavement, and Bridge
G05	44	Greene	J8I3000	\$5,265,040.81	\$0.00	Leo Journagan Construction Co., Inc.	Resurface
	13		J8P3035				
G06	65	Benton	J8P2291	\$1,127,340.73	\$0.00	APAC-Central, Inc.	Resurface
G09	A	Webster	J8S2220	\$447,569.72	\$0.00	Blevins Asphalt Construction Company, Inc.	Coldmill and Resurface
	38		J8S2457				
	DD		J8S2459				
H01	60	Texas, Wright	J9P3078	\$6,659,000.00	\$0.00	Pace Construction Company	Resurface and Alternate Undersealing
H02	5	Ozark, Douglas	J9P3106	\$815,525.15	\$0.00	Collins & Hermann, Inc.	Guardrail Improvements
H03	51	Perry	J9P3115	\$1,044,000.00	\$0.00	Pace Construction Company	Resurface
H04	49	Iron	J9P3116	\$2,273,000.00	\$0.00	Pace Construction Company	Resurface
H05	67	St. Francois	J0P2298	\$5,545,682.81	\$0.00	Magruder Paving, LLC	Coldmill and Resurface
			TOTAL:	\$56,928,319.10	\$74,901.00		

* Call G04 – Funding by the City of Rogersville – \$2,000,000
Funding by BNSF – \$335,824

**Table II
Award of Contract
October 28, 2015, Special Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
B01	61	Lincoln	J2M0267	\$160,403.48	\$0.00	CSD Environmental Services, Inc.	Grading and Drainage to Repair Flood Damage
			TOTAL:	\$160,403.48	\$0.00		

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received on the October 23, 2015, bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.

2. Awarded a contract to the lowest responsive bidder for bids received on the October 28, 2015, special bid opening, as recommended and noted in Table II above. Non-contractual costs for these projects are shown on the above tabulation.
3. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Miller abstained from voting on Calls G03, G05, and H02. Commissioner Carmichael abstained from voting on Calls G01 and G05.

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2016 – 2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM, AMENDMENT

On behalf of the Director, Ed Hassinger, Chief Engineer, requested approval to revise the 2016-2020 Statewide Transportation Improvement Program (STIP) that was approved in July 2015, for the implementation of sixteen projects, as noted in the tabulation below.

**2016 – 2020 STIP
Highway and Bridge Construction Schedule
November Amendment**

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
CD Gasconade J5L1600D	MO 19	Pavement, shoulder and signal improvements from Route 28 (Lincoln Avenue) in Owensville to Route CC in Crawford County. Includes improvements on Route 28 from near First Street to near Krausetown Road in Owensville.	2016 CN 2016RW	\$995	\$60
CD Miller J5P3131	US 54	Pavement improvements on the eastbound and westbound lanes from Route 242 to the Cole County line. Includes left and right turn lanes at Route V intersection.	2016 CN 2016 RW	\$347	\$21
SL St. Charles J6I3041	IS 70	Pavement and drainage improvements from Warren County line to Wentzville Parkway.	2016 CN	\$131	\$9
SL St. Charles J6P3129	MO 79	Pavement improvements from Lincoln County line to 0.5 miles north of Salt River Road.	2016 CN	\$136	\$10

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
SL St. Louis J6I3128	IS 255	Pavement improvements from I-55 to Mississippi River.	2016 CN	\$244	\$18
SL St. Louis J6S3127	MO 21	Pavement improvements from Route 30 to Meramec River.	2016 CN	\$217	\$16
SL St. Louis J6P2313	OR 44	Pavement improvements on Antire Road near Eureka.	2016 CN	\$500	\$35
SL Various J6I3126	Variou s	Motorist Assist Interoperable Communication, GPS based dispatch purchase throughout the St. Louis District.	2016 CN	\$350	\$11
SW Greene J8S3019	MO 744	Intersection improvements at Route 744 (Kearney Street) and Packer Road and extend Packer Road 0.2 mile north from Kearney Street.	2016 CN	\$476	\$108
SW Newton J7P3086	US 60	Safety improvements at the intersection of Route 43.	2016 CN	\$1,120	\$186
SE St. Francois J9S3038	Route F	Pavement improvements and adding two foot shoulders with rumble stripes from Route OO to Route B.	2016 CN	\$2,022	\$154
			TOTAL:	\$6,538	\$628

**2016 – 2020 STIP
Multimodal Operations
November Amendment**

District County	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Project Funds (Dollars in Thousands)
NW Buchanan	Improve flood control levee at Rosecrans Memorial Airport in St. Joseph	2016 Aviation	\$1,000
KC Jackson	Capital improvements at Port KC.	2016 Waterway	\$3,000
KC, CD, SL Various	Missouri River Runner passenger train service between St. Louis and Kansas City with eight stops in between.	2016 Railway	\$9,600
Various Various	State transportation assistance for public transportation providers.	2016 Transit	\$500
Various Various	Capital improvements at various statewide ports.	2016 Waterway	\$3,000
		TOTAL:	\$17,100

Via approval of the consent agenda, the Commission unanimously approved the amendment to the 2016 – 2020 STIP as noted in the tabulations above.

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REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN OF HIGHWAYS

**Route 50 and Route 291, Jackson County
Route 50 and Route 291 (South Junction) Interchange, City of Lee's Summit
Job No. J4P2292
Public Hearing Held October 5, 2015**

The proposed improvement provides for converting the existing interchange to a Diverging Diamond Interchange (DDI). The project includes replacement of the existing Route 291 Bridge over Route 50 and improvements to the outer road connections. The project will have normal and controlled access right of way. Traffic control will be maintained on the existing facility for the majority of the project. There will be some short closures to allow for demolition of the existing bridge over Route 50 and during construction of the new bridges. The closures will be limited to weekend hours and a signed detour will be provided on alternate routes. The project is 0.4 miles in length.

On behalf of the Director, Dan Niec, Kansas City District Engineer, recommended approval of the design as presented at the public hearing.

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

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RATIFICATION AND APPROVAL OF PLANS FOR CONDEMNATION

On behalf of the Director, Eric Schroeter, State Design Engineer, recommended the Commission ratify and approve the following detailed project plans, approved by the Chief Engineer, which have been filed for condemnation.

<u>County</u>	<u>Route</u>	<u>Job Number</u>
Greene	744	J8S3019

In accordance with Section 227.050 RSMo, the Commission via approval of the consent agenda, approved the detailed project plans for the above noted projects and directed they be filed as necessary for the condemnation of right of way.

-- REPORTS --

The Commission received the following written reports.

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

Brenda Morris, Financial Services Director, submitted a written financial report for fiscal year-to-date ended September 30, 2015, 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 September 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 122 active contracts held by individual engineering consultant firms prior to September 1, 2015. Five new engineering consultant services contracts were executed in September 2015, for a total cost of \$1,186,081. There were three non-engineering consultant contracts executed in September 2015, for a total cost of \$106,290.

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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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