



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED HIGHWAYS AND
TRANSPORTATION COMMISSION MEETING IN FARMINGTON,
MISSOURI, WEDNESDAY, JULY 13, 2011**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, July 13, 2011, at the Farmington Civic Center – Centene Center, Two Black Knight Drive, Farmington, Missouri. Grace M. Nichols, Chair, called the meeting to order at 10:50 a.m. The following Commissioners were present: Grace M. Nichols, Rudolph E. Farber, Lloyd J. Carmichael, Stephen R. Miller, and Kenneth H. Suelthaus. Commissioner Joseph J. Hunt, was appointed by the Governor on June 30, 2011, and was sworn in after the July 13, 2011 meeting, Commissioner Hunt was absent from this meeting.

The meeting was called pursuant to Section 226.120 of the 2000 Revised Statutes of Missouri, as amended. The Secretary verified that notice of the meeting was posted in keeping with Section 610.020 of the 2000 Revised Statutes of Missouri, as amended.

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Kevin Keith, 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, July 13, 2011.

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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(2) – Lease, purchase or sale of real estate

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

Commissioner Nichols, Aye
Commissioner Farber, Aye
Commissioner Carmichael, Aye
Commissioner Miller, Aye
Commissioner Suelthaus, Aye
Commissioner Hunt, Absent

The Commission met in closed session from 8:00 a.m. until 10:40 a.m.

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-- OPEN MEETING --

APPROVAL OF MINUTES

Upon motion by Commissioner Farber, seconded by Commissioner Suelthaus, the Commission unanimously approved minutes of the Regular Meeting held May 4, 2011, and Electronic Ballot Meeting held June 24, 2011. The Chair 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 on 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 July 13, 2011, Consent Agenda

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

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two 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 reports were made during the July 13, 2011, meeting.

Audit Committee – Commissioner Nichols stated there was no report.

Legislative Committee – At the request of Commissioners Carmichael and Miller, Jay Wunderlich, Director of Governmental Relations, provided a report on legislative activity. The transportation related bills that were passed by Missouri's General Assembly and were signed by the Governor included: a land conveyance provision for property near Farmington that was related to a road project, an extension of the sunset clause on the design-build statute allowing the department time to continue to use this innovative method to build roads and bridges from 2012 to 2018, and twelve provisions that named designated sections of highways across Missouri. Mr. Wunderlich shared with the Commission that the Governor vetoed House Bill 430, which was a large omnibus transportation bill. This bill contained a provision about regulating outdoor advertising that the Governor believed took away some rights of cities to regulate billboards in their communities. House Bill 430 contained two provisions that the department will need to seek passage of during the next legislative session. These two provisions address changes to the commercial drivers licensing and driving while intoxicated (DWI) laws that need to be amended to address a federal mandate and preserve federal funding associated with the mandate. Currently, the department is required to spend \$16 million in federal funds on safety improvements due to the need to amend the DWI laws. The department could similarly be required to spend an additional \$30 million in federal funds on safety improvements if the commercial drivers licensing provisions are

not amended next session. For some time now, MoDOT has been required to transfer \$16 million in federal funds to safety improvements because Missouri does not have an open container law that meets federal standards. While the department can use the \$46 million for safety improvements, it is preferred to have the flexibility to spend the funds on selected road and bridge projects.

Mr. Wunderlich also reported on the status of SAFETEA-LU, the federal law that authorizes funding for transportation across the nation. Although SAFETEA-LU expired in September 2009, this law continued to be in effect through seven different continuing resolutions passed by Congress. The current extension is set to expire on September 30, 2011. The Administration, House and Senate leaders have outlined what they would like to do in the next reauthorization bill. None of the three proposals are similar, so Mr. Wunderlich shared information about each proposal. The President's outline is called the Transportation Opportunities Act (TOA) and would increase funding levels for transportation by thirty percent. This increase in funding means Missouri could receive \$1.3 billion a year under TOA compared to the current funding level of \$897 million a year. Unfortunately, there is no mechanism to pay for this increase in funding. The House has a proposal that would be a self-sustaining six-year program that would only spend the revenues that go in to the Highway Trust Fund. This translates to a thirty percent reduction in funding levels. The Senate introduced their proposal as Moving Ahead for Progress in the 21st century (MAP-21). MAP-21 is a two-year program that would continue with about the same funding level as there is today under SAFETEA-LU. There is a long way to go, no bill has been formally introduced let alone heard and debated in a committee. There are very few working days remaining for Congress this year, it is anticipated there is not enough time to debate and pass a proposal, therefore MoDOT staff expects Congress will have to consider an eighth continuing resolution, hopefully at the current funding levels.

