



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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January 10, 2007

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**MINUTES OF REGULARLY SCHEDULED HIGHWAYS AND
TRANSPORTATION COMMISSION MEETING HELD IN
JEFFERSON CITY, MISSOURI, ON WEDNESDAY, JANUARY 10, 2007**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, January 10, 2007, in Jefferson City, Missouri. The meeting was called to order at 9:30 a.m. by Bill McKenna, Chairman. The following Commissioners were present: Duane S. Michie, James B. Anderson, Mike Kehoe, and David A. Gach. Vice-Chairman Marjorie B. Schramm was absent.

The meeting had been 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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Pete Rahn, Director of the Missouri Department of Transportation, Rich Tiemeyer, Chief Counsel for the Commission, and Mari Ann Winters, Secretary to the Commission, were present on Wednesday, January 10, 2007.

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

-- OPEN MEETING --

APPROVAL OF MINUTES

Upon motion by Commissioner Michie, seconded by Commissioner Gach, the Commission unanimously approved the minutes of the regularly scheduled meetings held on November 17, 2006, and December 1, 2006, and the action taken by fax ballot on December 19, 2006. 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 the Commission members are well informed on issues requiring their action, the 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 the staff to be of a routine or noncontroversial 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 January 10, 2007, Consent Agenda

Upon motion by Commissioner Michie, seconded by Commissioner Gach, all items on the consent agenda were unanimously approved.

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REPORTS OF 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 January 10, 2007, meeting.

Audit Committee - Commissioner Michie reported that the November 30, 2006, Audit Committee meeting was cancelled due to inclement weather; however, via fax ballot, the committee accepted two internal audits: (1) Review of District Operations, Districts 3, 5, 9, and 10 and (2) Review of Outdoor Advertising Permits.

Legislative Committee – Chairman McKenna reported that the 2007 session of the General Assembly began January 4, 2007, with 31 new legislative members. Upcoming dates of interest include the State of the State address by Governor Blunt on January 24, 2007, and the State of Transportation address by Director Rahn on February 7, 2007.

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DIRECTOR'S REPORT

During the January 10, 2007, Commission meeting, Director Pete Rahn provided the following report:

December 1, 2006, Snowstorm – Director Rahn commended the staff for its response to the December 1, 2006, snowstorm, which required a large mobilization of MoDOT forces and resulted in significant cost. Following the storm, the MoDOT staff worked with the State Emergency Management Center and the State Highway Patrol to analyze the response, identify areas needing improvement, and implement process changes. Director Rahn noted that as a result of those efforts, MoDOT is better prepared to provide the public with timely road condition information.

Proposed New Mississippi River Bridge, St. Louis - Director Rahn reported that on November 30, 2006, he addressed a panel in St. Louis that had been convened by the East-West Gateway Council of Governments to review the proposed new Mississippi River Bridge (estimated to cost approximately \$1 billion) and consider options thereto. Director Rahn advised the panel of MoDOT's funding situation, emphasizing that funding is not sufficient to cover Missouri's share of the cost for the new bridge. As a result, he reported to the panel that MoDOT supported tolling or any other option that would provide the revenue needed to fund the proposed new Mississippi River Bridge, or any other project of that magnitude.

Director Rahn reported that the panel of experts accepting the testimony had been assembled as a part of an East-West Gateway Coordinating Council consultant analysis of the need for the new bridge, which is also to include alternatives thereto. He stated that while the panel members were prestigious and knowledgeable, he feared that the scope of the study and the ten-week time period permitted for its completion would not allow a thorough assessment of the issue. The panel will produce a report on its assessment of options for the bridge by the end of January 2007.

Commissioner Michie recalled that a study prepared by the Department of Economic Development determined that the \$1 billion investment in the new Mississippi River Bridge at St. Louis would produce a \$16 billion economic return.

Smooth Roads Initiative – Completed As Promised - On December 8, 2006, Governor Matt Blunt joined Director Rahn and other members of MoDOT staff for a media event to commemorate the successful completion of the Smooth Roads Initiative one year ahead of schedule. Director Rahn commended the MoDOT staff, the contracting industry, and the vendors for their massive effort that resulted in 2,200 miles of Missouri's most traveled roadways being placed in good condition.

Commissioner Michie called attention to a recent article in *Overdrive Magazine*, wherein a survey of professional motor carrier drivers found I-44 and I-70 in Missouri to be among the top five most improved roads in the nation. Commissioner Michie and Director Rahn further noted that in addition to improving the roadway pavement, the Smooth Roads Initiative increased safety on Missouri roadways by enhancing safety features, such as installation of median guard cable and emergency reference markers on Interstate routes. The guard cable has demonstrated a 95.5 percent effective rate in preventing median crossover crashes and the emergency reference markers proved beneficial to motorists and emergency responders during the recent snowstorm.

Inter-modal Transportation - Commissioner Michie referred to recent media reports wherein Director Rahn focused on changes in worldwide freight movements, which will result in a significant increase in the number of containerized shipments moving between the United States and Asian markets. Mr. Michie noted that Missouri's rivers provide an excellent means to transport containers, therefore, he said, it behooves the state to increase its investment in port facilities. He commended Director Rahn for being alert to changes in the worldwide economic environment and encouraged him to continue his leadership role in support of inter-modal transportation.

