



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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August 4, 2021

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN HANNIBAL, MISSOURI,
WEDNESDAY, AUGUST 4, 2021**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, August 4, 2021, at the Quality Inn and Suites, 120 Lindsey Drive, Hannibal, Missouri. Michael T. Waters, Jr., Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: John W. Briscoe, Gregg C. Smith, Robert G. Brinkmann, P.E., Terry L. Ecker, and W. Dustin Boatwright, P.E.

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

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Patrick McKenna, 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, August 4, 2021.

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-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

APPROVAL OF MINUTES

Upon motion by Commissioner Smith, seconded by Commissioner Briscoe, the Commission unanimously approved the minutes of the special meeting held June 30, 2021. 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. The Commission tabled for future consideration the approval of the July 1, 2021 regular meeting minutes.

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CONSENT AGENDA

Consent Agenda Process

In order to make the most efficient use of Commission meeting time and to ensure Commission members are well informed on issues requiring their action, staff prepares and submits to the Commission members, in advance of their meeting, internal memoranda consisting of advice, opinions, and recommendations related to the items of the Commission meeting agenda. Those items considered by staff to be of a routine or non-controversial nature are placed on a consent agenda. During the meeting, items can be removed from the consent agenda at the request of any one Commission member. The items that are not removed from the consent agenda are approved with a single motion and unanimous vote by a quorum of the members.

Minutes reflecting approval of items on the consent agenda are singly reported herein and intermingled with minutes reflecting action on related subjects that were openly discussed. Reference to “consent agenda” is made in each minute approved via the process described in the paragraph above.

Minutes reflecting action on items removed from the consent agenda and openly discussed reflect the open discussion and vote thereon.

Consideration of August 4, 2021, Consent Agenda

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

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees’ Retirement System Board of Trustees. The following committee and board reports were made during the August 4, 2021, meeting.

Audit Committee – Commissioner Brinkmann reported there was no report this month. The next meeting will be August 31, 2021.

Legislative Committee – Commissioner Briscoe reported the Governor signed Senate Bill (SB) 262, the 12.5-cent fuel tax to be phased in over the next 5 years. The Governor signed this legislation on July 13 and the first 2.5-cent increase goes into effect on October 1. This legislative measure will provide vital new revenues to help the State of Missouri fund essential road and bridge projects. The Commission and MoDOT are extremely appreciative of the General Assembly’s work on this proposal and want to thank Governor Parson for signing the bill into law.

Commissioner Briscoe reported on other measures that were signed into law include SB 258 and SB 520, which memorialize various roads and bridges across the state of Missouri. Commissioner Briscoe pointed out that SB 258 was the creation of the “Missouri Medal of Honor Recipients” program. This program was established to provide memorial signage for any Missouri Medal of Honor Recipient. Funds from this program will be private donations collected from optional fees at the time of driver’s license renewal.

A measure rejected by the Governor was House Bill 661. While this omnibus transportation-related measure contained several statutory changes, the Governor opposed one specific provision. The problematic provision, which MoDOT and the Commission raised concerns with prior to the Governor’s veto, was the elimination of the federal emissions testing in the St. Louis region. As outlined in the Governor’s Veto Letter, eliminating the federal sanctioned program could cost the state over \$52 million annually in federal highway funding. Commissioner Briscoe concluded by noting that all bills either

signed or not vetoed go into effect on August 28, unless otherwise designated in the passed legislation. **Missouri Transportation Finance Corporation (MTFC)** – Commissioner Smith stated there was no report this month. The next meeting will be on August 24.

MoDOT and Patrol Employees’ Retirement System (MPERS) – Commissioner Boatwright reported the Board has not met recently. There has been a committee meeting for the Audit Committee, and the Investment Committee is planning to meet later this month. The next Board meeting is scheduled for September 23, 2021.

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DIRECTOR’S REPORT

During the August 4, 2021, Commission meeting, Director Patrick McKenna provided the following report:

State Bridge Engineer – The Assistant Chief Engineer, Eric Schroeter, announced Bryan Hartnagel has been named the State Bridge Engineer. Mr. Hartnagel has worked in the Bridge Division in a variety of positions for nineteen years. Since 2019, Mr. Hartnagel has served as the Assistant State Bridge Engineer.