Missouri Transportation Finance Corporation – Commissioner Nichols stated there was no report.

MoDOT and Patrol Employees' Retirement System – Commissioner Farber reported the Board held a quarterly meeting on June 30, 2011, and acted on several items including the following: hired a financial consultant, New England Pension Consultant Group; received a report from the investment management team indicating the total return for fiscal year 2011 was approximately twenty percent; reviewed the semi-annual salary survey; discussed a lease between the Board and MoDOT; and approved the budget for fiscal year 2012.

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DIRECTOR'S REPORT

During the July 13, 2011, Commission meeting the Director, Kevin Keith, provided the following report:

Joplin. Director Keith visited with employees of the former District 7 office and was impressed with how fast they are moving to vacate the building. The tornado disaster in May 2011, destroyed many of Joplin's school facilities, the department has worked with the Joplin School District so they may use the former district office for administrative offices for the school year. The employees' gracious move now means district staff are not working in the best environment, for example, right of way staff are working in a resident engineer's office, and other divisions are working out of a garage. Director Keith complimented staff for their response to the disaster and their efforts to help each other. MoDOT employees donated more than 3,500 hours of share leave for employees directly impacted by the tornado, and more than \$20,000 have been donated to a special fund to help these employees rebuild their lives.

Lost work days. On behalf of the Director, Roberta Broeker, Chief Financial Officer, reported in 2005 MoDOT had 3,027 lost work days, which was a concern because that is a significant number of days. The department focused on reducing lost work days through a measurement in Tracker, the department's performance management system. As a result, by 2010 MoDOT reduced lost work days to 615, an amazing reduction. Ms. Broeker recognized former District 8 for going thirty consecutive months without a lost work day. In recent history, former District 2 went twenty-eight consecutive months, and former District 3 went twenty-five consecutive months without a lost work day. Lost work days were tracked by former district boundaries, with the next Tracker lost work days will be tracked with the new district boundaries.

Customer Satisfaction Survey. Director Keith shared the results of the latest Customer Satisfaction Survey with the Commission. He was pleased with the department's ability to retain eighty-three percent customer satisfaction even though the department's funding levels are declining dramatically.

No bids for projects this month. Director Keith noted that the department did not hold a letting in June so there are no bids for the Commission to approve at this meeting. He commented that a letting was not held because there was not any money available for projects, which historically has rarely happened. The department will hold very small lettings in July and August in order to keep some projects on

schedule and to meet special commitments; otherwise the total amount of \$23 million for both lettings would be too small to normally hold a bid letting. This is yet another example of a serious problem, how to fund infrastructure in Missouri and the nation.

Bolder Five-Year Direction. At the request of Commissioner Suelthaus, Director Keith reported the department is implementing the Bolder Five-Year Direction. He stated the day after the Commission approved the direction; the department began working in the new seven district configuration rather than the former ten districts. The department is putting together the district and division management teams currently, this means that every employee in a salary grade level 17 through 20 reapplied for their job. This process has impacted over 500 employees statewide and should be completed by mid-September. Director Keith shared with the Commission, these employees are nervous and very anxious and unfortunately, that will not go away until the available jobs are filled. Additionally, the department is working with Joplin, Willow Springs, and Macon to mitigate job loss; this was part of the direction provided in the Commission’s resolution adopted at the June 8, 2011 meeting. Director Keith was pleased with the change in communication with the communities of Macon and Willow Springs from a position of asking the department not to proceed with the direction, to asking how they can use the former district office building to help create jobs in their communities.

New Multimodal Division Director. Director Keith announced the appointment of the new Multimodal Division Director, Michelle Teel. Mrs. Teel was serving MoDOT as the Assistant Motor Carrier Services Director at the time of her appointment. Mrs. Teel will fill the position recently vacated by the resignation of Brian Weiler, who is moving on to serve as the Director of Aviation at the Springfield-Branson International Airport.