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**PUBLIC COMMENTS,
SENATOR KEVIN ENGLER
ROUTES V AND W, IRON COUNTY**

Senator Kevin Engler appeared before the Commission to request acceleration of a project to add shoulders to Routes V and W, Iron County.

Senator Engler reported that Ironton was once a self-contained community with sufficient jobs and medical facilities; however, today most residents in the Ironton area commute to St. Francois County and Farmington for employment, medical care, and retail purchases. Senator Engler reported that the increased amount of 60-mile-per-hour traffic on roadways with no shoulders has resulted in a substantial increase in traffic accidents. He cited a dramatic reduction in accidents on Route 32 from Farmington to Ste. Genevieve after shoulders were added to the roadway, and he requested like improvements on Routes V and W.

Senator Engler reported that the regional planning commission expressed unanimous support for this project and had worked cooperatively with the MoDOT staff through the planning framework process to include it in MoDOT's Statewide Transportation Improvement Program. Senator Engler noted that the improvement is currently scheduled for construction in 2010. He asked the Commission to accelerate the project as far forward on the program as feasible given the low cost of the improvement and the potential for the improvement to reduce injuries and/or save lives.

Senator Engler recognized District Engineers Tom Stehn and Mark Shelton for their assistance in developing the project implementation plan.

Chief Engineer Kevin Keith reported that the districts are working with their local planning partners regarding the priority of this project and, as a result of the preliminary discussions, he anticipated that in July 2007, the staff would be recommending acceleration of the project as a part of the Commission's consideration of the Draft 2008-2012 STIP.

The Commission expressed appreciation to Senator Engler for his leadership on this project and for working with MoDOT's planning partners to move the project forward.

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SHARELEAVE COMMITTEE

On behalf of the Director, Dave DeWitt, Deputy Administrative Officer, presented an overview and update on the ShareLeave Program. The program allows MoDOT employees to donate vacation and comp time to help co-workers who have exhausted all paid leave as a result of catastrophic or life-threatening situations. A six-member committee, consisting of MoDOT employees, administers the program. Committee members serve two-year staggered terms.

Mr. DeWitt recognized Pamela Hoelscher, System Management Specialist, Highway Safety Division, Central Office; for her contributions to the committee during the past two years. He also introduced the current committee members: Dale Baumhoer, Maintenance Supervisor, District 5; Joe Pestka, Administrator of Aviation, Central Office; Jose Rodriguez, Senior Traffic Studies Specialist, District 1; Sandra Fritz, Construction Project Office Assistant, District 6; and Debra Stuart, Senior Financial Services Specialist, District 8.

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CONSIDERATION OF BIDS ON FEDERAL-AID AND STATE PROJECTS

On behalf of the Director, Dave Nichols, Director of Program Delivery, presented the following recommendation pertaining to bids received during the past month.

Award of Contracts December 15, 2006, Bid Opening

Mr. Nichols recommended awards be made to the lowest responsive and responsible bidders noted in Table I below. He reminded the Commission that it had awarded Call 304, Job No. J3S0768B, Route 107, Monroe County by fax ballot on December 21, 2006.

Mr. Nichols called the Commission's attention to Call No. 503, which will provide a four-lane upgrade of Route 50 in Cole and Moniteau Counties. He commended Roger Schwartze, District Engineer, and Jason Vanderfeltz, Project Manager, for their leadership role in applying the practical design philosophy to the project, which resulted in an estimated savings of over \$5 million. He stated that the efforts of Mr. Vanderfeltz were typical of many exemplary MoDOT Project Mangers.

**Table I
Award of Contracts
December 15, 2006**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
102	PP	Clinton	J1S0868	\$1,044,362.00	\$320.00	Cramer and Associates, Inc.	Bridge Rehabilitation over I-35
	A	Caldwell	J1S0929		0		Bridge Rehabilitation over North Fork Mud Creek
	A	Caldwell	J1S0930		0		Bridge Rehabilitation over South Fork Mud Creek
	KK	Caldwell	J1S0931		0		Bridge Rehabilitation Over Willow Creek
103	136	Atchison	J1P0928	412,949.00	0	Cramer and Associates, Inc.	Bridge Rehabilitation over Drainage Ditch
	EE	Atchison	J1S0850				Bridge Rehabilitation over Hickory Creek
105	C	Nodaway	J1S0890	734,785.07	0	Loch Sand and Construction Co.	Bridge Rehabilitation over the Nodaway River
	B	Nodaway	J1S0934				Bridge Rehabilitation over Clear Creek
106	36	Dekalb	J1P0876	2,635,803.97	328.00	Ideker Inc.	Optional Pavement PCC or Superpave
	36	Dekalb	J1P0920		656.00		Resurfacing with BP-1 and Superpave
201	11	Chariton/ Linn	J2M0019	1,521,498.38	0	Lake Asphalt Paving & Construction, LLC	Thin-Lift Overlay (BP-2)
202	63	Adair	J2P0747	5,110,095.83	656.00	Fred Carlson Company, LLC	Grading, Alternate Bid Pavement PCC or Superpave
203	36	Macon/ Shelby	J2P0482B	425,028.50	0	Thermo-Mark, Inc.	Demolition and Removal of Structures
	63	Macon/ Randolph	J2P0485C				
301	Bus. 61,B	Lewis	J3L0700B	614,275.08	0	Chester Bross Const. Co./C.B. Equipment Inc.	Thin-Lift Overlay (SL)