Fuel Tax Signed – Director McKenna noted the past month has been an opportunity to witness history being made with the signing of Senate Bill 262, which is the first bill signed to increase the fuel tax since 1996. The law gradually increases the state’s fuel tax 2.5 cents per year starting in October and for the subsequent four years adding a total of 12.5 cents to the current 17 cents per gallon tax. Director McKenna thanked the Commission for attending the various bill signing ceremonies with the Governor across the state.

Director McKenna stated as the department receives the new money, that is when the real work will begin. In January, there will be a new financial forecast including the first 2.5 cents, and the department will work with regional planning partners through the normal annual process to program projects across the state using the commission approved Unfunded Transportation Needs list as the guide. When fully implement in 2024, it is estimated the new tax will generate approximately \$350 million per year for the state program.

Workforce Concerns – The Director shared his concerns regarding the department’s workforce and its ability to implement and execute the plans to use the additional resources coming to the state. Issues impacting the workforce include the market rate of pay and high turnover. The department plans to discuss these matters further during a workshop with the Commission in September.

COVID Concerns – Director McKenna noted there has been an alarming trend of increased COVID-19 cases the past month. The department’s Pandemic Response Team continues to meet on a weekly basis to review trends and cases and discuss the best ways to share information with employees regarding this virus. When a team member tests positive the department is doing box-in testing within the immediate work area. During the month of July, twenty-one positive cases were identified through this testing, which is four times more than in June. In total, there were 833 box-in COVID tests in July, which is more than any other month during the pandemic. Employees are encouraged to get vaccinated if they are not already. The department also takes measures to reduce congregating in dense groups. COVID-19 remains a real concern, right now the department has more than 100 employees under quarantine daily. It remains to be seen where the department will be this fall and winter with cases and quarantines.

Bicentennial Map – The Director recognized August marks the 200th anniversary of Missouri’s statehood; it was official on August 10, 1821. Director McKenna reported last week Commissioner Brinkmann and Deputy Director Ed Hassinger participated in a ceremony at the first State Capitol in St. Charles with the Governor. The 2021-2022 bicentennial map features the current State Capitol in Jefferson City on the front cover together with the first State Capitol building located in St. Charles on the back cover. The department typically distributes more than 600,000 copies of the printed map each year.

Meritorious Safety Award – Director McKenna recognized an employee from the Princeton Maintenance Building in the Northwest District, Maintenance Crew Leader Jordan Delameter. On June 24, 2021, Mr. Delameter was responding to a call for water over the road. He saw two vehicles stranded on the road in rapidly rising water. He used his large MoDOT dump truck to get close to the stranded vehicles. The occupants climbed out of their vehicle windows. Mr. Delameter helped pull them into his truck and drove them to safety. His quick thinking and notable actions not only went above and beyond his daily duties but helped save the stranded motorists.

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PUBLIC PRESENTATIONS

THE HONORABLE LOUIS RIGGS, HANNIBAL BYPASS

Louis Riggs, Missouri House of Representatives, provided an updated on the Hannibal Bypass project. He noted the need to improve safety on US 61 remains, and cited two recent fatal accidents on the highway through Hannibal. He expressed his appreciation for the support of the citizens and the department with the grant applications and letters. He hopes if approved the grant will help renew the engineering study. The engineering study will help determine the scope of the bypass project. He also noted the transportation advisory committee is creating a Transportation Development District to fund the bypass.

Representative Riggs noted he was pleased with the passage of the recent fuel tax proposal, SB 262, and is looking forward to seeing revisions to the Statewide Transportation Improvement Program (STIP) because of this increase in funding. He anticipated that several projects on the Tier 2 unfunded needs list will be moved up and funded. He noted the Hannibal bypass engineering study is on the Tier 2 list.

Representative Riggs also reported on truck traffic along the US 36 corridor and how the bypass will improve traffic flow for freight through the region. He expressed his hope that a future interstate

designation would be possible on the US 36 corridor. Along with safety, economic development comes with interstates. He also noted the National Park Service is exploring the possibility of designating a national heritage trail along the US 36 corridor based on “The Way of American Genius” which begins in Hannibal with Mark Twain and ends in St. Joseph with the Pony Express.

Commissioner Briscoe thanked Representative Riggs for his presentation and noted that he hopes the community and the department can continue to work together to build the needed bypass.

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A BETTER 54 COALITION

Alan Winters, Audrain County Commissioner, conveyed his appreciation and continued support of a project to improve Highway 54 in Audrain County. He noted the department and the coalition have been in partnership for over 15 years. He was pleased the project is now in the scoping section of the STIP. He thanked the Director and Northeast District staff for their support of the project. Commissioner Smith thanked Mr. Winters for his presentation.

