



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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December 1, 2010

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**MINUTES OF THE REGULARLY SCHEDULED HIGHWAYS AND
TRANSPORTATION COMMISSION MEETING HELD IN
ST. LOUIS, MISSOURI, WEDNESDAY, DECEMBER 1, 2010**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, December 1, 2010, at the Hyatt Regency St. Louis at the Arch, 315 Chestnut Street, St. Louis, Missouri. Rudolph E. Farber, Chairman, called the meeting to order at 9:30 a.m. The following Commissioners were present at the meeting location: Rudolph E. Farber, David A. Gach, Grace M. Nichols, Lloyd J. Carmichael, and Kenneth H. Suelthaus. Commissioner Stephen R. Miller 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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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, December 1, 2010.

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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(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.

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

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

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-- OPEN MEETING --

APPROVAL OF MINUTES

Upon motion by Commissioner Nichols, seconded by Commissioner Gach, the Commission approved the minutes of the regular Commission meeting of September 1, 2010. The Chairman and Secretary to the Commission were authorized and directed to sign and certify said minutes and to file same in the office of the Secretary.

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CONSENT AGENDA

Consent Agenda Process

In order to make the most efficient use of Commission meeting time and to ensure Commission members are well informed on issues requiring their action, 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 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 December 1, 2010, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Gach, seconded by Commissioner Carmichael, the consent agenda items were unanimously approved by a quorum of Commission members present. Commissioner Carmichael abstained from voting on the item titled 2011-2015 Statewide Transportation Improvement Program, 2011 Amendment.

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KEVIN KEITH APPOINTED MODOT DIRECTOR

The Commission met in a Closed Meeting Wednesday, November 3, 2010, at which time the members voted unanimously to retain Kevin Keith, Chief Engineer/Interim Director, as the MoDOT Director. Mr. Keith's employment was effective November 4, 2010. A news conference was held in Jefferson City on November 4, 2010, to announce Mr. Keith's appointment and introduce him to staff, legislative leadership, and media.

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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 December 1, 2010, meeting.

Audit Committee – Commissioner Nichols stated there was no report.

Legislative Committee – Commissioner Carmichael stated there was no report.

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

MoDOT and Patrol Employees Retirement System – Commissioner Farber reported the Board met on November 18, 2010. At this meeting, the independent auditor, Mike Oldelehr, with Williams

Keepers, LLC, shared the results of the annual audit for the fiscal year ended June 30, 2010. Mr. Oldelehr reviewed the financial statements and reported they are in order and fairly represent the net assets of the system. The Board approved a three-year contract with Williams Keepers, LLC, to be the independent auditor for the retirement system, with two one-year extensions possible. The Budget Committee reported approval of expenditures for server upgrades and retention of Pension Gold Situations to develop a software program that will manage the 2011 retirement plan. The Board adopted rules proposed by Keith Thornburg, General Counsel. Ken Alberts, the actuary for the Board, presented a model which illustrates the impact of various assumptions on future contribution rates to the retirement system. The Board upheld the denial of survivor benefits in an appeal. The Board received the investment report with a 7.8 percent return for the third quarter.

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PRESENTATION OF AWARD

On behalf of the Commission, Chairman Farber presented Kevin Keith, Director, with the President's Transportation Award for Administration from AASHTO. The President's Award recognizes exemplary service and contributions that impact transportation regionally and nationwide. MoDOT staff nominated Mr. Keith for this award for his role in creating and implementing the practical design concept. Practical design is based on the idea of building a good, not great, transportation system that can spread limited resources further. Through practical design, the department saved over \$500 million, and is now the standard way of doing business. As a result, additional work has been accomplished and Missouri has received the benefit of Mr. Keith's vision. The Commission congratulated Mr. Keith for receipt of this prestigious award.

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DIRECTOR'S REPORT

During the December 1, 2010, Commission meeting Kevin Keith, Director, provided the following report:

Awards – Director Keith reported the department won two awards at the annual meeting for AASHTO.

The Francis B. Francois award is to honor a legacy of transportation innovations. This prestigious award provides a \$10,000 graduate fellowship to bestow on a state university student pursuing an advanced transportation-related degree. MoDOT received this award for the most innovative project in the country, the diverging diamond interchange in Springfield. This award will be presented as a scholarship for a student at Missouri State University in Springfield.

The America's Transportation Awards recognizes great transportation projects that have made a real difference to the people and businesses in their communities. The Grand Prize winner is presented \$10,000 to support the charity or academic scholarship program of its choice. MoDOT received this award for the number one transportation project in America last year, the New I-64 project. Director Keith presented the \$10,000 check to Operation Food Search, a St. Louis area food bank that distributes food free of charge to feed the poor and hungry.

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PRESENTATION BY THE MIDWEST INTERSTATE PASSENGER RAIL COMMISSION (MIRPC)

Lyndsey Watson, made a presentation about the Midwest Interstate Passenger Rail Commission (MIRPC) that was formed by a multi-state compact agreement in 2000 to bring together state leaders from across the region to advocate for passenger rail improvements. The MIRPC's current members include Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, and Wisconsin. The main purposes of the compact are to promote, coordinate, and support regional

improvements to passenger rail service. The MIRPC works in coordination with the Midwest Regional Rail Initiative, which is a multi-state compact of departments of transportation from the Midwestern states and the Federal Rail Administration.

Recently, the MIRPC has been promoting high speed rail. The goal is a 220 mph line from St. Louis to Chicago and the economic and environmental benefits of high speed rail. Ms. Watson's presentation included a brief review of the history and evolution of high speed rail around the world. She highlighted rail projects which have been funded recently through the American Recovery and Reinvestment Act that included \$31 million for Missouri to reduce delays in the St. Louis to Kansas City passenger rail service, and \$1.1 billion for Illinois to replace track on the Chicago to St. Louis passenger rail service to increase train speed to 110 mph. Missouri received an additional \$3.6 million in federal funds to build a third main track in St. Louis to improve the service between St. Louis and Kansas City. Ms. Watson explained the goal of these projects is to improve on-time performance and increase speeds of the passenger trains throughout the corridors. At the conclusion of her presentation, Chairman Farber thanked Ms. Watson for sharing this information with the Commission and wished her well in her journey to bring high speed rail to the Midwest.