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REPORT ON MHTC ASSESSMENT SURVEY

Chair, Grace Nichols, presented the annual report on the Commission Assessment survey. This survey provides the Commission and MoDOT’s senior managers an opportunity to reflect on how well the Commission works strategically, responsibly, and together. This survey has been conducted four years in a row with the six members of the Commission and about twenty-five members of senior management. Chair Nichols expressed disappointment in the results of the survey this year because the

ratings have dropped slightly by both MHTC members and MoDOT management. Overall, the Commission rated themselves at 3.6 on a 4 point scale, or about an A-. MoDOT senior managers rated the Commission at a 3.4 or a B+. Chair Nichols stated the citizens of Missouri deserve the best performing Commission that can be delivered and she does not want the survey to reflect any further deterioration. Chair Nichols indicated her desire to work with the Director and senior management to determine how to improve communication, define areas of empowerment, and outline the necessary level of information that staff should provide to the Commission to make good decisions.

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CITY OF FARMINGTON WELCOME AND THANK YOU TO THE COMMISSION

Stuart “Mit” Landrum, Mayor of Farmington, thanked the Commission for coming to Farmington. Mayor Landrum explained Farmington is an interconnected collection of components, and transportation is one of the most viable components. The residents like to proclaim Farmington is just an hour away from everything you love about St. Louis and many miles from everything you do not like about St. Louis. The Commission and MoDOT are the reason why the community can make that claim, because Highway 67 keeps the city connected with St. Louis. Through the years Highway 67 was improved from a narrow, winding two lane road to the beautiful four-lane highway in place today.

In addition, the department and the city have worked together on the recent transition of Columbia and Liberty Streets from state highways to the city’s main roads through the heart of town. By giving these roads back to Farmington, the community is able to convert that part of town to a historic look, and attract people to Farmington as a retirement destination.

Mayor Landrum expressed his view on the importance of transportation in Farmington and thanked the Commission and department for improvements that are currently underway. A new overpass for Highway W at Highway 67 will be built this summer and will address safety concerns.

Plans are underway to extend the runway in Farmington to make it 5,000 feet long to accommodate light jet traffic. The goal of expanding the runway is to position the airport to be a regional refueling station so those who use a light jet can conveniently and quickly refuel in Farmington rather than St. Louis and avoid the heavy air traffic while making their cross-country flight.

Farmington was recognized by *Bloomberg* as the best place to raise children, and has placed in the top 10 places to live in Missouri by *Missouri Life*. Mayor Landrum explained that the Commission and MoDOT have a stake in Farmington earning that recognition. While everyone in Farmington may not realize it, their lives are better because of the transportation services provided by the state of Missouri. Mayor Landrum explained that he believes when a Commissioner takes on the responsibility to serve, that Commissioner hopes to be able to make a positive impact on Missourians. On behalf of Farmington, the mayor thanked the Commission for their efforts, and stated the Commission has made a difference for Farmington.

Commissioner Nichols thanked Mayor Landrum for his remarks, and for the privilege of being invited to Farmington.

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DELEGATION REPRESENTING SOUTHEAST MISSOURI TRANSPORTATION SERVICE

Raymond Skaggs, President of Southeast Missouri Transportation Service, shared that most people view rural transportation as a taxi or bus service, and he went on to explain it is much more than that. The drivers and riders develop a relationship that is difficult to describe, the riders receive something more than the ability to get from point A to point B. For many, this is the only human contact they will have for their entire day.

Southwest Missouri Transportation Service (SMTS) was chartered in 1973, with two employees working out of a donated building with two vans and two volunteer drivers. Since then, SMTS has

grown. SMTS now serves twenty counties, and is currently the second largest rural transportation provider in the United States; the first largest provider is OATS (Older Adult Transportation Services) which is also in Missouri. Having the number one and number two in the nation in Missouri is a noteworthy accomplishment. From the meager beginning of two vans, SMTS now has 130 vehicles in operation today and provided 300,000 individual rides last year traveling over two million miles. SMTS staff has grown from just two to 140 employees and a payroll over \$2 million. SMTS has come a long way and is a big business. Mr. Skaggs expressed hope that the service will continue to grow in the future as it has in the past.

