



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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November 14, 2007

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Pete Rahn, 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, November 14, 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.*

-- CLOSED MEETING --

The closed meeting on November 13, 2007 having been recessed for continuation on November 14, 2007 therefore, the vote to close the meeting is recorded in the minutes of November 13, 2007.

The Commission met in closed session from 9:00 a.m. until 11:00 a.m.

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-- OPEN MEETING --

GREATER KANSAS CITY CHAMBER OF COMMERCE

Matt Bowen, Vice Chair for Transportation, expressed appreciation for giving the community an opportunity to share their thoughts on transportation. Mr. Bowen stated that the Chamber's mission for transportation was the same as the Commission's – a world-class transportation system. Mr. Bowen stated that the Chamber has included transportation funding as a top public policy priority. Mr. Bowen stated that transportation is a valuable economic tool in the growth of Kansas City. The Chamber witnesses the increased demand on our highway system and bridges. The Chamber will support MoDOT to find funding options in the future. The Chamber is looking forward to a new and improved Paseo Bridge. Mr. Bowen expressed appreciation to MoDOT and the citizens advisory committee for all the work to bring this project to fruition. This landmark structure will symbolize a vision and cohesiveness between the multi-county regional metropolitan area and compliment the current and future redevelopment of Kansas City. Kansas City is also discussing a potential light rail proposal and would appreciate MoDOT working with the community, as the details of the initiative are determined.

Chairman Anderson thanked Mr. Bowen for the partnership and the leadership of the Chamber and Mr. Bowen personally.

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NORTHLAND REGIONAL CHAMBER OF COMMERCE

Michael Deggendorf with Kansas City Power and Light and the Government Affairs Division of the Northland Regional Chamber of Commerce thanked the Commission for their commitment to the Smoother Safer Sooner initiative. All of Missouri's highways are safer because of this commitment to address the state's roadways on an accelerated level. The 800-bridge effort is also a major initiative that will enhance the transportation system. These efforts are very visible and we benefit from them each and every day. Mr. Deggendorf expressed appreciation for the vision and commitment to the Kansas City area and are pleased to have been a partner for the past several years, especially on the kcICON project.

The Chamber would like the continued support of investing in the roadways in the Northland region, and provided a list of the future needs for the area. The top four priorities are: (1) The construction of an interchange at US 169 and Northeast 96th street, (2) Improvements at Tiffany Springs Parkway and the I-29 interchange, (3) Enhancements to the North Oak Trafficway/Highway 283 from 32nd Street to Vivon Road/US 69 including construction funds, and (4) Construction of the interchange at US 169 and Northeast 108th Street.

Chairman Anderson thanked Mr. Deggendorf for the partnership and leadership of the Northland Chamber. Chairman Anderson thanked the Chamber for the printed material that was provided and for the work that they do in prioritizing the transportation needs for their area.

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SELECTION OF BEST VALUE PROPOSAL FOR THE INTERSTATE 29/35 (kcICON) DESIGN-BUILD PROJECT

On behalf of the Director, Dave Nichols, Director of Program Delivery, provided a brief overview of the differences between the traditional design-bid-build process that most projects follow, in comparison to the design-build method that will deliver the kcICON project. Mr. Nichols highlighted that Missouri's use of the design-build process varies slightly from other states, by using a fixed budget for the kcICON project and including a Community Advisory Group in the selection process for a design-build team. Mr. Nichols introduced the Project Director, Brian Kidwell to discuss the project and selection process in detail.

Brian Kidwell stated that by the end of the presentation everyone would agree that by using the design-build process, MoDOT has been able to get more for the taxpayers dollars; more service, more project, more value than could have occurred any other way. Mr. Kidwell stated that his presentation will outline the need for the project, explain the process used for selecting the design-build team, and review the technical analysis and scoring.

Project description and goals. Beginning at the northeast corner of the downtown loop, there is a four mile portion of I-29 that is outdated. This roadway has short weaving distances and is about one lane and a half or two through lanes in each direction with a lot of geometric problems. This roadway goes over the Missouri River on the Paseo Bridge. There are about 102,000 drivers a day that would benefit from an improved roadway.

Because this is a critically important corridor to the community MoDOT immediately turned to them at the beginning of this initiative and asked them to help MoDOT develop goals that would serve as a guide for project decisions. The goals would inform the proposing teams what was important to MoDOT and the community. The goals would include what the project

would need to look like and would provide the foundation for the technical analysis and scoring of the final proposal.

Initially the project started with a fixed \$245 million budget. The community expressed the need for a landmark river bridge. MoDOT needed to improve safety and mobility throughout the corridor. One of the goals included engaging stakeholders on a whole new level for a department of transportation. It was very challenging in the design build process to engage the stakeholders at this level because the ideas and proposal for the proposing teams is proprietary information. MoDOT had to protect that information, yet still bring key stakeholders from the Community Advisory Group (CAG) into the very heart of the process. Another goal was to beat the completion date of October 31, 2011.