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PRESENTATION BY METRO ST. LOUIS TRANSIT SYSTEM

John Nations, President and Chief Executive Officer, Bi-State Development Agency (Bi-State), explained that most people do not appreciate all of the things that Bi-State does for the region. In 1949, Bi-State was created by an interstate compact between Missouri and Illinois to bring regional attention and regional cooperation to regional issues. Mr. Nations listed historical examples where Bi-State helped construct levies, the metropolitan sewer system, consolidated and continued regional transit

system services into what is now known as Metro, even operate the tram system in the Arch. Bi-State has been a resource on a variety of efforts to bring regional cooperation and economic development.

Bi-State has overcome tremendous challenges over the last few years. The passage of a sales tax in St. Louis County in April 2010, was a recent positive event. In addition, Bi-State recently adopted a long range plan called Moving Transit Forward, a thirty year transit plan developed in cooperation with East-West Gateway Council of Governments for the St. Louis region. With the passage of the tax initiative, Bi-State is able to begin to implement the long range plan by first restoring MetroBus, MetroLink, and Metro Call-A-Ride service to levels before the reductions of March 2009.

Public transportation is extremely important; allowing people to get to their jobs and where they want to go. Bi-State has more than 50 million boardings a year, providing a tremendous service to the community. In order to continue to provide the best transit services possible for the region, Bi-State has included many components for future improvements in the long range plan. These components include creating a bus rapid transit system, dedicated bus service in high density corridors with limited stops, dedicated on and off access ramps, and extension of the Metro-Link light rail system.

Mr. Nations explained that most transit agencies receive about twenty-five percent of their budgets from the state. In comparison, Bi-State only receives \$200,000, or eight percent, of its \$234 million budget from the state of Missouri. Bi-State is primarily funded with local and federal resources.

Mr. Nations looks forward to continuing the great partnership with East-West Gateway Council of Governments and MoDOT. He thanked MoDOT for their assistance during the I-64 shutdown to educate riders and help move people around the region during the construction of the I-64 project. Mr. Nations shared that project as an example of what can happen and what the possibilities are when agencies work together for common mutual goals. Chairman Farber expressed surprise at all of the areas of regional development that Bi-State is involved in and thanked Mr. Nations for his presentation.

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PRESENTATION BY EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS

Ed Hillhouse, Executive Director, East-West Gateway Council of Governments (EWGCC), discussed the working relationship with his organization and MoDOT. Mr. Hillhouse explained how important it is for all three newly appointed leaders: John Nations for Bi-State, Kevin Keith for MoDOT, and himself for EWGCC to work together and make things happen.

Mr. Hillhouse stated he understood that storm clouds are gathering for MoDOT and for Missouri in terms of resources needed for transportation. EWGCC knows that something needs to be done to convince Missouri to provide resources for transportation. EWGCC is prepared to work with MoDOT and other organizations to help make that happen.

Mr. Hillhouse highlighted three areas of transportation that EWGCC is focusing on: freight, transit, and efficiency. The St. Louis region has a great opportunity with the waterways in the region to move freight. Public transit is very popular in the region as evidenced by the recent passage of the sales tax for transit. Being efficient and getting the most from the available resources is important and EWGCC believes the use of technology will improve efficiency.

Mr. Hillhouse concluded his presentation by quoting Henry Ford “Coming together is a beginning. Staying together is progress. Working together is success.” EWGCC is prepared to work with MoDOT and the Commission and knows that MoDOT is prepared to work with EWGCC. Chairman Farber thanked Mr. Hillhouse for his presentation and stated that the Commission looks forward to working with EWGCC.

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PRESENTATION BY ST. LOUIS REGIONAL CHAMBER AND GROWTH ASSOCIATION (RCGA)

Richard C. D. Fleming, President and Chief Executive Officer, St. Louis Regional Chamber and Growth Association (RCGA), discussed RCGA's view of leveraging scarce resources and bringing together transportation and economic development to create a positive impact on the state and the region. A first class transportation system is an integral part of the region's competitiveness and vitality. RCGA considers itself a partner with MoDOT that ensures quality transportation infrastructure is available to serve the needs of the region and the state. RCGA values its long standing relationship with the Commission and MoDOT and looks forward to continuing that partnership.

The most difficult infrastructure challenge for MoDOT today is to maintain the outstanding transportation system the department developed for Missourians to enjoy today, given the immediate specter of drastically less money and uncertain future funding. Today's MoDOT is accountable and trusted, but underfunded. Clearly, a solution must be found. Mr. Fleming applauded the Commission's plan to honor the transportation program commitments over the next five years; he explained he understood that is possible due to the savings from creating efficiencies within MoDOT. However, this issue cannot be solved by cutting back. A new vision is needed for transportation for the next decade, and a new approach to making that vision a reality with the necessary resources. RCGA considers the state-wide non-partisan public effort of the Missouri Transportation Alliance important. The alliance believes that starting with an informed dialogue among the citizenry about transportation needs, will lead to a workable solution for the future that can meet the ultimate test at the ballot. RCGA is committed to helping find a workable solution that meets the state's transportation needs.

Mr. Fleming highlighted areas of transportation that RCGA currently supports or is working to develop. For example, RCGA understands the importance of improving transit and strengthening Missouri's commitment to alternative modes of transportation. Transit is essential to get people to their

jobs, to get customers to businesses, and to make the region attractive and competitive with other metro areas. RCGA is working with the business community on a new strategic economic development plan for the next five years. This plan includes development of the China Hub at Lambert Airport to bring international trade to Missouri. A priority for RCGA is to keep navigation on the Mississippi River and to update the regional freight study. RCGA supports high speed rail between St. Louis and Kansas City and the department's effort to develop a statewide rail plan.