Mr. Skaggs explained that SMTS also boosts the local economies. In addition to the employment SMTS provides, it also provides a service that is desperately needed; getting people about anywhere they need to go, whether it is the beauty shop, the grocery store, or the doctor's office.

Mr. Skaggs concluded his remarks by thanking the department for working with them the past twenty-five years, and for the continued cooperative relationship beyond the next twenty-five years.

Commissioner Miller inquired about the source of funding for SMTS. Mr. Skaggs explained that some revenues are from MoDOT, while the other sources include county taxes, senior taxes, and some fares. Chair Nichols thanked Mr. Skaggs for the great service provided by SMTS, and encouraged him to keep providing this vital service to the citizens of Missouri.

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DELEGATION REPRESENTING THE SOUTHEAST MISSOURI REGIONAL PLANNING & ECONOMIC DEVELOPMENT COMMISSION

Chauncy Buchheit, Executive Director of the Southeast Missouri Regional Planning and Economic Development Commission (SEMO RPC), expressed appreciation for the partnership that has developed over the years with MoDOT and regional planning commissions (RPCs) around the state. It

is very important to RPCs to have an opportunity to present the wants and desires of their local communities. In southeast Missouri it is important to bring people together to identify the needs and priorities for the region, and these joint efforts with MoDOT and SEMO RPC resulted in many recent improvements to highways in the region including: 221, 67, 72, 55, 61, and 34.

Mr. Buccheit explained that planning commissions are involved in many different activities, including highway planning; however, all of the other activities come back to transportation. For example, SEMO RPC will work with the Department of Natural Resources on water and sewage issues for an economic development project. However, Mr. Buccheit stated, all projects are tied to the transportation system because it always comes down to how do you get the people to the project and once the economic development project is developed, how do you move the product that has been created.

Mr. Bucchiet reviewed several projects underway in Southeast Missouri. The New Bourbon Port Authority in Ste. Genevieve County has a project that will create jobs and opportunity, and will be built soon after the water recedes due to recent flooding. MoDOT provided assistance with obtaining funding for the port project. Mr. Buccheit explained that there are growing developments along the Highway 32 corridor in Ste. Genevieve, and anticipates there will be increased traffic generated due to this development.

Chair Nichols inquired if SEMO RPC was impacted due to the recent change in MoDOT's district boundaries. Mr. Buccheit responded the way the department has established its district boundaries along RPC boundaries is greatly appreciated and will have a positive impact. Chair Nichols thanked Mr. Buccheit for his presentation and stated she looks forward to working with him and SEMO RPC in the future.

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PUBLIC COMMENT REGARDING REST AREAS

Kenneth Williams shared his mission with the Commission, to save Missouri's rest areas. He expressed concern over recently losing the rest area in Ste. Genevieve along I-55. He attended a meeting with MoDOT at Cape Girardeau and did not believe his concerns were being taken seriously. Since then he has received an overwhelming response from the public and the media who are also upset about closing rest areas. Mr. Williams stated while there is a total program to build welcome centers, he sees the benefit of having rest areas remain at their current strategic locations. He expressed appreciation for keeping Missouri's rest areas clean and in good shape. He stated he hoped the Commission would save Missouri's rest areas. Commissioner Carmichael asked about closing rest areas. Director Keith briefly explained the department's plans to adjust rest area locations and replace rest areas with welcome centers. Commissioner Miller inquired about the difference between a rest area and a welcome center. Director Keith responded that in addition to the bathroom facilities, a welcome center will also have information about attractions and local events. By expanding from the rest area to the welcome center concept, these facilities are eligible for federal transportation enhancement funds. Chair Nichols thanked Mr. Williams for his comments; she stated she is a big fan of rest areas and requested the department report on the status of rest areas at the next Commission meeting.

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STATE OF THE DISTRICT – SOUTHEAST DISTRICT

On behalf of the Director, Mark Shelton, Southeast District Engineer, shared some of the accomplishments of the Southeast District from fiscal year 2011. These accomplishments include nearly \$119 million in contract work across the district. There were forty-six bridge replacements last year, and the district completed seventy-six of the one hundred and fifteen Safe and Sound bridge projects for

the Southeast District. The district has improved over 220 miles of pavement including adding lanes, shoulders, and building overlays to make the roads smoother and safer.