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
302	D	Pike	J3L0700D	498,359.59	0	G & M Concrete & Asphalt Co., Inc.	Thin-Lift Overlay (SL)
303	Bus. 61	Ralls	J3M0043	108,462.40	0	Chester Bross Const. Co./C.B. Equipment Inc.	Thin-Lift Overlay (SL)
304*	107	Monroe	J3S0768B	2,232,545.00	0	Jensen Construction Company	Bent and Span Replacement for Bridge over the North Fork of Mark Twain Lake
401**	I-470	Jackson	J4I1616	6,316,381.16	656.00	Clarkson Const. Co. & Comanche Const., Inc.	Coldmilling, Resurfacing with Superpave and Rehabilitate 6 Bridges
	291	Jackson	J4P1417				Grading, Optional Pavement BP-1 or PCC, & Rehabilitate 2 Bridges
402	152	Clay/Platte	J4M0176	23,562.00	0	Sartin Farms, LLC	Contract Mowing
403	435	Clay/Platte	J4M0177	33,781.86	0	Sartin Farms, LLC	Contract Mowing
404	29,35,210	Clay/Platte	J4M0178	127,284.00	0	Locke Enterprises, LLC	Contract Mowing
405	50	Jackson	J4M0179	44,250.36	0	Sartin Farms, LLC	Contract Mowing
406	29	Platte	J4M0180	51,902.40	0	Millgoal Enterprises II LLC	Contract Mowing
407	71,150	Jackson	J4M0181	63,536.00	0	Locke Enterprises, LLC	Contract Mowing
501	100	Gasconade	J5L0700U	262,233.61	0	N.B. West Contracting Company	Thin-Lift Overlay (BP-2)
	19	Gasconade	J5L0700V				
	100	Gasconade	J5L0700W				
502	B	Cole	J5L0700T	564,167.41	0	Jefferson Asphalt Company	Thin-Lift Overlay (SL)
503	50	Cole/Moniteau	J5P0632A	29,874,886.29	7,550.41	Illinois Valley Paving Co.	Grading, Drainage, Alternate Bid Pavement PCC or Superpave
602	64,44,270, 40	St. Louis/St. Louis City	J6I2035	538,538.00	0	Truesdell Corporation of Wisconsin, Inc.	Bridge Deck Repairs
603	JJ, V	Jefferson/St. Francois	J6L0700D	508,124.49	0	Jokerst Paving & Contracting, Inc.	Thin-Lift Overlay (BP-2)
	E	Jefferson	J6L0700E				Thin-Lift Overlay (BP-1)
701***	71	Jasper	J7P0699	2,158,102.26	656.00	Ideker Inc.	Grading, Drainage, Alternate Bid Pavement PCC or Superpave, Signing & Lighting
	571, E	Jasper	J7S0774				Signals & Geometrics
702****	18	Bates	J7S0807	667,775.07	0	Hilty Quarries Inc.	Optional Pavement, Sidewalk Replacement, Grading & Drainage

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
801	Various	Christian/ Hickory/ Laclede/ Stone/ Taney/ Webster	J8P0814	341,698.00	0	James H. Drew Corporation	Guardrail Replacement
802	123	Hickory	J8S0517	608,606.99	547.60	Widel, Inc.	Optional Pavement and Bridge Replacement with a Concrete Girder Structure
902	60	Howell/ Shannon	J9P0563	660,845.55	656.00	Ozark Asphalt Company	Resurfacing with Superpave (SP125C)
903	60	Carter	J9P0562	1,293,600.00	984.00	Pace Construction Company, LLC	Resurfacing with Superpave (SP125C)
X01	8	St. Francois	J0P0967	1,426,860.28	656.00	Lake Asphalt Paving & Construction, LLC	Resurfacing with Bituminous Pavement (BP-1 & Base)
X02	67	St. Francois	J0P0968	3,414,840.73	800.00	Chester Bross Const. Co./C.B. Equipment Inc.	Resurfacing with Bituminous Pavement (BP-1) (NBL) & Diamond Grinding (SBL)

* Call 304 -Awarded by fax ballot on December 21, 2006

** Call 401 -Funding by Crackerneck Creek TDD - \$76,563.26

*** Call 701-Funding by City of Carthage - \$579,051.14

**** Call 702-Funding by City of Adrian - \$332.323.82

Commission Consideration and Action

After consideration and upon motion by Commissioner Michie, seconded by Commissioner Gach, the Commission awarded contracts to the lowest responsive and responsible bidders for bids received on December 15, 2006, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.

In keeping with the Commission's Delegation of Authority to Execute Documents, the Director, Chief Engineer, Chief Financial Officer, or the Director of Program Delivery may execute the contracts awarded above.