Mr. Fleming thanked the district office, and in particular Ed Hassinger, District Engineer, for his efforts to build bridges in the community by taking action when he can and explaining when he can't. Chairman Farber thanked Mr. Fleming for his presentation and the support of the St. Louis region for Missouri's transportation system.

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PRESENTATION BY NORTH COUNTY INCORPORATED REGIONAL DEVELOPMENT ASSOCIATION

Mark Tranel, Director, Public Policy Research Center, US-St. Louis and Past Chairman of the Board for North County Inc., defined North County Inc. as a regional economic development organization whose members include municipalities, school districts, and businesses in the North St. Louis County area. He thanked the Commission and the department for the investment in recent North County highway projects that include: rebuilding Highway 367, redevelopment of I-70 at Florissant Road, and improvements at I-270 and Dorsett Road.

There is an economic opportunity associated with the portion of I-270 in North County. This roadway is a link for interstate commerce for the region, and is the oldest section of I-270. MoDOT is currently planning to rebuild three bridges on this part of the corridor. Mr. Tranel brought to light an opportunity for MoDOT to include planning for two-way outer roads, address safety and congestion issues, and improve access to major development sites. Mr. Tranel asked the department and the

Commission to include planning for these needs while planning the rebuilding of the three bridges on I-270 in North St. Louis County.

Following an inquiry from Commissioner Nichols regarding planning and project funding, Chairman Farber thanked Mr. Tranel for his presentation and asked his assistance with developing a revenue stream that would allow the department to do projects like these that are needed to create and keep jobs in Missouri.

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PRESENTATION BY THE CITY+ARCH+RIVER 2015

Tom Bradley, Superintendent, Jefferson National Expansion Memorial, began the presentation about the Arch with a brief history of the national historic landmark. In 1935, the Jefferson National Expansion Memorial Park was established as a national park. The Gateway Arch was built in the 1960s with completion of the national park grounds in the 1970s. The park is now showing signs of wear around the edges, is not very accessible for those with disabilities, and needs to be reinvigorated. In November 2009, the general management plan for the National Park Service was completed which was the first step to improve the national park and monument. In December 2009, a national design competition was launched and the organization called the City+Arch+River Foundation (Foundation) was created. Walter Metcalfe, who represents the Foundation, explained they organized the design competition so that the project could be completed by October 28, 2015, that date is significant as it is the fiftieth anniversary of the Arch. By September 2010, a winning design team was selected, the Michael Van Valkenburgh Team, who has ninety days to refine their design proposal, study traffic impacts, study surface and subsurface issues, address the compliance process for the various agencies who are impacted by the project, and prepare the initial cost estimate. Some of the transportation related projects involved with improving the park includes: bicycle and pedestrian facilities, modifications to

the downtown street network, covering I-70 to create a green space between the Arch and the city, and providing passenger transportation by water taxi or gondola to bring the Missouri and Illinois waterfronts together. Mr. Metcalfe stated this project will have a big economic, social, environmental, civic, and aesthetic impact for the entire region and the State. Following inquiry from the Commission about the details of the project and the various partners involved, Chairman Farber thanked Mr. Bradley and Mr. Metcalfe for their presentations that highlighted the significance of the national park and monument and for taking the responsibility to lead the effort to make these improvements that will be enjoyed by generations to come.

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PRESENTATION BY SHOULDERS FOR SAFETY (SOS)

Sherrie Cybularz, Member of SOS, thanked the Commission on behalf of the SOS group for taking their request for shoulders seriously and taking the action needed to make their request a reality. The department partnered with St. Charles County to improve shoulders on roads in their area. The organization looks forward to 2011, when several miles of roads in the area will be safer for all to travel. Ms. Cybularz thanked Kevin Keith, Director, for taking time to meet with SOS and listen to their concerns. Although Director Keith was frank about the financial situation, he was also compassionate and understanding of their safety concerns. Ms. Cybularz requested any remaining funding that is available from this project be used to complete shoulders on Highway DD between Highway D and Highway 94. SOS is also requesting a portion of the \$64 million that MoDOT is using for resurfacing rural roads be allocated to the completion of shoulders for about eight miles along Highway D through New Melle to Highway T. Ms. Cybularz said the estimated cost for that project is \$2 to \$2.5 million.

Director Keith shared with the Commission and the SOS organization that the bids on the two projects that were awarded today came in lower than estimated, and after conferring with Ed Hassinger,

District Engineer, we believe there should be enough resources to do some work on Route DD. Chairman Farber thanked Ms. Cybularz for her presentation and Director Keith for the good news.

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DISTRICT 6 SUCCESSES AND BEST KEPT SECRETS

On behalf of the Director, Ed Hassinger, District 6 Engineer, shared with the Commission the successes of District 6 and their best kept secrets. Mr. Hassinger showed the Commission a list of the high profile projects that have been a success for the district and popular in the media including the New I-64, the diverging diamond at I-270 and Dorsett, and completing 204 projects from 2008 through 2010 under budget.

Mr. Hassinger highlighted some of the best kept district secrets. In the district, developing maintenance leadership has been a success. There were some gaps in maintenance leadership, so the district started a Maintenance Leadership Academy to train leaders to fill those gaps. In addition, the district held the first Women in Maintenance Conference to find ways to make it comfortable for women to advance in maintenance operations.

Pedestrians rely on MoDOT transportation facilities to walk where they need to go, but MoDOT has not been very good at providing adequate and accessible facilities. Training for compliance with the Americans with Disabilities Act (ADA) has occurred across the district for staff that has anything to do with designing, building, or inspecting projects for ADA compliance. The project must achieve ADA compliance before it will be accepted.

In 2010, the district was going to have more work zones than it has ever had which had the potential to create a big problem for traveling in the St. Louis region. Starting early in the year, a group of staff meet every Wednesday morning to discuss what work zones were going on the next week. For example, the week of April 7, there were 327 active work zones in St. Louis at the same time and it did

not disrupt traffic. That would not have happened without the coordinated efforts of the work zone team.