The pinnacle project of the Southeast District this last fiscal year was the project to four-lane Route 60 from Sikeston to Willow Springs. This project was completed in July 2010, when the final section from Winona to Route C in Carter County opened to traffic. Since the 1980's approximately \$500 million has been allocated to upgrade the route beginning with construction of the Poplar Bluff bypass. Completion of this project connected the four lane corridor across southern Missouri from Kentucky to Oklahoma.

On the operations side of MoDOT's business, the district completed \$12.2 million of roadway maintenance. These operations included 308 miles of chip seals, 100 miles of overlays, 20,000 tons of asphalt for pothole patching and partial overlays, and 5,000 square yards of concrete for repairs.

While the district was fortunate enough to not have suffered as tragically as the Joplin area, there were some significant weather related events that the Southeast District faced this year. The major event was flooding, there were approximately 100 roadways closed due to flooding. Major routes were of concern during this flood because Route 60 near Morehouse was almost closed. The old lanes of Route 67 were under water, but because the four-lane project was being built at a higher elevation Route 67 was able to remain open. I-55 at St. John's Bayou just south of Sikeston was within inches of being closed due to flooding. On Easter morning in West Plains, a state of emergency was called due to heavy rains in a short period of time. The Corps of Engineers had to open the Birds Point New Madrid Floodway, a historically significant event that had not happened since 1930, and flooded 130,000 acres of land and several miles of roadways in Mississippi and New Madrid Counties. It took a cooperative effort to fight the flood. Locally, if there was an able body, they were doing something to fight the flood; whether it was taking phone calls, filling sand bags, or closing a road. The effort was also

statewide whether it was equipment, materials or people, the districts and central office provided what was needed.

Right after the gavel went down at the June 8, 2011 Commission meeting, the new Southeast District began to operate in its new configuration as a result of the adoption of the Bolder Five-Year Direction. District leadership was appointed, and meetings were held with employees and key community leaders to explain the Bolder Five-Year Direction and what changes are being made within the department. The district is continuing to implement the direction and look forward to working as the new Southeast District.

Commissioner Carmichael inquired about who will pay for the damaged roads due to the Corps of Engineers opening the levee at Birds Point. Mr. Shelton explained that the department will follow the process to apply for federal funds to reimburse the department for costs associated with those road repairs. Chair Nichols thanked Mark for his leadership during a very difficult year and complimented the Southeast District employees for performing magnificently.

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MoDOT EMERGENCY AND INCIDENT RESPONSE EFFORTS

On behalf of the Director, Don Hillis, Assistant Chief Engineer, presented a report about the department's emergency and incident response efforts. Mr. Hillis explained everyone hears about the significant incidents, emergencies and disasters such as the blizzard in February 2011, the Mississippi River Flood of 2011, the 3.9 magnitude earthquake in eastern Missouri, the tornado that devastated Joplin in May 2011, and the Missouri River flood in Northwest Missouri in June 2011. What you don't hear about is the planning and preparation for these events, the constant monitoring, and public outreach to keep roads open for traffic on a daily basis.

It takes planning and practice to be able to respond effectively to an incident. Part of this preparation includes the development of the department's incident response plan, which is a guide for the actions of MoDOT personnel in the event of an incident or emergency situation. The plan establishes procedures for conducting a coordinated response and recovery operations using resources available to the Department. It provides a strategy for managing an incident and restoring traffic and essential services to their normal operation as quickly and safely as possible after an incident has occurred. This plan was written in accordance with National Incident Management System (NIMS) principles so MoDOT personnel use the same terminology as other first responders in an incident. In addition to the written plan, the department practices for incidents by checking communication systems monthly and participating in large scale drills, as well as local table top conversations. The department also cultivated relationships with other federal, state, and local agencies to foster good communication for a coordinated response when an emergency occurs. All in all, the department plans for the worst and hopes for the best.