Not only did the CAG help establish goals, they named the project. The first time the CAG and MoDOT met, MoDOT asked what was important to the community. All members of the CAG agreed no matter where they came from, the industrial areas, the chambers of commerce, or the city of Kansas City; the connectivity between the northland and downtown was important. That connectivity equated to the Kansas City Interstate Connection Project which was shortened to kcICON for a little bit of a dual meaning.

Mr. Kidwell recognized the CAG. Mr. Kidwell thanked the CAG for their contribution to the process. Mr. Kidwell explained that the CAG had twenty points to award out of the total one hundred scoring points for the project. The twenty points was for the CAG's independent assessment of each proposal and for the award of what was a landmark bridge. The CAG has 12 members that were appointed by local leaders. The CAG held regular meetings to discuss local priorities for the project and provide an aesthetic review of the project.

The Teams. There were two teams who submitted proposals. American Bridge Walsh, a joint venture, includes the following companies: American Bridge from Pennsylvania is a specialty bridge contractor that works around the world, Walsh Construction Company from Chicago, Illinois is a national roadway contractor, URS Corporation led the design and has several offices around the nation, Ideker from St. Joseph, and APAC from Kansas out of Overland Park.

Paseo Corridor Constructors includes the following companies: Clarkson Construction from Kansas City led the team and is a large local roadway constructor, Massman Construction is their partner from Kansas City who does work around the country, Kiewit Construction from Omaha, Nebraska is a national leader in the design build industry, Parsons a nationwide company was the lead designer, and Trans Systems Corp from Kansas City provided design support.

Evaluation. In alignment with the goals, scoring criteria were developed and used to guide and shape the entire process for both teams. There are seven categories that were evaluated and assigned points: (1) Project definition, (2) Method of Handling Traffic, (3) Completion Schedule, (4) DBE and Workforce Development, (5) Public Information, (6) Aesthetics of the bridge, and (7) Durability of the bridge.

(1) Project definition is the scope of the project. The scope includes the addition of another lane and shoulders to the roadway, and a landmark bridge. Project definition was assigned 30 points and is the biggest element of the project.

American Bridge Walsh (AB Walsh) proposed expanding the corridor to six through lanes plus the necessary shoulders, ramps, interchanges, and the river crossing. Their project is a smaller scope than the other team.

Paseo Corridor Constructors (PCC) proposed providing connectivity into the downtown loop. The proposal maintains three lanes of traffic into the downtown loop without a break while maintaining the construction activities through the corridor. The proposal includes rebuilding the interchange at 210 and Armour Road and provides connectivity to the existing six lanes in the northern portion of the project. The connectivity was a big part of the project description; PCC's proposal provides more connectivity.

Both teams proposed new bridges at the Front Street interchange. Both teams proposing widening of the railroad bridges and both teams are replacing the 16th Street Bridge. PCC goes a little further north-adding bridges at the 210 interchange and then a little further south widening a railroad bridge and replaces the existing Paseo Boulevard flyover bridge.

Because it has been consistently important to the community, MoDOT early on required the proposers to demonstrate to us before they could move forward with final proposals how their proposal could accommodate the future bicycle pedestrian facilities once connectivity to the north and the south of the river is established by the community. MoDOT and the community needs to have a bridge that was ready to accommodate bicycles and pedestrians. The structures proposed by both teams today are capable of handling bicycles and pedestrians in the future. Overall, PCC's proposal offers more project for the money.

(2) Method of handling traffic during construction and regional mobility was assigned 15 points. Traffic flow has been a huge concern for the community. MoDOT had prepared itself and some of the stakeholders as best we could for the potential of full closure for the full duration of the project, which could be close to a four-year period. Both teams were able to avoid the closure scenario.

AB Walsh proposed a one-year closure of the bridge. While PCC has been able to guarantee to us they can keep the river bridge and the corridor open during construction with some substantial narrowing of lanes, narrowing shoulders, and temporary configurations. PCC did have a higher degree of local access interruptions due to the fact that they are doing more work through the interchanges on both ends of the job.

(3) The completion schedule was assigned ten points. A very aggressive date of October 31, 2011 was planned for the project and both teams beat it. PCC proposed a completion date to have all lanes of traffic open and a new river crossing open on June 1, 2011. AB Walsh guaranteed that they would complete the project June 30, 2011.

(4) DBE and workforce development, while normally required in a contract, this category is important to the community so it is important to MoDOT and a value of ten points was assigned to this category. These points were meant to encourage the proposing teams to not only meet but enhance this initiative.