District 6 developed a diversity procurement initiative that brought in fifty-three new vendors that are mostly minority or women owned businesses to learn how to do business with MoDOT. This diversity in procurement effort has been a great success and since 2008 over \$300,000 worth of MoDOT business has occurred with minority or women owned companies.

The roadways in the district get really messy, and the department would sweep those roads during the day, but those operations interfered with the traveling public. In June 2009, the district started using a night time sweeping operation to clean the interstates. This operation has removed over 350 dump trucks of debris. In the past, the debris material would be trucked to a landfill, now the district separates the trash and puts the fill back into repairing and maintaining the roads.

Another example of people working at night while everybody else sleeps is the intelligent transportation system (ITS) in District 6. ITS operates 365 days a year 24 hours a day; keeping traffic moving and answering customer's calls for District 6 during the day and the other districts after regular business hours. ITS ensures MoDOT has a statewide presence 24 hours a day.

Mr. Hassinger stated he hoped his presentation gave the Commission an idea of what happens at MoDOT and things they may not know about that make MoDOT One-Team and helps the department deliver transportation for Missouri. Mr. Hassinger then put faces with the examples he just shared by introducing the following staff: John Jennings who coordinates the Maintenance Leadership Academy, Laura Ellen who ensures staff receive ADA training, Maurice Neil who is the work zone coordinator, Athena Nance who has been recruiting minority and women owned businesses for procurement, Jason Del Pozo who runs the night sweeping operation, and Teresa Krenning who runs the intelligent

transportation system. Chairman Farber thanked Mr. Hassinger for his presentation and for highlighting the impressive efforts of district staff.

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PRESENTATION ON THE MISSISSIPPI RIVER BRIDGE PROJECT

On behalf of the Director, Greg Horn, Mississippi River Bridge Project Director, provided an update on the progress of the Mississippi River Bridge (MRB) project. The bridge is a cable-stay structure that will be located one mile north of the Eads Bridge. This will relocate I-70 off the Poplar Street Bridge and provide a second interstate crossing the Mississippi River in downtown St. Louis. This project is actually more than the river bridge itself; it is a total of 32 projects. Eighteen of the projects have been awarded for \$361 million which is slightly under budget.

The project had to deal with flooding in spring this year, but with ten-hour shifts night and day for six days a week, the contractor has been able to catch up. The contractor that was awarded the cable-stay bridge project is Massman-Trailer-Alberici joint venture, and they are building the foundation for the bridge. This includes drilling the shafts and filling them with concrete.

It was important to both Illinois and Missouri to have diversity in contracting and the workforce for this project. At this point, there is 17.3 percent disadvantaged business enterprise (DBE) participation on MRB projects. This equates to \$62 million going to DBE subcontractors, through 118 different contracts, and 81 different DBE firms. This is magnificent participation for a project of this magnitude. In addition, the community wanted the workforce laborers to look like the surrounding community. The federal goals for this project are 14.7 percent minority and 6.9 percent female workforce. This project is currently at 20 percent minority workforce which exceeds the federal goal; while at 6.7 percent female workforce which is slightly below the federal goal.

Many efforts are underway to keep the public informed about the project including a quarterly newsletter, periodic community meetings, a website, and public tours are provided twice a month. The target project completion date is to open the bridge in 2014; currently the project is on schedule and on budget. Chairman Farber complimented Mr. Horn on his presentation.

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CONSIDERATION OF BIDS FOR ROADWAY IMPROVEMENTS

On behalf of the Director, Kathy Harvey, State Design Engineer, presented the following recommendations.

Ms. Harvey recommended (1) Award of contracts to the lowest responsive bidders for bids received on the November 19, 2010 letting, as recommended and noted in Table I below. Non-contractual costs for these projects are shown on the below tabulation. (2) Declare the bid of Tarpon Industrial, Inc. on Call 303 as non-responsive, per Section 102.9 of the Missouri Standard Specifications for Highway Construction, due to providing an incomplete bid bond. (3) Ratify the award of project J5M0094, Route 740, Boone County, as noted in Table II below. The project was let and awarded on November 9, 2010, to replace pipes damaged by settling between Maryland Avenue and Monk Drive in Columbia.

**Table I
Award of Contracts
November 19, 2010, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
101	FF	Buchanan	J1L1100B	\$1,001,098.95	\$144.00	Herzog Contracting Corp.	Thin-Lift Overlay (SL)
	E	Andrew	J1M0071		144.00		
	O	Buchanan	J1L1100C		144.00		
	W	Andrew, Buchanan	J1L1102		144.00		
	O	Andrew	J1L1103		144.00		
102	E	Holt	J1L1104	409,274.58	144.00	Herzog Contracting Corp.	Thin-Lift Overlay (SL)
	159	Holt	J1L1105		144.00		
104	13	Daviess, Harrison	J1L1101	1,815,224.92	144.00	Herzog Contracting	Thin-Lift Overlay (SL)