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NORTHEAST MISSOURI REGIONAL PLANNING COMMISSION

Mari Macomber, Transportation Advisory Council Vice-Chair, noted the importance of addressing regional transportation needs. Derek Weber, Northeast Missouri Regional Planning Commission Executive Director, shared concerns regarding low volume roads. He asked the Commission if the state could benefit from establishing a separate, dedicated funding formula/category for low volume roads.

Mr. Weber acknowledged higher traffic roads should receive higher priority. Missouri has nearly 11,000 miles of low volume roads, with less than 400 average daily traffic. This represents around thirty percent of the state’s entire lane miles. These low volume routes only handle two percent of the volume of traffic, but they remain highly important to the citizens of rural Missouri communities. He explained that forty-six percent of the state’s low volume roads can be found in the northeast and northwest districts. Rural citizens rely on low volume roads every day to get to work or school.

Low volume roads do not qualify for federal funding, and they are not typically included in the STIP and are relegated to the maintenance realm. Mr. Weber explained a road cannot be patched into good condition, and that an overlay is generally the only true remedy. Finding an additional funding source or adding additional planning mechanisms is very important to the region.

He provided an example of the lack of funding for low volume road work. In 2020, there was \$143 million of transportation funds distributed to the Northeast District for construction, operations, administration, and safety. A total of \$89 million went to the construction program, this means sixty-two percent of the district budget went to STIP projects, which do not include low volume roads. Low volume road work comes out of the \$52 million the district received for operations which includes the costs for staff, expenses, and maintenance which includes mowing and snow removal. A new maintenance management system is being implemented; he noted he is hopeful this will aid in future efforts to improve low volume road condition.

He expressed his appreciation for the establishment of the asset management deficit funds, which will add \$15 million in 2022 and 2023, and \$12.5 million in 2024. Unfortunately, that is not enough to make significant improvement on low volume roads in the region. As more funding becomes available, Mr. Weber hopes that asset management will remain the top priority, and that conversations can continue to ensure safer and smoother driving surfaces for motorists on all MoDOT routes across the state. As part of this conversation he hopes to discuss the funding formula, which appears to lean heavily toward population and traffic volumes and does not take into consideration the factors why things are not being accomplished. There are many reasons why low volume roads are in worse condition in northern Missouri, and the planning commission wants to be a part of the discussion to try and find a remedy, not just a temporary patch.

Commissioner Brinkmann thanked Mr. Weber for his presentation and noted the department is implementing an asset management plan that will include work on 31 bridges and 1,200 miles of low

volume roads in northeast Missouri. Commissioner Ecker noted when the formula was implemented the roads in northern Missouri were not in the shape they are in today. He stated he believes the formula is broken and does not work for today. He told Mr. Weber that he hears his concerns and the Commission has got to figure out how to do better.

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PUBLIC COMMENTS

HANNIBAL EXPRESSWAY

Wiley Hibbard, Ralls County Presiding Commissioner, shared with the Commission that Ralls county is close to having one hundred percent broadband coverage. This means anyone with a Ralls County address can get one gigabyte of speed online. Because of the broadband installation, the county is experiencing growth in new homes, businesses, and workers in the community. The county needs to know where the Hannibal bypass is going to be located, key decisions are being held up for zoning, locating water infrastructure, and it is affecting companies that want to locate in the region. He noted the county has put \$100,000 toward the updated study for this project and asked the Commission to do what it can to move the project forward so the county can continue to make its planning decisions accordingly.

Commissioner Briscoe thanked Mr. Hibbard for his comments and commended him for his role as presiding commissioner.

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MODOT PRESENTATIONS

UPDATE FROM MODOT’S NORTHEAST DISTRICT

On behalf of the Director, Paula Gough, Northeast District Engineer, shared some basic information about the district that has a population of 300,000 spread over 17 counties. There is a variety of communities and economic base in the region including several universities and colleges and major employers.

Ms. Gough reported the district is using asset management, and the majority of projects in the STIP for the district are focused on taking care of the system. This work includes pavement work and bridge work. The district has just under 10,000 lane miles to maintain. Of that, over 1,800 miles are major routes which are in ninety-six percent good condition. There are just under 4,000 miles of minor routes which are in seventy-three percent good condition. For low volume routes there are just over 4,000 lane miles that are in sixty-eight percent good condition.