Having a construction workforce that represents the community and the diversity of that community is important. MoDOT set aside \$1.25 million to facilitate an inclusion of socially and economic disadvantaged individuals into the construction workforce. This effort has taken the cooperation of unions, local citizen's groups, the contractors, faith based organizations, and minority organizations. Both teams guaranteed that they would respond to the workforce development initiative and do whatever they could and whatever was necessary to accomplish our goals.

AB Walsh had already guaranteed or committed to almost their entire thirteen percent DBE requirement before their final design was done. PCC had about two-thirds of their DBE

commitment. Both teams did an outstanding job, but AB Walsh was a little bit higher on their early commitments.

(5) Public Information was assigned a value of 5 points. AB Walsh took a very tactical approach to providing public information. They were very clear about their message and they were very clear about all their different audiences they wanted to make sure received the message.

PCC was a little more strategic and had incorporated the opportunity for feedback and input from key stakeholders and recipients of those messages. PCC demonstrated a way to modify the message and respond to concerns.

(6) The CAG had 20 points to score the aesthetic quality of the bridge. The CAG assessed both team's aesthetic characteristics of the proposed bridges. AB Walsh's vision of a landmark bridge for Kansas City has two twin tower cable stayed bridges. One northbound and one southbound structure. One bridge is a reconstruction of the existing Paseo structure the other structure is new. The proposal involves taking down a lot of the unnecessary parts of the existing Paseo Bridge, retrofit parts, and extend the towers upward. The proposal changes the existing bridge from a suspension cable to a cable stay structure. In the opinion of the CAG, AB Walsh did a fantastic job, the towers have a tremendous amount of gothic detail, the tops are sloped, the use of blue angles of color on the top as finials were all noteworthy. The bridge is detailed, elegant, and consistent with the parallel cables. The CAG did not like the reuse of the existing Paseo Bridge because that meant they had to use the existing substructure. The CAG felt that the concrete down near the water just didn't do the elegant design on top of the bridge justice. AB Walsh took great effort to make sure the bridge was well lit. At night there are infinity lights running off each tower straight up, lighting down near the water, and each cable strand is lit.

The LED lights are programmable and can change colors depending on whether the Chiefs or Royals are playing.

PCC proposed to construct a single bridge with a single tower that is cable stay in a delta shape pylon. The CAG liked the big bold and simple design. The CAG liked the way the substructure disappears in the water. As you drive by you can see the way the cables are attached to the bridge, which is a real simple way to know what is holding up the bridge you are driving across. The nighttime lighting plan includes blue and white LED lights that are also programmable to provide any color and pattern.

(7) The bridge must last for 100 years of useful service and be easily maintained, so a score of ten points was assigned to durability. Review of AB Walsh's proposal, one bridge is a brand new structure and both of the bridges are cable stays with similar maintenance needs. The reuse of the existing Paseo Bridge uses major components of the existing structure. While MoDOT is quite confident that structurally and engineering wise the existing bridge is a very competent and very capable bridge, significant portions of it do have fifty years of service.

While both teams provided great proposals – and MoDOT and the CAG would be happy with either package, all the evaluation teams including the CAG felt that there was one clear winner. The total score for AB Walsh was fifty-one, and for PCC a seventy-three.

The technical review summaries were presented to the Executive Recommendation Committee made up of MoDOT executive staff, FHWA, Mayor Funkhouser of Kansas City, Mayor Bruns of North Kansas City, David Warm of MARC, and Tim Kristl of the CAG. All sat in on the final decision making group. Up until that point everybody had only been privy to their technical group scoring elements. Nobody knew what the whole package looked like, for example, the bridge group didn't know what the traffic closures were going to amount to, or the

roadway scoring people didn't know what the public information section looked like. All the information from the different technical review teams were brought together to the Executive Recommendation Committee.

On behalf of the Executive Recommendation Committee, the CAG, regional stakeholders, everybody that's been a part of the process, and on behalf of the project team, we are absolutely thrilled to recommend to you the PCC as the best value proposer that gives the greatest combination of value, service, and vision of what this project should be.

Director Pete Rahn thanked Brian Kidwell and his team for doing a phenomenal job in managing this process. MoDOT has a debt of gratitude to the CAG for their contribution and insight into the community. Director Rahn explained the funding for this project; \$195 million came from the Amendment 3 funds that voters approved in 2004. An additional \$50 million came from Senator Kit Bond in response to the community's desire for an architecturally significant bridge.

Director Rahn was pleased that the community also recognized the value of the workforce development efforts that are being replicated here that were first pioneered in St. Louis with the New I-64 project. Instead of just simply meeting our federal requirements for on-the-job training that often produce very short periods of employment for disadvantaged workers; the commitment made by the community, religious organizations, unions, contractors, FHWA and MoDOT that we would do everything we possibly can through our workforce development process to deliver experiences that hopefully change lives and give people career opportunities. The selection of the design build team for this project has been a huge positive for the citizens and the travelers of the Kansas City Region and thank you to everyone who has been involved.