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
	N	Harrison	J1L1100E		144.00	Corp.	
201	127	Carroll, Howard, Macon, Putnam, Saline	J2B0803B	1,237,652.00	0	Seminole Equipment, Inc.	Bridge Painting
202	W	Saline	J2B0801G	338,648.50	0	Kat Excavation, Inc.	Bridge Replacement w/ Triple Box Culvert
301	CC	Montgomery	J3S2165	419,346.28	0	Lehman Construction, LLC	Bridge Deck Replacement
302	161	Montgomery	J3L1100D	2,542,010.71	144.00	Pace Construction Company, LLC	Thin-Lift Overlay (SL)
	V	Montgomery	J3L1100F		144.00		
	E	Montgomery	J3L1100G		144.00		
	V	Lincoln	J3L1100A		144.00		
	MM	Lincoln	J3L1100L		144.00		
	WW	Lincoln, Warren	J3L1100C		144.00		
	C	Lincoln	J3L1100K		144.00		
	79	Lincoln	J3L1100B		144.00		
	A	Lincoln, Warren	J3M0064		144.00		
	DD	Montgomery, Lincoln	J3M0065		144.00		
	D	Lincoln	J3M0063	144.00			
303	D	Scotland	J3B0803B	111,810.00	0	Thomas Industrial Coatings, Inc.	Bridge Painting
304	70 NOR	Montgomery, Warren	J3L1100H	1,941,289.56	144.00	Magruder Paving LLC	Thin-Lift Overlay (SL)
	70 SOR	Warren	J3L1100I		144.00		
	100	Gasconade	J5L1100I		144.00		
	19	Montgomery	J3M0066		144.00		
	94	Montgomery	J3L1100E		144.00		
306	79	Ralls	J3M0062	189,293.00	0	Boone Construction Co.	Slide Repair
401	152	Clay, Platte	J4S1926	5,310,062.61	656.00	Superior Bowen Asphalt Company, LLC	Ultrathin Bonded Wearing Surface, Type C w/Two Add Alternates
402	BU 13	Henry	J4S1935	3,014,854.95	656.00	APAC-Missouri, Inc.	Ultrathin Bonded Wearing Surface, Type A
	23	Henry, Johnson	J4M0220		144.00		Thin-Lift Overlay SL with Rut Filling
	C	Benton	J5M0083		144.00		Thin-Lift Overlay SL
	E	Benton	J5M0082		144.00		Thin-Lift Overlay SL
403	210	Clay	J4P2317	228,596.23	144.00	Amino Bros. Co., Inc.	Slide Repair

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
404	470, 50	Jackson	J4Q1769C	978,456.59	61,300.00	Capital Electric Line Builders Inc.	Installation of ITS
405	169	Clay	J4P1602	1,349,289.75	656.00	Superior Bowen Asphalt Company, LLC	Resurfacing (SP), Shoulders (BP-2), and Pavement Repair
406	35	Clay	J4I2305	1,018,954.19	656.00	L. G. Barcus and Sons, Inc.	Bridge Redeck
407	J	Cass	J4S2179	1,108,984.55	4,181.00	Chester Bross Const. Co./ C. B. Equipment Inc.	Resurfacing and Widening with BP-2
408	B	Buchanan	J1M0068	3,297,306.54	144.00	Superior Bowen Asphalt Company, LLC	Thin-Lift Overlay (SL)
	C	Clay, Clinton	J1M0067		144.00		Thin-Lift Overlay (SL)
	Z	Clinton	J1M0069		144.00		Thin-Lift Overlay (SL)
	Various	Clay, Platte	J4S2296		144.00		Thin-Lift Overlay (SL) with Add Alternates
501	E	Boone	J5L1100B	2,235,701.48	144.00	APAC-Missouri, Inc.	Thin-Lift Overlay (SL)
	124	Boone	J5L1100C		144.00		
	124	Boone	J5L1100D		144.00		
	BB	Boone	J5M0080		144.00		
	124	Howard	J2M0038		288.00		
502	Z	Callaway	J5L1100G	1,282,600.95	144.00	Magruder Paving, LLC	Thin-Lift Overlay (SL)
	F	Callaway	J5M0081		144.00		
	E	Audrain	J3M0069		144.00		
503	7	Camden	J5L1100F	1,488,779.72	144.00	APAC-Missouri, Inc.	Thin-Lift Overlay (SL)
	A	Camden	J5L1100E		144.00		
504	87	Moniteau, Miller	J5M0093	1,418,250.98	144.00	APAC-Missouri, Inc.	Thin-Lift Overlay (SL)
	52	Miller	J5M0095		144.00		
	D	Morgan	J5M0091		144.00		
505	54	Miller	J5P0962	1,167,327.25	328.00	Margruder Paving LLC	Resurfacing with Superpave
601	64	St. Louis City	J6I0985P	9,251,449.44	288.00	St. Louis Bridge Construction Company	Bridge Painting
	64	St. Louis City	J6I0985O		0		Seismic Retrofit Double-Deck Bridge
602	141	Jefferson	J6B0801I	1,595,336.00	656.00	L. F Krupp Construction, Inc. DBA Krupp Construction	Bridge Redeck & Painting
603	50	Franklin	J6P2141	1,327,000.00	656.00	Pace Construction Company, LLC	Ultra Thin Bonded Wearing Surface, Type C
	50, 47	Franklin	J6P1948		490.00		
604	D	St. Charles	J6S2192	2,739,000.00	418.00	Pace Construction Company, LLC	Drainage, Paving with BP-1, and A3 Shoulders
	94	St. Charles	J3S2009J		418.00		Resurfacing with BP-1 and A3 Shoulders

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
701	71	Barton	J7P0797N	1,747,817.43	656.00	Emery Sapp & Sons, Inc.	Remove Crossover Access and Improve Intersection
	71	Barton	J7P0797B		144.00		Construct Overpass
704	60	Lawrence	J7B0801P	431,919.60	656.00	Robertson Contractors, Inc.	Safe and Sound Bridge Deck Replacement
705	B	McDonald	J7B0801Q	263,060.00	0	Burk Bridge Co.	Bridge Rehabilitation
801	AA	Dallas	J8S2235	233,945.00	0	Hartman and Company, Inc.	Replace Bridge Superstructure
X01	M & K	Scott	J0S2269	103,625.00	0	Apex Paving, Co.	Coldmilling and Resurfacing with BP-1
X02	51	Bollinger	J0P2211	248,727.58	0	Penzel Construction Company, Inc.	Replace Bridge Superstructure
X03	67	Wayne	J0P0877	3,562,170.48	0	Apex Paving Co.	Resurfacing with BP-1
X04	67	Madison	J0P0828	1,891,832.72	0	Chester Bross Const. Co./ C. B. Equipment Inc.	Resurfacing with BP-1
X07	55	Pemiscot	J0I2188	266,385.50	0	Cotner Electric Co.	Install Interchange Lighting
X08	62	Mississippi	J0S2189	1,483,277.20	656.00	Apex Paving Co.	Coldmilling Resurfacing with Superpave
	105	Mississippi	J0P2268		418.00		Resurfacing with Superpave
TOTAL:				\$59,050,360.24	\$80,657.00		

**Table II
Ratification of Award of Contracts
November 9, 2010, Bid Opening and Awarded**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
501	740	Boone	J5M0094	\$70,740.16		Lehman Construction, LLC	Replace Damaged Pipes

Commission Consideration and Action

After consideration, and upon motion by Commissioner Nichols, seconded by Commissioner Gach, the Commission took the following action:

1. Awarded contracts to the lowest responsive bidders for bids received on the November 19, 2010 bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.