The implementation of the maintenance management system has been useful in providing technical data to incorporate into planning roadway maintenance. This enables the maintenance staff to look out over the next three to five years and coordinate work so that things like drainage work is accomplished prior to pavement work. Ms. Gough commended staff for embracing the maintenance management system.

Ms. Gough reviewed the number of miles of road surface improvements on all roadway categories. She noted the district is accomplishing about 50 miles of pavement work on interstates in the district each year over the first three years of the STIP. For major roads, about 100 miles of overlays and 100 miles of seal coats are planned. On the minor roads about 70 miles of seal coat and 250 miles of overlays were planned in the STIP, and the asset management deficit program added another 100 miles of overlays. The asset management deficit program also added about 100 miles of low volume overlays. The asset management deficit program will make a significant difference in helping to advance the pavement condition of minor and low volume roads.

The district has about 3,900 lane miles of minor roads, work is accomplished by contractors and often is an overlay. There are 4,000 lane miles of low volume roads, and the work is primarily accomplished by maintenance forces. This work includes patching with sealing on top, and some overlays. There are a lot of rivers and therefore a lot of bridges in the district; 1,094 state bridges that includes 13 major bridges. There are 31 bridges scheduled for replacement. The district bridges are also benefitting

from the work being accomplished through the Fixing Access to Rural Missouri (FARM) project that includes 13 bridges, and the Governor’s Focus on Bridges program which includes 27 bridges.

Ms. Gough reviewed some notable projects in the district which include the replacement of the Missouri 19 bridge over I-70, raising the US 61 bridge at Alexandria, replacing the bridge at US 61 and MO 47 in Troy, and adding shoulders on Route 15 between Edina and Shelbyville. Under construction currently are the Baltimore Street project in Kirksville, a complex project that includes drainage, sidewalks, and pedestrian crossings.

The district is currently staffed at 420 employees and continues to work at employee retention and recruitment. This week the district is onboarding 14 new maintenance employees, but still needs to fill 24 maintenance positions. Ms. Gough thanked MoDOT’s employees who continue to be very dedicated public servants.

Ms. Gough reviewed a couple of challenges the district is addressing. One challenge is damage from severe storms. She shared the recent example that impacted the town of Perry significantly. The district is also challenged to reduce fatalities on the roadways in the district. To date there have been 35 fatalities, family and friends who did not get to go home. The safety coalition is active in the region sharing the safety messages with local schools and promoting the Buckle Up Phone Down program. There remains a lot of work to reduce fatalities to zero.

Commissioner Ecker thanked Ms. Gough for her presentation and noted his concern for roadway damage caused by windmill farms in the area, and the need for staff for winter operations.

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MEDICAL PLAN FUNDING RECOMMENDATION FOR CALENDAR YEAR 2022

On behalf of the Director, Ashley Halford, Medical and Life Insurance Plan Board Chair, shared the contribution recommendations for the medical and life insurance plan. Contributions are based on projected funding necessary to provide medical and life insurance benefits to employees, retirees, vested

annuitants, and the dependents of these groups of MoDOT, the Missouri State Highway Patrol (MSHP), and the MoDOT and Patrol Employees' Retirement System (MPERS). The Medical and Life Insurance Plan Board of Trustees (Board) provides recommendations based upon an actuarial review. AON Hewitt Consulting conducted an actuarial review and analysis of medical plan funding on a semi-annual basis. Based upon the June 30, 2021 review, the Board made recommendations for plan funding for calendar year 2022. The recommendations are projected to maintain adequate funding for medical plan costs.

Ms. Halford reported Anthem continues to be a strong, proven partner. While medical claims are up, the Plan is in line with experience from 2018. Anthem has been an engaged partner helping the department move the needle on wellness activities and encouraged use of programs such as Live Health Online that provides 24/7 medical care via the internet, a valuable benefit during the COVID-19 pandemic. Anthem has also introduced the Wondr Health (formerly Naturally Slim) program which provides employees with weight loss strategies and on-line coaching. This service is a free benefit for employees. Another wellness program that has seen tremendous participation is the walker tracker, this program includes three challenges where employees can compete individually and as groups.

Ms. Halford noted the plan has provided employer sponsored health benefits for over 43 years. The plan is governed by a Board of Trustees composed of four active MoDOT employees, two active Patrol employees, and one retiree from each agency. These Board members are recommended by either the MoDOT Director or the MSHP Superintendent, respectively, and require approval by the Commission. MoDOT's Assistant to the Chief Administrative Officer serves as the Chairman of the Plan Board of Trustees.