Commissioner Kehoe emphasized the importance of doing the best we can for the taxpayers. The community participation in the kcICON project is what the Commission wants to see happened on projects. The Commission wants to facilitate getting the project accomplished, but the Commission wants the community to participate in making the decision. Commissioner Kehoe thanked all of the people who took time to be involved in the process and get the project right for the community, because the Commission wants communities to get what they want.

Commissioner Gach agreed with Commissioner Kehoe's comments, and stated that it is a great day for the Kansas City area.

Commissioner Michie stated this is a case of a governmental agency, MoDOT, turning and taking on the posture of being a public private entity that says we have X number of dollars, lets turn to the private sector and ask what can they do, what is the best value MoDOT can get for the dollar, and ask the community to help us decide. This is as good as it gets and this is the right thing to do.

Commissioner McKenna recalled seven years ago when he was in Kansas City, and how things have changed so much in these seven years at the department with great leadership and excellent staff that's not afraid of the citizens we serve which is the way government is supposed to be; MoDOT is supposed to work for the citizen not tell the citizen what is best. This department and the staff have proven to me if you give them the resources they can do the job and deliver projects on time and on budget. It's going to be hard to get more money for the future because they are doing such a good job and the roads are so much smoother than they were a long time ago. Please don't let this progress go downhill. MoDOT is headed in the right direction and this is just an example of what can happen all over this state if MoDOT is given the opportunity.

Commissioner Farber stated the legislature granted only three design build projects for the department to undertake. If this community feels that the results of the design build process has met or exceeded their satisfaction it would be helpful for you to express this to your elected representatives so this might not be the last project that we can take down this road.

Chairman Anderson stated that the level of community involvement is truly unprecedented, a first for this country. Chairman Anderson thanked the CAG; it has been a lot of work, commitment, and responsibility. How appropriate the name is kcICON that implies not only the connectivity but also the icon message of truly a signature bridge for this region and this great state. Kansas City you had a dream and a vision, today you have a reality. Congratulations one more time!

Commissioner McKenna asked if there are plans to set up a joint construction office with the contractor. Brian Kidwell responded that there are plans for co-locating with the contractor, the designer, MoDOT staff, and the management that will be on the project. Everyone will be in one facility where things will be done in real time.

Commissioner Michie moved approval of the recommendation as presented by Brian Kidwell. Commissioner Farber seconded the motion. The motion was unanimously approved.

Representatives of Clarkson Construction Company spoke briefly about their interest in, and dedication to, building a project everyone will be proud of.

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PUBLIC COMMENTS ON PUBLIC TRANSIT

Margie Richcreek, Chair of the Regional Transit Alliance of Kansas City thanked the Commission for the opportunity to speak on behalf of more than 5,000 members and supporters who would like to know that the word “transit” is as important to the Commission as it is to the

Alliance. We have to acknowledge that transit is woefully under-funded in Missouri. Current state funding is only one third what it was in 1996. Yet, transit serves more than 14 million riders per year in Kansas City, more than fifty thousand a day. Transit ridership is growing due to economic pressures, concern about climate change, and rising gas prices. There is a higher interest in Kansas City for a light rail program. There is a regional investment fund for a regional transit system. However, it is essential to seek funding from diverse sources. The Alliance asks for three things: (1) MoDOT planning should put the emphasis on strategic objectives – a strong economy, access to opportunities, quality of life, energy independence, and environmental integrity – rather than just projects. (2) Include public transit in the plan to handle traffic during construction of the new Paseo Bridge. (3) Insist that whatever funding proposal comes out of next year’s legislative process include a very substantial increase in state funding for transit and other non-highway modes.

Chairman Anderson thanked Ms. Richcreek for her presentation and stated that each year funding is requested from the Missouri General Assembly, which by statute, is where funding comes from for the other modes of transportation. Chairman Anderson stated that for the 2008 session, the Department is making the most substantial increase request for other modes of transportation than has been made during his term with the Commission.

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PUBLIC COMMENT ON BICYCLE AND PEDESTRIAN FACILITIES

Brent Hugh, Executive Director for the Missouri Bicycle Federation stated that when the Federation heard that a new Paseo Bridge was going to be built, the Federation realized that there was no way for people to get across the bridge by walking or bicycling. The new bridge presented a new opportunity for people who walk or bike across the river. Mr. Hugh expressed

appreciation to MoDOT and MARC for working together to come up with a regional plan for accommodating walking and bicycling across the rivers, including the commitments for the new Paseo Bridge and the Heart of America Bridge.

Chairman Anderson thanked Mr. Hugh for his comments in Kansas City today and last month in St. Louis and appreciation for the continued focus on bicycle and pedestrian modes.

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

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