2. Declared the bid of Tarpon Industrial, Inc. on Call 303 as non-responsive due to an incomplete bid bond.
3. Ratified the award of Project J5M0094, Route 740, Boone County, as noted in Table II above.

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

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**2011 – 2015 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM,
2011 AMENDMENT**

On behalf of the Director, Kathy Harvey, State Design Engineer, recommended that the 2011-2015 Statewide Transportation Improvement Program (STIP) be amended, as noted in the tabulations below, to add or modify sixty projects.

**2011 – 2015 STIP
Highway and Bridge Construction Schedule
Projects Added or Modified
December Amendment**

(Dollars in Thousands)

County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds	Change in Engineering Funds
Clinton J1S1005	PP	Shoulder improvements from 0.9 mile to 1.9 mile east of I-35, near Holt.	2011 CN	\$139	\$15
Jackson J4I2023B	670	Bridge replacement at Broadway Street in downtown Kansas City. Project involves Bridge A1117.	2011 CN	5,944	391
Camden J5P0905	5	Bridge improvements and painting over Lake of the Ozarks (Hurricane Deck). Project involves Bridge K0961	2011 CN	-6,918	-40
Camden J5P2188	5	Bridge replacement over Lake of the Ozarks (Hurricane Deck). Project involves Bridge K0961.	2012 CN	30,000	2,600
St. Louis J6P2352	231	School signal installation at Oakville Middle School.	2011 CN	221	14
St. Louis J6S2370	109	Repair slide south of Turkey Track Road.	2011 CN	500	34

St. Louis J6S2334	367	Signal, lighting and ADA improvements at Comet Drive, Berwyn Drive and St. Cyr Road.	2011 CN	500	34
Barry J7P2171C	39	Shoulder improvements on disconnected sections from 3.7 miles north of Rte. 76 (west) to Rte. 76 (west).	2011 CN	130	14
Barry J7P2171D	39	Shoulder improvements on disconnected sections from 0.6 mile south of Rte. WW to 2.8 miles south of Rte. WW.	2011 CN	200	21
Barry J7P2171E	39	Shoulder improvements on disconnected sections from 0.2 mile north of Rte. EE to Rte. 76 (east).	2011 CN	171	18
Barry J7P2171G	112	Shoulder improvements on disconnected sections from Spur 112 to Rte. 76.	2011 CN	194	21
Barry J7S2172K	W	Pavement improvements on disconnected sections of Rte. W from Rte. 86 to Rte. 37 and of Rte. 86 from east of Fairview to Rte. 76.	2011 CN	325	36
Barton J7P0797O	71 Outer Road	Outer road improvements on disconnected sections east of Rte. 71 from Southeast 60th Road to Rte. 126 as part of the upgrade to I-49.	2011 CN	295	32
Barton J7S2172J	160	Pavement improvements on disconnected sections from 3.1 miles east of Rte. 71 to Rte. 39.	2011 CN	1,060	114
Bates J7P0797P	71 Outer Road	Outer road improvements on disconnected sections west of Rte. 71 and on County Road 52 as part of the upgrade to I-49.	2011 CN	1,830	165
Dade J7S2172I	97	Pavement improvements on disconnected sections from Rte. 160 to I-44.	2011 CN	819	88
Lawrence J7P2171F	174	Shoulder improvements on disconnected sections from Rte. 39 to I-44.	2011 CN	142	15
Lawrence J7S2172H	174	Pavement improvements on disconnected sections from Rte. 39 to I-44.	2011 CN	144	15
Jasper/ Newton J7P2193C	Bus 71 & FF	ADA improvements on Business 71 and Rte. FF in the Joplin Metro area.	2011 CN	114	14
Greene J8S2369	D	Thin pavement treatment from Blackman Road to Rte. 125.	2011 CN	814	72
Taney J8P2365	65	Intersection improvements at St. James Street in Hollister.	2011 RW & CN	433	103
Stoddard JOS2275	51	Widen and resurface at the entrance to Mingo National Wildlife Refuge.	2011 RW & CN	940	103
			TOTAL	\$37,997	\$3,879

**2011 – 2015 STIP
Highway and Bridge Construction Schedule
Projects Added
December Amendment**

(Dollars in Thousands)