Monitoring and situational awareness are key to being responsive to incidents. MoDOT has two Traffic Management Centers (TMC) that operate twenty-four hours a day, seven days a week (24/7). One center is located in St. Louis and the other center is located in Kansas City. During the off hours, the center in St. Louis monitors traffic along I-44, I-55, and other roads in the St. Louis district boundaries; the Kansas City center monitors traffic along all of I-70, I-29, I-35 and other roads in the Kansas City district boundaries. In addition to monitoring traffic, the TMCs also provide 24/7 customer service by answering all calls on MoDOT's toll free number 888-ASK-MODOT, a unique service not provided by all states. There is another TMC that recently opened for operation in Springfield in cooperation with the city and it monitors the Springfield area freeways and arterial routes.

For situational awareness, MoDOT has a 24/7 Emergency Operations Center (EOC) for the Central Office. This means there is one person with a phone who can call in staff at anytime as needed. The Central Office EOC provides a statewide coordinated effort in response to emergencies and incidents, serves as a single point of contact and as a liaison for MoDOT management and other agencies such as SEMA, and coordinates resource sharing. Historically, the department would not officially close a road; however, with the new approach to emergency and incident response, the department will close a road to ensure safe travel. This was evidenced when the department decided to close I-70 in February 2011 due to the blizzard conditions. This closure allowed the department to operate safely and efficiently to clear snow from I-70 and open the road again for safe travel.

The department also focuses on public information and outreach before and during emergencies. MoDOT is fortunate to have full time permanent Dynamic Message Signs (DMS) to relay real time information to travelers. There are also seventy one cameras on rural corridors, and additional cameras in the urban areas of St. Louis and Kansas City. The department as well as the public can access images provided by the cameras and monitor traffic on those roadways. The department provides E-updates with the most current conditions to the traveling public and commercial carriers to help them plan their trip. In addition, the department uses social media to reach out through services such as Facebook, Twitter, blogs, You Tube, Podcasts, and others. A key instrument in public outreach is the traveler information map, a one stop shop for traffic impacts whether it is due to a construction work zone, incident, winter road condition, or flooding. The traveler information map provides real time information for anybody that wants to access what is happening on a road. In addition, the DMS and cameras can be accessed through the traveler information map. Planning, practice, monitoring, situational awareness, and public outreach are key components to successful incident management, but the true focus of these efforts is to get the road open.

The incident response plan can be adapted as needed whether it is a major disaster or one of many daily smaller incidents. The day-to-day response to highway incidents is provided through the Motorist Assist program in urban areas, and district staff on rural corridors. District staff mobilizes as needed and are key to getting a rural road open. In St. Louis there were 23,000 motorist assists in 2010, those efforts kept the roads open and reduced congestion. On I-44 there is a section of a lane closed each month for fifty-eight hours, somewhere on I-70 each month there are on average one hundred thirty-two hours where a lane is closed. These closures are significant and the department is prepared to respond quickly and supplement emergency responders' efforts and restore traffic as quickly as possible.

Director Keith commented that he was proud of the department's emergency response team. Several years ago, emergency response was not a strength for the department as was evidenced by a snow storm that led to the involuntary closure of I-70 in 2006. Since that time the department has improved in this area significantly and can respond to snow storms or over turned trucks and get the roads open to traffic quickly. Chair Nichols stated that while one hopes these incidents and disasters do not occur, it is very comforting to know that the department is there ready for action 24/7, and expressed her appreciation for the department's efforts in emergency and incident response.

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2012 – 2016 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

On behalf of the Director, Machelles Watkins, Transportation Planning Director, presented the 2012-2016 Statewide Transportation Improvement Program (STIP). The STIP is a five-year list of all projects for the department, and is required by federal and state law. The STIP has two sections; one section is for the scoping and design work for projects that are being explored and reviewed for environmental impacts, and the other section is for the construction program and the budget for building the projects. The STIP is the department's commitment to the public to deliver the projects and make

the best use of every transportation dollar available. The STIP presented today was developed over the year and remains in MoDOT's former ten district configuration, however, moving forward the next STIP will use the new seven district boundaries.