The plan offers two options. One option is the Preferred Provider Organization (PPO) with a \$600 annual deductible; as of July 1, 2021, there are 12,586 subscribers in the PPO option. There is also a High Deductible Health Plan (HDHP) offered in conjunction with a health savings account (HSA). As of July 1, 2021, there are 443 subscribers in the HDHP option. About sixty-five percent of the plan serves

active employees, about ten percent serves pre-65 retirees, and about twenty-four percent are the Medicare population.

Ms. Halford reported in order to maintain a sufficient, affordable, and sustainable health care benefit for both the active employees and retirees, the commission adopted the strategy to move to a split of premium costs where the employees pay twenty percent and the employers pay eighty percent. This strategy also resulted in retirees receiving a two percent contribution toward medical premiums per year of service that is capped at fifty percent. This strategy remains in place although the premium cost distribution changed in 2018 when the employers absorbed all necessary increases in plan funding for active employees while sharing the increase with retirees. This resulted in employees paying 18 percent of the premium cost while the employers are paying 82 percent of the premium cost. For calendar years 2019 and 2020 there were no premium increases.

The report explained the prescription drug plan costs continue to rise. Last year the plan exceeded \$34.4 million in prescription costs, largely due to the cost of specialty medications. These are the drugs that are used to treat cancer, rheumatoid arthritis, multiple sclerosis, and hepatitis C. Specialty drugs are 1.0 percent of total claims, but account for over 57 percent of total drug plan spending. This trend is a serious issue for health insurance plans nationwide with no apparent strategy to combat the trend in the foreseeable future.

The report also noted while the number of medical claims are up 21.8 percent, the costs are only up by 5.7 percent. The number of medical claims increased to 658,281 claims in 2020 compared to 540,320 claims in 2019.

Although the plan has had some financial challenges in the past, the commission has been able to adequately fund the medical plan and as a result regained financial stability. Ms. Halford was pleased to report the total net position at the end of 2020 is \$51.2 million and is positive progress. She also shared

the plan actuary projects retained earnings and the Board has established a goal for retained earnings as a percentage of total expense to be near fifteen percent.

Ms. Halford noted this year's report includes information regarding the impact of the COVID-19 pandemic. She reported the plan provides one hundred percent coverage for any sort of COVID-19 screening and antibody test through the end of the calendar year. In addition, the plan opened the Live Health online and tele-health benefit at one hundred percent coverage. Ms. Halford reported total COVID claim costs are at \$4.8 million. COVID-19 reports are received weekly and they have slowly plateaued since April. It was anticipated that the retiree population would be more vulnerable to the disease and result in more hospitalizations, and with over 6,000 retirees makes the Plan more vulnerable.

Ms. Halford stated the outlook for the medical plan is good with a stable financial status. The plan is currently ahead of where the actuary anticipated it would be, and as a result the recommendations are projected to provide adequate funding while maintaining an appropriate plan premium stabilization reserve. The premium stabilization reserve goal is established based on guidance from the plan actuary and is set aside to prevent dramatic fluctuations in necessary plan premiums.

Ms. Halford recommended the Commission continue offering two plan options, the Preferred Provider Option (PPO) and the High Deductible Health Plan (HDHP) with a Health Savings Account (HSA), with no premium increases for all rate categories in calendar year 2022, and to continue the employer contribution into the HSA for an individual subscriber at \$500 and for all other rate categories at \$1,000.

After further discussion and consideration, and upon motion by Commissioner Smith, seconded by Commissioner Briscoe, the Commission unanimously approved the medical and life insurance plan recommendations to: (1) continue offering two plan options PPO and HDHP with a HSA with no changes in Plan design; (2) not increase medical plan premiums for all rate categories in calendar year 2022; and (3) continue the annual employer contribution into the HSA for an individual subscriber at \$500 and for

all other rate categories at \$1,000. Commissioner Smith thanked Ms. Halford for her presentation and for the good stewardship she has led so that the health care coverage can continue at no additional cost to the employee or employer.

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CUSTOMER SERVICE UPDATE

On behalf of the Director, Tom Blair, St. Louis District Engineer and MoDOT’s statewide Tracker results driver for the tangible result of customer service, shared with the Commission a report about the methods the department uses to collect customer feedback, communicate the feedback received, and improve services provided based upon the feedback. Customer satisfaction is measured in a variety of ways including: the biannual Report Card of all Missourians survey; monthly customer service center survey; monthly Motor Carrier Services survey; Right of Way process satisfaction survey with customers MoDOT purchased property from; annual planning partners survey; and annual media contacts survey.