County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds	Change in Engineering Funds
Caldwell J1L111H	A	Pavement improvements from Rte. 36 to Rte. 116 in Braymer.	2011 CN	\$533	\$43
Clinton J1L111B	A	Pavement improvements from Rte. H to Rte. 116 near Lathrop.	2011 CN	337	26
Clinton J1L111C	PP	Pavement improvements from Rte. 33 to Rte. 69 near Holt.	2011 CN	300	24
Dekalb J1L111D	E	Pavement improvements from Rte. 169 to Rte. D near Fairport.	2011 CN	747	59
Harrison J1L111E	M	Pavement improvements from Rte. 169 to Rte. D near Eagleville.	2011 CN	400	31
Nodaway J1L111F	W	Pavement improvements from Rte. 46 to Rte. YY near Worth.	2011 CN	530	41
Worth J1L111G	YY	Pavement improvements from Rte. W to Rte. 169 near Worth.	2011 CN	150	12
Linn J2L111G	11	Pavement improvements from Rte. 129 to Bus. 36.	2011 CN	1,573	115
Linn J2L111H	F	Pavement improvements from Rte. 11 to Rte. 36.	2011 CN	122	10
Shelby J3L111C	168	Pavement improvements on Rte. 168 from Rte. 15 in Shelby County to Bus. 61 in Palmyra in Marion County and on Rte. V from Rte. 6 in Marion County to Rte. 61 in Lewis County. Pavement treatment on Rte. V is an "add alternate".	2011 CN	1,500	105
Henry J4L111B	52	Pavement improvements from Rte. 13 to the Windsor City limits.	2011 CN	550	44
Lafayette J4L111C	13	Pavement improvements on Bus. 13 from Rte. 13 to Rte. 20; Rte. 213 from Rte. 24 to Rte. 20; and Rte. 23 from Rte. 20 to I-70.	2011 CN	2,273	179
Lafayette J4L111D	131	Pavement and shoulder improvements from Rte. 224 to Rte. 50.	2011 CN	2,326	178
Maries J5L111B	42	Pavement improvements from Rte. 17 in Iberia to Rte. 133.	2011 CN	571	44
Maries J5L111C	42	Pavement improvements from Rte. 133 to Rte. 63 in Vienna	2011 CN	497	38
Miller J5L111D	134	Pavement improvements from the State Park Road to Rte. 42.	2011 CN	239	18
Miller J5L111E	42	Pavement improvements from Rte. 54 in Osage Beach to Rte. 17 in Iberia.	2011 CN	1,013	79
Miller J5L111F	W	Pavement improvements from Rte. Y in Morgan County to Bus. 54.	2011 CN	342	26
Morgan J5L111H	W	Pavement improvements from 1 mile south of Rte. 5 in Versailles to Rte. Y.	2011 CN	618	47

Barry J7L1111B	112	Pavement improvements on disconnected sections from Rte. F to Rte. 76.	2011 CN	206	6
Barry J7L1111C	39	Pavement improvements on disconnected sections from Rte. 248 to Rte. H in Stone County.	2011 CN	619	19
Douglas J8L1111D	Y	Pavement improvements from Rte. 5 to end of route. To be let in combination with project 8S2273.	2011 CN	234	18
Polk J8L1111B	U	Pavement improvements from Rte. 13 to end of route. To be let in combination with projects 8S2274, 8M0094 and 8P2297.	2011 CN	250	19
Taney J8L1111F	J	Pavement improvements from Rte. 76 to end of route. To be let in combination with projects 8M0091, 8S2300, 8S2301 and 8S2302.	2011 CN	282	2
Webster J8L1111H	A	Pavement improvements from Rte. FF to Rte. 60. To be let in combination with projects 8S2295, 8S2296, 8S2308 and 8M0098.	2011 CN	358	7
Carter J9L1111B	M	Pavement improvements on Rtes. M, N and V in Carter County, Rte. Y in Reynolds County, and Rte. U in Ripley County.	2011 CN	1,190	87
Crawford J9L1111C	49	Pavement improvements from Rte. 19 to Rte. 32.	2011 CN	921	65
Howell J9L1111D	160	Pavement improvements on Rte. 160 in West Plains and on Rte. ZZ in Howell County and Rte. FF in Shannon County.	2011 CN	552	40
Pulaski J9L1111E	17	Pavement improvements on Rte. 17 north of Rte. 133 in Pulaski County, Rte. 133 from the Maries County line to Richland in Pulaski County, and all of Rte. AB in Pulaski County.	2011 CN	1,457	105
Washington J9L1111F	185	Pavement improvements on Rte. K in Franklin County to Rte. T in Washington County.	2011 CN	781	56
Washington J9L1111G	P	Pavement improvements on Rtes. O and P in Washington County, Rtes. JJ and U in Iron County.	2011 CN	1,148	84
Cape Girardeau J0L1111B	25	Pavement improvements from Rte. 34/61 to Rte. 74.	2011 CN	561	49
Mississippi J0L1111C	60	Pavement improvements from I-57 to Mississippi River.	2011 CN	988	78
Scott J0L1111D	77	Pavement improvements from Rte. 61 to 3.7 miles south of Chaffee.	2011 CN	561	49
St. Francois J0L1111E	32	Pavement improvements from Rte. N to Rte. B.	2011 CN	899	72
Stoddard J0L1111F	25	Pavement improvements from Rte. E to 2.5 miles north of Rte. H.	2011 CN	1,973	145
Stoddard J0L1111G	25	Pavement improvements from 2.5 miles north of Rte. H to 1.8 miles north of Rte. Z.	2011 CN	365	30

Stoddard JOL1111H	25	Pavement improvements from Rte. O to Rte. E.	2011 CN	924	73
			TOTALS	\$28,890	\$2,123

Via approval of the consent agenda, the Commission unanimously approved the amendments to the 2011 – 2015 STIP as noted in the tabulations above.

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REQUEST FOR APPROVAL OF LOCATION AND DESIGN OF HIGHWAYS

**Route 61, Lincoln County
South Lincoln Drive at Troy
Job No. J3P0749
Public Hearing Held October 14, 2010
On-Line Public Meetings Held October 15-18, 2010**

The proposed improvement provides a new interchange at South Lincoln Drive, and a new outer road on the east side of Route 61. The new section of South Lincoln Drive and outer roadway will consist of two twelve-foot lanes with four-foot shoulders. Route 61 will have controlled access right of way and the outer road will have normal access right of way. Traffic will be maintained on existing Route 61 during construction. South Lincoln Drive traffic will be controlled by temporary signals during stage construction. This project is 0.8 mile in length.

Paula Gough, District 3 Engineer, recommended approval of the location and design as presented at the public hearing.