Ms. Watkins reviewed available funding for the construction program, she explained that the first three years of the STIP are essentially fully programmed, however the last two years of the STIP are not fully programmed to allow enough flexibility in the future should there be an even more dramatic decline in transportation funding. Should the worst case scenario happen, the department will still be able to honor the commitments in this STIP. Despite the declining funding levels, the department is able to deliver on the Bolder Five-Year Direction with this STIP because the department will be able to honor the commitments in the STIP, keep major roads in eighty-five percent good condition, improve the condition of minor roads, hold our own on bridges, and provide good customer service.

The STIP consists of three program areas with an average annual funding of: local programs at \$139 million, multimodal program at \$190 million, and highways and bridges at \$602 million. Local programs include: the Surface Transportation Program that provides flexible funds for large urban areas, the Off-System Bridge program that funds improvements on county bridges; Congestion Mitigation and Air Quality Program that funds air quality improvement in the Kansas City and St. Louis regions; the Enhancement Program that funds welcome centers, bicycle and pedestrian accommodations, and landscaping improvements; the State Planning and Research Program, Safe Routes to School Program, Highway Safety Rail Crossing Improvement Program, and Recreational Trails.

The multimodal program includes funding for rail, waterways, aviation, and transit. Over half of the \$190 million is dedicated to transit programs, with a majority of those funds going to urban area transit. This funding level of \$96 million does not begin to meet the need for transit, most of the funds

are for capital improvements and the greater need is in operational assistance. Rail is programmed at \$57 million annually which includes the high speed rail grants and highway rail crossing projects. Waterways are programmed at \$4 million, although \$1 million of state port capital funds were appropriated by the General Assembly last year, those funds are being withheld due to state budget issues. The aviation program is about \$34 million annually and those funds are from aviation fuel taxes, however that revenue stream has been flat and staff is managing through this difficult time.

The STIP is developed using an extensive public involvement process called the Planning Framework Process. MoDOT staff works year round with Regional Planning Commissions, Metropolitan Planning Organizations, local elected officials, and the public to identify transportation needs throughout the state. Those needs are prioritized for further consideration and ultimately determine the highest priorities recommended for programming in the STIP. The 2012-2016 STIP is a culmination of the past year's work with transportation partners.

In addition, the department presents the draft STIP to the public for a comment period that began on May 5, 2011, and concluded on June 3, 2011. Each comment received has been responded to and will be used when working with the planning partners on the next STIP. The department received a total of seven comments from three individuals. One person's comments requested storm grates on Route 50 in Sedalia, and a Route 50 bypass around Sedalia when future four laning is considered by the department. Another individual expressed interest in additional access to the New Mississippi River Bridge in St. Louis, concern about the proposed project for the Jefferson National Expansion Memorial park around the Gateway Arch monument, concern about the Poplar Street Bridge, and the need for work on lettered routes in St. Louis County instead of Routes 100 and 115. The third commenter expressed interest in more work in Douglas, Howell, and Texas Counties.

Ms. Watkins recommended the Commission approve the 2012-2016 STIP; certify to the Federal Highway Administration and the Federal Transit Administration that the transportation planning process used in the development of the STIP complies with the requirements listed in 23 CFR 450.218(a) and 23 CFR 450.334(a); delegate to the Chief Engineer the authority to approve the addition of scoping projects, hardship right of way purchases and emergency projects; and to delegate to the Chief Engineer authority to approve fiscally constrained revisions to project phases, location, improvements, state fiscal year of delivery, and project splits or incorporations. Commissioner Carmichael inquired if any projects were dropped from the previous STIP. Ms. Watkins explained that a few projects dropped from the previous STIP because the work was accomplished by MoDOT forces. Director Keith explained that a project cannot be dropped from a previous STIP without staff having a conversation with him explaining the work is accomplished through another method or there is a reason why a project is no longer needed. After further discussion and consideration, and upon motion by Commissioner Farber, seconded by Commissioner Suelthaus, the Commission unanimously approved the 2012-2016 STIP, as recommended by Ms. Watkins.

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REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN OF HIGHWAYS

Route 169, Clay County 96th & 108th Street Interchanges Job Nos. J4U1165 & J4U1166 Public Hearing Held May 19, 2011

This proposed improvement provides for new interchanges on the Route 169 and 96th Street intersection and the Route 169 and 108th Street intersection. Route 169 consists of four twelve-foot lanes with six-foot inside and ten-foot outside shoulders. Both 96th Street and 108th Street will consist of four eleven-foot lanes with two-foot inside and four-foot outside shoulders. The projects will have controlled access right of way. Both projects will be constructed while traffic is maintained through the construction area. Project J4U1165 is 1.1 mile in length and project J4U1166 is 0.7 mile in length.