Mr. Blair explained the department works with a consultant to conduct a survey every two years. The department is currently completing the 2021 survey. This survey is a little unique this year as the initial contact will send a text to customers and then a phone survey is conducted. For the 2019 survey there were 3,500 Missourians who participated and were equally distributed among the seven districts. In 2019, the overall satisfaction was down to seventy-seven percent, but all previous years had ranged from eighty-one to eighty-five percent satisfaction. The overall results of the survey indicate Missourians want MoDOT to take care of all its roads and bridges.

Preston Kramer, Area Engineer, shared with the Commission how providing outstanding customer service is one of MoDOT’s core values and the responsibility of every employee in the organization. MoDOT uses a statewide call system and an enhanced online call report system that enables customer service representatives to work across seven district boundaries in a one-team approach. To actively seek feedback from customers, a monthly customer service center survey is conducted. Once the results of

the monthly survey are shared, department employees may follow up with customers to provide additional service when needed.

Eric Bernskoetter, Assistant Motor Carrier Services Director, reported the division surveys 1,200 carriers each month. The survey is conducted by MoDOT's Human Resources division. The percent of satisfied motor carriers has remained high, at ninety-six percent for the past five years. Mr. Bernskoetter attributed a lot of that satisfaction to the state's one-stop shop where carriers only have to go to one place for the various programs needed to operate a commercial vehicle in Missouri.

Mr. Blair concluded the presentation noting just like well-maintained roads and bridges, MoDOT delivers information. The citizens of Missouri expect timely, accurate, and understandable information from their department of transportation. Every MoDOT employee is responsible for delivering outstanding customer service. MoDOT strives to be respectful, responsive, and clear in all its communication. MoDOT wants to build strong relationships with transportation partners, customers, and each other.

Commissioner Ecker thanked the gentlemen for their presentation and noted his appreciation for the department's efforts to find out what the customers want and to be responsive to customer feedback.

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PRESENTATION ON THE MISSOURI COALITION FOR ROADWAY SAFETY

On behalf of the Director, Nicole Hood, State Highway and Safety Traffic Engineer, and Jon Nelson, Assistant to the State Highway Safety and Traffic Engineer, reported on the vision and purpose of the Missouri Coalition for Roadway Safety and its new organizational structure.

Ms. Hood acknowledged there is a lot of work to do when it comes to improving highway safety. Over the last ten years the state has averaged about 868 traffic fatalities each year; last year was very high with 987 deaths. Missouri's new strategic highway safety plan titled Show Me Zero was developed in conjunction with the department and the coalition. The Coalition is a partnership of safety advocates who

come together across the state and have the common purpose to eliminate traffic fatalities and serious injuries. Ms. Hood shared a safety video with a young lady named Nora, who does a wonderful job emphasizing how everyone can be a part of the safety plan.

Mr. Nelson explained the coalition formed about fifteen years ago to implement the state's strategic highway safety plan and engage stakeholders throughout the state. The coalition realized progress in eliminating traffic fatalities could only be made through a comprehensive approach that includes education, enforcement, engineering, and emergency services. The coalition seeks to engage all Missourians to take action both at a statewide and local level.

Recently, the coalition undertook some organization changes to help reenergize and refocus its efforts in this safety mission. The executive committee was reestablished with statewide leaders from key agencies who are prepared to champion and renew a statewide focus on improving safety in Missouri. The executive committee will have five standing members from the Missouri Highways and Transportation Commission, Department of Transportation, Department of Public Safety, Missouri State Highway Patrol, and Department of Revenue. They will be joined by key transportation leaders that include the Transportation Committee Chairs from both the House and Senate, Lieutenant Governor, and Governor. There will also be two at large members that come from other coalition members. This level of transportation safety leadership is unprecedented and will be key to making significant gains to eliminating fatalities on roadways.

The newly formed steering committee will provide day to day oversight and facilitation of coalition objectives and activities. These community activities include school assemblies, public service announcements, enforcement campaigns, and roadway improvements to make sure everyone arrives safely at their destination. Subcommittees are focused on the most pressing issues that have risen from a data driven approach. These emphasis areas could include seatbelt use, distracted driving, impairment, speed, teen driving, and the like. The subcommittees will identify statewide measures to address these

areas. Some measures could include public policy, public awareness campaigns, development of resources, and training.