**Route 71, Bates County
North of Rich Hill
Job No. J7P0659
Public Hearing Held September 9, 2010**

The proposed improvement provides new outer roads along Route 71 north of the existing interchange at Route A and B. The outer roads will consist of two ten-foot lanes and two-foot shoulders. Route 71 will have controlled access right of way and the outer roadways will have normal access right of way. Traffic will be maintained on Route 71 during construction. This project is 4.8 miles in length.

Rebecca Baltz, District 7 Engineer, recommended approval of the location and design as presented at the public hearing.

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

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RATIFICATION AND APPROVAL OF 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>
Pike	79	J3P2177
Stone	13	J8P2188

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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AUTHORIZE THE CALLING OF SENIOR LIEN STATE ROAD BONDS, SERIES A 2000

On behalf of the Director, Brenda Morris, Resource Management Director, recommended the Commission authorize the calling of Senior Lien State Road Bonds, Series A 2000 that will be callable on February 1, 2011. She also recommended the Commission authorize MoDOT staff to provide written directions to The Bank of New York Mellon Trust Company, N.A. (Trustee), to call the bonds for redemption and provide required notices to the bondholders and any other entity for redemption of Senior Lien State Road Bonds, Series A 2000, as of February 1, 2011 pursuant to the Master Bond

Indenture and the Supplemental Bond Indenture No. 1 both dated December 1, 2000.

Via approval of the consent agenda, the Commission unanimously approved the calling of the Senior Lien State Road Bonds, Series A 2000, as noted above.

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MEDICAL AND LIFE INSURANCE PLAN, RE-APPOINTMENT OF BOARD MEMBER

On behalf of the Director, Jeff Padgett, Director of Risk and Benefits Management, recommended approval of the re-appointment of Ms. Teresa White as a Missouri Department of Transportation active employee representative to the Board of Trustees for a term ending November 2016, or until a successor is named.

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

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MISSOURI LOGOS CONTRACT

On behalf of the Director, Don Hillis, Director of System Management, recommended approval of a new contract between MHTC and Missouri Logos for a five-year term with no options for renewal. This contract will be competitively bid at the end of this new contract term. This new contract will increase the fee charged to participating Logos businesses for all signs where traffic count exceeds 30,000 vehicles daily from \$1,200 to \$1,500 per sign direction, per year. The fee charged to participating businesses for all signs where daily traffic count is less than 30,000 vehicles daily will increase from \$850 to \$1,000 per sign direction, per year. The last time the logo participation fees were increased was July 8, 2005. Tourist Oriented Directional Sign Program businesses fees will remain the same at \$450 per sign and \$120 per trailblazer sign. The General Services Signing Program, which previously was provided for free, will have a participation fee of \$200 for ten years.

Via approval of the consent agenda, the Commission unanimously approved the recommendation as noted above and authorized the Director, Chief Engineer, Chief Financial Officer, or Director of System Management to execute the new five-year agreement between MHTC and Missouri Logos, subject to approval as to form by Chief Counsel's Office.

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THE HIGHWAY 71/291 PARTNERS IN PROGRESS TRANSPORTATION DEVELOPMENT DISTRICT, CONSIDERATION OF THE PROJECT AND APPOINTMENT OF AN ADVISOR

On behalf of the Director, Beth Wright, District 4 Engineer, advised the Commission that in response to a petition filed by the Board of Aldermen of the City of Harrisonville, Missouri, on June 15, 2007, the Circuit Court of Cass County established the Highway 71/291 Partners in Progress Transportation Development District (TDD) as a political subdivision on June 23, 2008. The proposed project includes the reconstruction of the Route 71 and Route 291 interchange into a diverging diamond interchange. The Commission does not own any real property within the proposed TDD. The Commission will participate in this project up to a maximum of \$3,700,000 through the Cost Share Program and \$1,300,000 from District 4 funds.

In keeping with Sections 238.220(3) and 238.225(1), RSMo, the Commission, via approval of the consent agenda, (1) found the upgrades to the area noted above, to be a necessary and desirable extension of the state highways and transportation system, subject to the TDD making any revisions 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, and (2) appointed the District 4 Engineer, or her designee, as the Commission advisor to the Highway 71/291 Partners in Progress TDD board of directors. In keeping with the Commission's Delegation of Authority to Execute Documents Policy, the Director, Chief Engineer, Chief Financial Officer, or respective business unit director may execute the related agreements.

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**DISPOSAL OF EXCESS PROPERTY, BUSINESS ROUTE 67,
BUTLER COUNTY, EXCESS PARCEL E10-0550**

In keeping with the Commission's Delegation of Authority for Approval and Execution of Documents Policy regarding disposition of Commission-owned property or property rights, the unique nature of this transaction should be approved by specific Commission action.

On behalf of the Director, Mark Shelton, District 10 Engineer, recommended conveyance of 0.02 acre located in Butler County along Route 67 to Hardy and Diane Billington for \$1. It was necessary to acquire 0.03 acre of additional property from Hardy and Diane Billington, to maintain the roadway embankment created by the improvements at the intersection of Route 67 and Business Route 67. This was negotiated with a trade. Per the agreement, the land being acquired by MHTC for embankment maintenance consists of 0.03 acre valued at \$2,250 and will be conveyed to MHTC for \$1. The excess tract of land being conveyed to resolve the encroachment consists of 0.02 acre valued at \$1,500 and will be conveyed to Hardy and Diane Billington for \$1, without the billboard restriction.

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

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-- REPORTS --

The Commission received the following written reports.

**FINANCIAL – BUDGET - REPORTS
YEAR-TO-DATE FINANCIAL REPORT, OCTOBER 31, 2010**

Deborah S. Rickard, Controller, provided to the Commission the Fiscal Year 2010 monthly financial report for the period ending October 31, 2010, with budget and prior year comparisons.

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FINANCIAL ACCOUNTABILITY REPORT - QUARTERLY REPORT

Deborah S. Rickard, Controller, provided to the Commission the written Quarterly Financial Accountability Report for the period ending September 30, 2010.

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

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