Daniel Niec, Kansas City District Engineer, recommended approval of the design as presented at the public hearing.

**Route 100, Franklin County
West of High Street to West of Route 47 in Washington
Job No. J6P1994
Public Hearing Held April 28, 2011
On-Line Public Meetings Held April 28 to May 12, 2011**

This proposed improvement provides for widening Route 100 from two lanes to five lanes from west of High Street to west of Route 47. Route 100 will consist of four twelve-foot lanes with a center turn lane and ten-foot shoulders. This project will have controlled access right of way. The existing roadway will remain open to traffic during staged construction. This project is 1.3 miles in length.

Ed Hassinger, St. Louis District Engineer, recommended approval of the location and design as presented at the hearings.

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 locations and/or designs would best serve the interest of the public and approved the recommendation.

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RATIFICATION AND APPROVAL OF RIGHT OF WAY PLANS FOR CONDEMNATION

On behalf of the Director, Kathy Harvey, 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>
Bollinger	34	J0P0922 & J0P2210

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.

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AGREEMENT BETWEEN MHTC AND BLUEBIRD MEDIA, LLC AND BLUEBIRD NETWORK, LLC

On behalf of the Director, Kelly Lucas, Right of Way Director, recommended the Commission approve an agreement with Bluebird Media, LLC and Bluebird Network, LLC (Bluebird) to expand and provide broadband service to the northern region of Missouri using utility corridors within existing right of way and in addition, a two-foot width of right of way adjacent to the utility corridors for installation of approximately 1,100 miles of fiber optic cable. In exchange for the conveyance of various properties owned by the Commission and the use of Commission property to install fiber optic cable, the Commission will receive twenty-five service connections to various MoDOT facilities and fifty-three years of free service.

This Governor supported, American Recovery and Reinvestment Act (ARRA) funded initiative awarded a federal grant from the National Telecommunications and Information Administration (NTIA) under the Broadband Technology Opportunities Program (BTOP) to Bluebird to bring broadband to a largely underserved and/or economically distressed area in the northern region of Missouri. The agreement between Bluebird and MoDOT will provide a service to northern Missouri and constitute a benefit to MoDOT. The cost of the service to be provided to the Commission and the value of the assets to be conveyed to and used by Bluebird represent an even exchange of \$4,245,000.

Via approval of the consent agenda, the Commission unanimously approved the agreement as noted above.

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-- REPORTS --

The Commission received the following written reports.

**FINANCIAL – BUDGET - REPORTS
YEAR-TO-DATE FINANCIAL REPORT, MAY 31, 2011**

Brenda Morris, Financial Services Director, provided to the Commission the Fiscal Year 2011 monthly financial report for the period ended May 31, 2011, with budget and prior year comparisons.

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DEBT MANAGEMENT REPORT

Brenda Morris, Financial Services Director, provided an update on Missouri Highways and Transportation Commission outstanding debt.

On May 5, 2000, the MHTC adopted a Debt Management Policy to ensure each long-term financing is completed in compliance with laws and industry standards and in an efficient manner. The policy helps to attain our goal of maintaining optimum credit ratings and minimizing borrowing costs. The Debt Management Policy limits the amount of debt the MHTC can issue by capping annual debt service to no more than 20 percent of federal and state revenues available for roads and bridges. MHTCS' estimated debt obligations are projected to be below the 20 percent limitation and the MHTC is in compliance with the policy.

Between December 2000 and November 2010, the MHTC issued \$3,812,195,000 in bonds and as of June 30, 2011, the amount of outstanding bonds is \$3,204,715,000. The current outstanding bonds are projected to be paid in full on May 1, 2033. Bond-financing allowed the Missouri Department of Transportation to provide much needed infrastructure improvements to the traveling public sooner than traditional funding allowed. Building projects sooner results in cost savings by reducing project

inflation costs, while advancing economic development, improving safety and addressing congestion.
There are no plans to issue additional bonds at this time.

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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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