Through peer to peer engagement and securing this broader participation, the department hopes to see a comprehensive approach to mitigating the problems with progressive strategies to move forward down the path that will lead Missouri to having zero fatalities.

Commissioner Briscoe thanked Ms. Hood and Mr. Nelson for their presentation and inquired about membership on the executive committee. Commissioner Brinkmann expressed his interest in seeing more public service announcements across the state.

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BUSINESS ISSUES

CITY OF BOWLING GREEN, ECONOMIC DEVELOPMENT

The department works in cooperation with the Department of Economic Development and project sponsors to determine when targeted investments can be made to create jobs and may provide up to one hundred percent of participation costs. Twenty percent of the cost share program funds are set-aside for projects that demonstrate economic development through job creation.

In June 2021, the Cost Share Committee revised its program guidelines. The Cost Share Committee consists of the Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, and two members selected by the Director which are currently the Chief Administrative Officer and Governmental Relations Director. This committee revised its guidelines to require Commission approval for projects that use the cost share economic development funds. This action is required to occur prior to the project being included in the STIP.

The City of Bowling Green submitted a \$929,900 request for cost share economic development funds to construct turn lanes on Route 54 to provide better access to the Industrial Park. The Industrial Park currently serves a large manufacturer, a utility company, and is working with another potential

business to construct a new facility within the next year. The project is located in the Northeast district.

The total project costs of \$1,091,722 will be funded by the following sources: \$929,900 cost share economic development funds available in state fiscal years 2021 and 2023, and \$161,822 of Northeast District funds for preliminary engineering, construction engineering, and right of way review. The City will be responsible for any additional project costs. The project construction is estimated to begin in fall of 2022. The project is estimated to create twenty new jobs at the Industrial Park.

The Cost Share Committee approved the City's request at their June 17, 2021 meeting. On behalf of the Director, Ed Hassinger, Deputy Director/Chief Engineer, recommended approval of the award of \$929,900 in Cost Share Economic Development set-aside funds to the City of Bowling Green to construct turn lanes on Route 54 to provide better access to the Industrial Park. Via approval of the consent agenda, the Commission unanimously approved the recommendation described above.

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CITY OF CARTHAGE, GOVERNOR'S TRANSPORTATION COST SHARE PROGRAM

On July 8, 2020 and January 6, 2021, the Commission approved twenty applications for \$50 million of Governor's Transportation Cost Share Program funds. The Governor's Transportation Cost Share Program is separate from the Commission's Cost Share program. On January 6, 2021, the Commission approved the award of \$1,009,806 of Governor's Transportation Cost Share Program funds to the City of Carthage to widen and improve Hazel Avenue from Fairview Avenue to George Phelps Boulevard. The City recently submitted a request to revise the project scope to widen and improve Hazel Avenue from George Phelps Boulevard to Route HH which reduces the project length from 0.73 miles to 0.27 miles and total project costs from \$2,585,651 to \$487,922. The City also requested the award of the Governor's Transportation Cost Share Program funds be reduced to \$190,863.

The City's request was re-evaluated by the department and Department of Economic Development and found no changes to the economic impact, applicant's share of total project cost, transportation need

or public benefit because of the revised project scope.

The total project costs of \$487,922 will be funded by the following sources: \$190,863 Governor's Transportation Cost Share Program funds and \$297,059 City funds. The City will be responsible for any additional project costs. The project construction is estimated to begin in summer of 2021. The project is estimated to create twenty-three new jobs at the warehousing facility.

On behalf of the Director, Ed Hassinger, Deputy Director/Chief Engineer, recommended approval of the revised scope and reduced award of \$190,863 in Governor's Transportation Cost Share Program funds to the City of Carthage to widen and improve Hazel Avenue from George Phelps Boulevard to Route HH. Via approval of the consent agenda, the Commission unanimously approved the recommendation described above.

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**THE GRAIN VALLEY MERCADO TRANSPORTATION DEVELOPMENT DISTRICT,
CONSIDERATION OF THE PROJECT AND APPOINTMENT OF AN ADVISOR**

On behalf of the Director, Chris Redline, Kansas City District Engineer, advised the Commission that in response to a petition filed by FD Holdings, I, LLC and Timothy D. Harris, on December 10, 2020 and amended on January 5, 2021, the Circuit Court of Jackson County established the Grain Valley Mercado Transportation Development District (TDD) as a new political subdivision on April 13, 2021. The proposed project includes improvements to Route BB (S. Buckner Tarsney Road), including modifications to the intersection of Route BB and NW Jefferson Street/NE McQuerry Road, the construction of additional turn lanes and signal modifications. The Commission does not own any real property and no state roadway is located within the proposed TDD boundaries.