Mr. Nichols advised the Commission that beginning with the January 2007 letting, contractors would be allowed to submit bids electronically. This option will not preclude contractors from continuing to use the traditional paper process.

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**BETTER ROADS – BRIGHTER FUTURE PROGRAM,
2007-2011 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENTS**

On behalf of the Director, Kevin Keith, Chief Engineer, reported that as a result of completing the Smooth Roads Initiative, the percentage of Missouri's major roads in good condition moved from 47 percent to 70 percent. The Smooth Roads Initiative focused on 2,200 miles of Missouri's 5,573-mile major road system.

Mr. Keith announced that MoDOT would now begin a new five-year program, Better Roads - Brighter Future, which will result in 85 percent of the entire major road system being in good condition. Mr. Keith stated that this program would benefit nearly every Missouri motorist and Missouri resident, in that major roads carry 80 percent of all miles traveled and are located within ten miles of 95 percent of Missouri residences.

Mr. Keith explained that the Better Roads - Brighter Future Program would continue the enhanced safety improvements identified and implemented under the Smooth Roads Initiative and incorporate additional safety features in an on-going effort to reduce injuries and fatalities. While the staff has not yet identified all projects that will be accomplished under the new program, Mr. Keith reported that many of the improvements would involve two-lane roadways.

Mr. Keith explained that the Better Roads - Brighter Future Program involved improvements to existing roadways, and, as such, will be funded through the \$460 million annual allocation of funds to Taking Care of the System. (See February 7, 2006, Commission action pertaining to funding allocation.) Mr. Keith noted that a combination of outstanding commitments in the Statewide Transportation Improvement Program (STIP), the Better Roads - Brighter Future Program, and the Safe and Sound 800 Bridge Improvement Program, which will also be funded through Taking Care of the System allocation category, could result in a commitment of nearly all of these funds for a five-year period.

Mr. Keith said the Better Roads - Brighter Future Program would result in a significant economic return to Missourians and projected that over the five-year project period, 48,000 jobs would be created. Upon completion of the program, he conservatively projected that each year (1) ten fatalities would be avoided, (2) 85 disabling injuries would be eliminated, and (3) the average motorist would save \$275 in vehicle operation costs.

Mr. Keith noted that specific Better Roads - Brighter Future projects beyond those already included in the Statewide Transportation Improvement Program would be identified through the planning framework process for years 2008 through 2011. In order for Missourians to benefit from the improvements as quickly as possible, however, Mr. Keith recommended the Commission accelerate 18 projects currently in the STIP to 2007 and add 16 other projects to year 2007 of the STIP. The additional projects would be accomplished with Taking Care of the System funds set aside for unidentified projects. Mr. Keith stated that approval of his recommendation would result in 84 Taking Care of the System projects totaling \$425 million being under contract in 2007.

In response to an inquiry from Commissioner Anderson, Director Rahn noted the Better Roads - Brighter Future Program represented MoDOT's continuation of its targeted systematic approach for improving the highway system by concentrating its resources on the most heavily traveled roadways first. He explained that while the staff is continuing to work on the lower traffic volume minor roads, it is not yet directing additional resources to the minor roads. He recalled the commitment he made two years ago to begin placing additional resources on minor roads in five years. He said while that is still his intention, the amount of the resources available for that effort will be dependent upon the total amount of funds available to MoDOT at that point.

Director Rahn clarified that maintaining 85 percent (rather than 100 percent) of the major roadways in good condition and 15 percent in fair condition allows MoDOT to get the greatest value out of the investment made in the roadway improvement.

In response to Commissioner Anderson's concern that the new program may limit MoDOT's flexibility to respond to unanticipated needs and the Commission's ability to increase the cost-share portion of the highway funding allocation structure in order to take advantage of economic development opportunities, Director Rahn explained that the total amount of funds allocated to Taking Care of the System over the five-year period of the program totaled \$2.3 billion (\$460 million per year). The five-year Better Roads - Brighter Future Program (which includes some commitments already in the STIP) totals \$1.1 billion. Director Rahn noted that while the program represents a significant commitment, it does not anticipate the use of all Taking Care of the System dollars. He said the staff anticipates that it will receive a proposal for the Safe and Sound 800 Bridge Improvement Program that will not require any payments until all bridges are complete, which is estimated to take five years. The staff is mindful, however, that if it receives a proposal of good value that requires payments prior to that time, those payments will be taken from the Taking Care of the System allocation; therefore, the staff included that possibility in its funding analysis.

Director Rahn said in contrast to the Smooth Roads Initiative that repaved existing roadway surfaces and added safety features, the Better Roads - Brighter Future Program will, in many instances, add paved shoulders to the roadway, thereby contributing to a safer and more enjoyable driving experience.

Mr. Keith clarified that the projects included in the Better Roads - Brighter Future program are functionally classified as "principal arterials," which are connected to provide a

system of roads. Principal arterials make up 5,450 miles of the program; 120 miles were added to fill in gaps and address obvious needs.

Director Rahn emphasized that the increased highway improvement program during 2005 through 2008 was a result of Constitutional Amendment 3 approved by voters in 2004. Constitutional Amendment 3 allocated specific dollars to a newly created State Road Bond Fund and limited those funds to repayment of bonds. Director Rahn said the staff recognized that traditional funding plus the State Road Bond Fund would fall short of the amount needed to improve all Missouri roadways; however, the staff also recognized the opportunity created by the State Road Bond Fund to develop a strategic method for addressing Missouri's deteriorating roadways, i.e., improving the highest traffic volume roadways first.

Director Rahn reported that bonds would continue to be issued as needed to pay for highway improvements until approximately 2009. At that time all funds flowing into the State Road Bond Fund will be needed to repay the outstanding bonds. He stated his continued concern that MoDOT will lose its financial ability to provide needed roadway improvement in and after 2009, when it returns to its traditional funding sources. In the interim, however, he stated his belief that the Smooth Roads Initiative, followed by the Better Roads - Brighter Future Program, would result in the best strategic use of available funds.

Commissioner Anderson encouraged the staff to stay mindful of the need to identify communication efforts to alert the public to the upcoming transportation funding shortfall, which, he emphasized, would be a challenge given the perception of sufficient dollars as evidenced by a continued robust transportation improvement program.

In response to an inquiry from Commissioner Michie pertaining to the effectiveness of the safety measures added to the Smooth Roads Initiative projects, Mr. Keith reported that national research on rumble stripes found reductions in run-off-the-road accidents in excess of

ten percent. He said run-off-the-road accidents in Missouri had decreased 24 percent (preliminary number) in the past year. He said while it was too soon to definitively say this reduction was the direct result of rumble stripes combined with improved shoulders, wider stripes, improved signs, and other such safety features, he felt that was, in fact, the case. Therefore, these safety features will be included on the Better Roads - Brighter Future Program projects.

In response to an inquiry from Chairman McKenna, Mr. Keith reported that various pavement treatments would be used under the Better Roads - Brighter Future Program, including unbounded concrete overlay and rubberized asphalt. He projected the average life of the treatments to be 10 to 15 years.

In response to an inquiry from Commissioner Michie, Mr. Keith projected that once the major routes have been placed in good condition, they can continued to be maintained in that condition for approximately 10 years with the current \$460 million annual allocation to Taking Care of the System. Without additional funding after that time, the condition of the major roads will again decline.

Director Rahn stated that in many areas of government, it is difficult to determine the result of your investment; however, in transportation there is a strong correlation between dollars invested and the end result: the more dollars invested, the better the system becomes.

After discussion and upon motion by Commissioner Michie, seconded by Commissioner Gach, the Commission unanimously approved Mr. Keith's request to accelerate 18 projects and add 16 new projects to the 2007-2011 STIP, as noted in the table below.

County Job No.	Route	Description of Improvement/Location	State Fiscal Year		Contract Estimate
			Accelerated From	Accelerated To	
Andrew J1P0835	71	Resurfacing from south of Route B in Andrew County to north of Route A in Nodaway County.	2009	2007	\$4,000,000
Buchanan J1P0921	59	Resurfacing from Route 752 in St. Joseph to Platte County line.	2008	2007	\$2,766,000
DeKalb J1P0923	36	Resurfacing from 1.5 miles east of Route 31 (north) to Route 33 (north) near Stewartsville	2008	2007	\$5,604,000
Linn J2P0750	36	Resurfacing and rehabilitating bridges from 2 miles west of Route 11 south to Macon County line.	2010	2007	\$4,350,000
Livingston J2P0751	36	Resurfacing from Caldwell County line to Route 65 in Chillicothe.	2008	2007	\$4,116,000
Macon J2P0769	36	Resurfacing, diamond grinding and rehabilitating bridges from Middle Fork Chariton River to 1 mile east of Macon.	2009	2007	\$4,774,000
Marion J3P0704	61	Pavement improvements on southbound lanes from 0.9 mile west of Route KK south 5.4 miles	2008	2007	\$1,722,000
Marion J3P0715	36	Pavement improvements on eastbound concrete pavement from 2 miles west of Shinn Lane to Shinn Lane.	2010	2007	\$800,000
Marion J3P0730	61	Pavement improvements on southbound lanes from 0.5 mile north of Route 168 to 0.9 mile west of Route KK.	2009	2007	\$2,307,000
Marion J3P0731	24	Pavement improvements on northbound lanes from 0.5 mile north of Route 6 to 0.3 mile south of Business 61 south of Palmyra.	2009	2007	\$3,371,000
Clay J4I1331	435	Resurfacing from Platte County line to 108 th Street.	2008	2007	\$5,497,000
Clay J4I1332	435	Resurfacing from 108 th Street to Route 69.	2008	2007	\$7,801,000
Lafayette J4P1932	13	Resurfacing from I-70 to Route YY.	Future	2007	\$757,000
Lafayette J4P1933	13	Resurfacing between Business 13 north and south junctions in Higginsville.	Future	2007	\$338,000
Platte J4I1847	435	Resurfacing from I-29 to bridge over Missouri River.	2010	2007	\$4,160,000
Camden J5P0921	54	Resurfacing west of Routes 5 and 7 to west of Route KK.	2008	2007	\$1,361,000
Osage J5P0868	50	Resurfacing from 0.5 mile east of Route 89 south junction east to 0.1 mile west of Route 19 Junction in Gasconade County. Also includes improvements at Route CC and Linn State intersections.	2008	2007	\$7,049,000
Franklin J6I2025	44	Resurfacing from Crawford County line to west of Pacific.	Future	2007	\$3,900,000