In keeping with Sections 238.220.4 and 238.225.1, RSMo, the Commission via approval of the consent agenda, (1) appointed the Kansas City District Engineer, or his designee, as the Commission advisor to the Grain Valley Mercado TDD board of directors, and (2) 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 on 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. In keeping with the Commission's Execution Documents Policy, and Financial – Project Funding and Financing Alternatives – Transportation Development Districts Policy, any member of the Executive Committee may execute the related agreements.

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REST AREAS, WELCOME CENTERS AND TRUCK PARKING MANAGEMENT SERVICES

On behalf of the Director, Ben Reeser, General Services Director, explained the department entered into a performance based contract effective October 1, 2016 to provide facility and property management, operation, maintenance and repair services for all Missouri Highways and Transportation Commission rest areas, welcome centers and truck parking facilities. DeAngelo Brothers, LLC submitted a request to renew the contract for all locations for the first renewable period, October 1, 2019 through September 30, 2021. The renewal meets procurement requirements and continues partnering with sheltered workshops to perform janitorial services, lawn mowing, and painting services. The Commission authorized contract extensions for two additional two-year periods.

With the current contract expiring, a Request for Proposal (RFP) was issued on May 17, 2021 with responses due by June 30, 2021. Two firms responded to the RFP: DBI Services LLC and Roy Jorgensen Associates, Inc.

Some sheltered workshops contacted MoDOT and the Commission expressing their interest and support of this contract. The Commission has outsourced rest area services since 1987. Originally, MoDOT's Maintenance employees maintained the property and janitorial services were outsourced directly to Sheltered Workshops. Beginning in 2012 and continuing to this proposed contract, overall property management services were added to the contract. As part of the Commission's rest area policy,

the commentary notes the Commission expressed its endorsement of agreements with Sheltered Workshops to provide meaningful, productive work for Missourians whose employment opportunities may be limited. The RFP required offerors to ensure all sheltered workshops, registered with the Missouri Department of Elementary and Secondary Education, are offered the opportunity to provide janitorial services through competitive bids.

Mr. Reeser recommended the Commission authorize the Director, Deputy Director/Chief Engineer or the Chief Financial Officer to execute a three year contract with the option for two 1-year extensions between the Missouri Highways and Transportation Commission and DBI Services LLC, subject to approval as to form by the Chief Counsel’s Office. Via approval of the consent agenda, the Commission unanimously approved the recommendations noted above.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

APPROVAL OF PLANS FOR CONDEMNATION

On behalf of the Director, Travis Koestner, State Design Engineer, recommended the Commission approve the following detailed project plans, approved by the Chief Engineer, for filing as necessary for the condemnation of right of way.

<u>County</u>	<u>Route</u>	<u>Job Number</u>
St. Louis / Jefferson	61 / 67	J6S3296

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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-- **REPORTS** --

REPORTS

The Commission received the following written reports.

MODOT BRIEFING REPORT

Patrick McKenna, Director, provided to the Commission the written monthly Issue Briefs that are sent from the department to the Governor since the previous MoDOT Briefing Report. There was one briefing report for the past month.

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FINANCIAL - BUDGET - REPORTS – YEAR-TO-DATE, FINANCIAL REPORT PERIOD ENDING JUNE 30, 2021

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date June 30, 2021, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Travis Koestner, State Design Engineer, submitted a written report of consultant contracts executed in the month of June 2021, for both engineering and non-engineering related projects. The department utilizes consultants to efficiently manage workload and provide specialized expertise to supplement and support department staff. Expenditures for consultant services are funded from the Commission approved Statewide Transportation Improvement Program and MoDOT Operating Budget. There were 213 active contracts held by individual engineering consultant firms prior to June 1, 2021. Eighteen engineering consultant services contracts were executed in June 2021, for a total of \$10,891,781. Zero non-engineering consultant contracts were executed in June 2021.

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

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The Mission of the Missouri Highways and Transportation Commission is to:

- Represent the citizens of Missouri pursuant to the Constitution by providing independent and nonpartisan governance of the Missouri Department of Transportation; and
- Establish policies, exercise oversight, and ensure accountability in developing and maintaining a world class transportation system in Missouri which fosters safety and economic development.

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