County Job No.	Route	Description of Improvement/Location	State Fiscal Year		Contract Estimate
			Accelerated From	Accelerated To	
St. Louis J6P2097	40	Resurfacing from Missouri River to Chesterfield Parkway.	Future	2007	\$2,356,000
Greene J8P0877B	413	Resurfacing segments of eastbound and westbound lanes from Route 174 in Republic to Scenic Avenue in Springfield.	Future	2007	\$2,737,000
Greene J8S0852	744	Resurfacing on Route 744 between Route 65 and Route OO.	Future	2007	\$443,000
Hickory J8P0843C	65	Resurfacing from Route 54 to Route 32.	Future	2007	\$3,352,000
Laclede J8P0842	5	Resurfacing on Route 5 from north of Route YY to Route 64 in Lebanon and on Route 64 from West of Bryce Street to Route 5 in Lebanon.	Future	2007	\$609,000
Stone J8P0892B	76	Resurfacing from Route 13 to Route 376.	Future	2007	\$1,378,000
Crawford J9P0567	8	Resurfacing from Steelville to Route AA in Washington County and from Route 21 to St. Francois County line (2 disconnected sections).	2008	2007	\$1,471,000
Phelps J9P0545	63	Resurfacing and adding climbing/passing lanes from Route CC in Rolla to 3.6 miles south of Little Piney River.	2008	2007	\$4,893,000
Phelps J9P0598	63	Resurfacing and adding climbing/passing lanes from 3.1 miles north of Edgar Springs to County Road 6330.	Future	2007	\$5,514,000
Texas J9P0599	63	Resurfacing through City of Houston.	Future	2007	\$794,000
Butler J0P0925	67	Resurfacing from 0.5 mile south of Route 160 to Arkansas state line.	2009	2007	\$3,659,000
Madison J0P0828B	67	Resurfacing from 1.0 mile north of Route A to Wayne County line.	Future	2007	\$4,600,000
Mississippi J0I0973	57	Pavement rehabilitation on southbound lanes of I-57 from Mississippi River to 2 miles south of Route 105 Interchange. (Alternate bid project)	Future	2007	\$15,594,000
New Madrid J0P0974	60	Diamond grinding in New Madrid County on eastbound lanes of Route 60 from I-55/57 Interchange to Stoddard County line and Butler County on westbound lanes from Route T to Route 67.	Future	2007	\$3,400,000
Pemiscot J0I0975	155	Diamond grinding from I-55 to Tennessee state line.	Future	2007	\$2,103,000
Wayne J0P0877B	67	Resurfacing from Madison County line to 4.0 miles south of Butler County line.	Future	2007	\$6,600,000
Total					\$124,176,000

RATIFICATION OF APPROVAL OF RIGHT OF WAY PLANS FOR CONDEMNATION

On behalf of the Director, Dave Nichols, Director of Program Delivery, recommended the Commission ratify the Chief Engineer’s approval of the following right-of-way plans, which have been filed for condemnation.

<u>County</u>	<u>Route</u>	<u>Job Number</u>	<u>Date Commission Approved Design</u>
St. Louis	364/I-270	J6U1045B	January 11, 2006
Chariton	5	J2P0723	February 7, 2006
Cape Girardeau	AB	J0P0904	February 2, 2005 (1 st Amended)

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

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RISK MANAGEMENT ANNUAL REPORT

On behalf of the Director, Beth Ring, Risk Management Director, provided an annual report of risk management efforts under way at MoDOT.

Worker’s Compensation – Ms. Ring highlighted the following new initiatives implemented during the past year in order to increase employee safety and decrease cost incurred as a result of work-related injuries.

Work Simulation Examination – This program requires potential Maintenance Crew Members to complete a work simulation examination prior to reporting for work. The purpose of the program is to ensure new employees will be able to safely perform the essential functions of their positions. Ms. Ring will be presenting a proposal to the Director that would expand the program to include additional job titles.

Fitness for Duty Program – Under the Fitness for Duty Program, current employees may undergo physical evaluation to ensure they can continue to safely perform their job duties.

Tort Liability Reorganization – Effective January 1, 2007, Maintenance Supervisors will assume responsibility for investigating and documenting serious incidents on the roadway. In addition to the efficiencies to be gained by having an employee located closer to the incident responsible for the documentation, the reorganization will allow those responsible for maintaining safe roadways to more quickly identify and implement process changes that may be warranted.

Analysis of Work Functions – An analysis of physical effort required to perform maintenance functions has resulted in reengineering some processes and equipment to minimize potential hazards.

Performance Plus – On February 1, 2007, a Performance Plus for safety programs will be implemented thereby giving employees in some of the more hazardous and physically demanding positions the opportunity to earn up to \$500 a year for safely performing their job tasks.

Drug and Alcohol Policy – MoDOT has adopted a “You Use, You Lose” Drug and Alcohol Policy. Ms. Ring emphasized that while employees who report for work and test positive for drugs or alcohol will be terminated, the tools offered to employees to assist in overcoming addiction problems will continue to be offered for those who elect to take advantage of them.

Ms. Ring reported that as a result of the initiatives above and the active management of worker’s compensation cases, the number of workdays lost due to work-related injuries had dropped from 3,027 in 2005 to 935 in 2006. The claims expense incurred by the self-insurance fund for worker’s compensation declined from \$8.5 million to \$4.7 million. Ms. Ring commended the District Engineers and the District Safety and Health Managers for this outstanding result.

General Liability Program – Ms. Ring reminded the Commission that a change in legislation, which will be beneficial to MoDOT, resulted in a significant increase in lawsuits pertaining to general liability being filed prior to the effective date of the legislation. As a result, she pointed out that unusually high general liability expenses estimated for 2005 are expected to decline as the cases are litigated and/or settled.

Fleet Vehicle Liability Program – Ms. Ring reported continued success of the Fleet Vehicle Liability Program, which covers claims for such things as mowing activities and snow removal. Expenses related to this program are approximately \$1 million.

Property Damage Collection – Ms. Ring reported that MoDOT has increased its focus on property damage collections, with approximately \$3 million in annual recoveries. She explained that “write-offs”, which also total approximately \$3 million, most often result from damage to MoDOT property where the responsible party cannot be identified.

The Commissioners expressed appreciation for the positive report and commended Ms. Ring and her staff for their efforts.

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**BRIARCLIFF TRANSPORTATION DEVELOPMENT DISTRICT,
CONSIDERATION OF PROJECT AND APPOINTMENT OF ADVISOR**

On behalf of the Director, Beth Wright, District 4 Engineer and Kirk Boyer, Resource Management Director, advised the Commission that in response to a petition filed by Briarcliff Village, L.L.C., and Specialized Properties Company, the Circuit Court of Clay County, on May 17, 2006, established the Briarcliff Transportation Development District (TDD) as a political subdivision for the purpose of funding all improvements necessary to improve the intersection of Briarcliff Parkway and North Mulberry, in Briarcliff Village, Missouri. Briarcliff Parkway and Route 9 are a part of the state highway system and, therefore, under the jurisdiction of the Commission. The Commission does not own any real property within the proposed TDD.

In keeping with Sections 238.220(3) and 238.225(1), RSMo, the Commission, via approval of the consent agenda, (1) appointed the District 4 Engineer or her designee as the Commission advisor to the Briarcliff TDD board of directors and (2) found the improvement of the intersection of Briarcliff Parkway and North Mulberry to be a necessary and desirable

extension of the state highways and transportation system, subject to the TDD making any revisions in the plans and specifications required by the Commission and subject to the TDD entering into a mutually satisfactory agreement with the Commission regarding development and future maintenance of the project. The Commission will provide \$3.5 million in economic development funds in fiscal year 2010.

In keeping with the Commission's Delegation of Authority to Execute Documents, the Director, Chief Engineer, Chief Financial Officer, or respective business unit director may execute the related agreements.

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**CRACKERNECK CREEK TRANSPORTATION DEVELOPMENT DISTRICT,
CONSIDERATION OF PROJECT AND APPOINTMENT OF ADVISOR**

On behalf of the Director, Beth Wright, District 4 Engineer, and Kirk Boyer, Resource Management Director, advised the Commission that in response to a petition filed by the City of Independence, Crackerneck Creek, L.L.C., and Bass Pro Outdoor World, L.L.C., the Circuit Court of Jackson County, on July 26, 2006, established the Crackerneck Creek Transportation Development District (TDD) as a political subdivision for the purpose of funding all improvements necessary to create a public road network and construct improvements to Route 40 and the I-470 exit ramp in Independence, Missouri. Route 40 and Interstate 470 are a part of the state highway system and, therefore, under the jurisdiction of the Commission. The Commission does not own any real property within the proposed Transportation Development District; however, the proposed transportation project includes improvements to Route 40 from I-470 to the entrance into the redevelopment area, including a continuous right-turn lane from I-470 to Cliff Drive, widening and infrastructure improvements at the southbound off-ramp of I-470 and Route 40, and modifications at the intersection of Route 40 and Cliff Drive.

In keeping with Sections 238.220(3) and 238.225(1), RSMo, the Commission, via approval of the consent agenda, (1) appointed the District 4 Engineer or her designee as the Commission advisor to the Crackerneck Creek TDD's board of director and (2) found the improvement of Crackerneck Creek to be a necessary and desirable extension of the state highways and transportation system, subject to the TDD making any revisions in the plans and specifications required by the Commission regarding development and future maintenance of the project. The Commission has no financial participation in the project.

In keeping with the Commission's Delegation of Authority to Execute Documents, the Director, Chief Engineer, Chief Financial Officer, or respective business unit director may execute the related agreements.

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TOWN AND COUNTRY CROSSING TRANSPORTATION DEVELOPMENT DISTRICT, CONSIDERATION OF PROJECT AND APPOINTMENT OF ADVISOR

On behalf of the Director, Ed Hassinger, District 6 Engineer, and Kirk Boyer, Resource Management Director, advised the Commission that in response to a petition filed by TNC Investors, Inc., the Circuit Court of St. Louis County, on August 23, 2006, established the Town and Country Crossing Transportation Development District as a political subdivision for the purpose of funding improvements on Route 141, Clayton Road, and Woods Mill Road in Town and Country, Missouri. Route 141 and Clayton Road are part of the state highway system and, therefore, under the jurisdiction of the Commission. The Commission does not own any real property within the proposed Transportation Development District; however, the proposed transportation project includes (1) construction of an off-ramp on Route 141 and necessary improvements to connect with Woods Mill Road; (2) widening and infrastructure construction on Clayton Road between Woods Mill Road and Henry/Schoettler Road; (3) modifications at the

intersection of Clayton Road with Henry/Schoettler Road to add additional turn lanes; and (4) modifications and infrastructure construction at the intersection of Clayton Road and Woods Mill Road.

In keeping with Sections 238.220(3) and 238.225(1), RSMo, the Commission, via approval of the consent agenda, (1) appointed the District 6 Engineer or his designee as the Commission advisor to the Town and Country Crossing TDD's board of directors and (2) found the improvements of Route 141, Clayton Road, and Woods Mill Road to be a necessary and desirable extension of the state highways and transportation system, subject to the Transportation Development District entering into a mutually satisfactory agreement with the Commission regarding development and future maintenance of the project. The Commission has no financial participation in the project.

In keeping with the Commission's Delegation of Authority to Execute Documents, the Director, Chief Engineer, Chief Financial Officer, or respective business unit director may execute the related agreements.

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**HIGHWAY 179 TRANSPORTATION CORPORATION,
APPOINTMENT OF BOARD MEMBERS**

On behalf of the Director, Roger Schwartz, District 5 Engineer and Kirk Boyer, Resource Management Director, conveyed the following recommendation of the Highway 179 Transportation Corporation Board of Directors as it pertained to membership on that board:

- Appoint Steve Rasmussen to replace Richard Mays for the term expiring November 8, 2008.
- Reappoint Larry Benz, Bill Case, and Pat Sullivan for six-year terms expiring November 12, 2012.

- Correct the expiration date of the terms of Debbie Malzner and Edwin Rackers to November 8, 2008, in keeping with the provisions of the bylaws of the Transportation Corporation.
- Correct the expiration date of the terms of Charles Weber, Bob Jones, and John Landwehr to November 8, 2010, in keeping with the provisions of the bylaws of the Transportation Corporation.

Via approval of the consent agenda, the Commission unanimously approved the appointments and reappointments to the Highway 179 Transportation Corporation Board of Directors as recommended and noted above.

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**HIGHWAY 63 TRANSPORTATION CORPORATION,
APPOINTMENT OF BOARD MEMBER**

On behalf of the Director, Dan Niec, District 2 Engineer and Kirk Boyer, Resource Management Director, conveyed a request from the Highway 63 Transportation Corporation Board of Directors to appoint Crystal Amini-Rad to the Board of Directors for a term expiring June 14, 2009, replacing Mary Magers.

Via approval of the consent agenda, the Commission unanimously approved the appointment to the Highway 63 Transportation Corporation Board of Directors as recommended and noted above.

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**DISPOSAL OF EXCESS PROPERTY,
ROUTE 54, CAMDEN COUNTY**

On behalf of the Director, Roger Schwartze, District 5 Engineer, recommended conveyance of 14.49 acres of land (Excess Parcel No. E5-0465) located adjacent to Route 54, Camden County, to Lake Regional Hospital for the fair market value of \$942,000, contingent upon the execution of a cost-participation agreement with the developers for the proposed

interchange. The subject land is located in the City of Osage Beach near the Route KK/Nichols Road interchange.

Via approval of the consent agenda, the Commission unanimously approved the recommendation.

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

Immediately prior to closing its meeting at 11:00 a.m., and upon motion duly made and seconded to convene in closed session, the Chairman asked for a voice vote of the members.

The vote was as follows:

Commissioner McKenna, Aye
Commissioner Michie, Aye
Commissioner Anderson, Aye
Commissioner Kehoe, Aye
Commissioner Gach, Aye

whereupon the Commission closed its meeting. At approximately 12 Noon the Commission adjourned its closed meeting.

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--- REPORTS ---

The Commission received the following written reports.

**FINANCIAL – BUDGET – REPORTS
YEAR-TO-DATE FINANCIAL REPORT, NOVEMBER 30, 2006**

Deborah S. Rickard, Controller, presented the Fiscal Year 2007 monthly financial report for the period ending November 30, 2006, with budget and prior year comparisons.

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DESIGN/BRIDGE ENGINEERING CONSULTANTS

Dave Nichols, Director of Program Delivery, presented the Design/Bridge Engineering Consultants report that shows current active consultant work on projects approved in the Statewide Transportation Improvement Program.

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

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