



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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April 3, 2024

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN JEFFERSON CITY, MISSOURI,
WEDNESDAY, APRIL 3, 2024**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, April 3, 2024, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri and was available via live stream. Terry L. Ecker, Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: W. Dustin Boatwright, P.E., Gregg C. Smith, Warren K. Erdman, Francis G. Slay, and Daniel J. Hegeman.

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, April 3, 2024.

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

-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

ROTATION OF CHAIR AND VICE CHAIR

In keeping with Section 226.030.2 of the Revised Statutes of Missouri, Commission leadership rotated. Commissioner Ecker, formerly Chair, will serve as Vice Chair until March 1, 2025. Commissioner Boatwright, formerly Vice Chair, will serve as Chair until March 1, 2025. Commissioner Boatwright thanked Commissioner Ecker for his leadership as chairman.

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APPROVAL OF MINUTES

Upon motion by Commissioner Smith, seconded by Commissioner Erdman, the Commission unanimously approved the minutes of the regular meeting held on March 6, 2024, and the special meeting on March 5, 2024. 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, 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 April 3, 2024, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Ecker, seconded by Commissioner Erdman, 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. A Commissioner also serves on the Missouri Coalition for Roadway Safety Executive Committee. The following committee and board reports were made during the April 3, 2024, meeting.

Audit Committee – Commissioner Slay stated there was no report. The next audit committee meeting is scheduled for June 2024.

Legislative Committee – Commissioner Ecker reported on March 14, the House Budget Chairman Cody Smith revealed his version of next year’s budget by introducing a comprehensive \$49.9 billion plan. The House proposal includes a substantial \$727.5 million allocation designated for groundbreaking efforts to expand Interstate 44. This expansion project aims to widen the interstate to six lanes in critical areas like Springfield and Rolla, as well as establishing new interchanges in Joplin at the junction of I-49 and I-44.

The House proposed budget also includes an extra \$100 million in General Revenue to tackle the infrastructure requirements of minor and low-volume roads, addressing a longstanding concern within the state. If successful, the passage of this budget item would mean a substantial investment of state revenues in these roads for the third year in a row. Once the House passes its version of the budget, the Senate will then take its turn to make modifications as it deems appropriate.

The 2025 Fiscal Year budget is required to be completed by May 10. During the Director’s Report, Director McKenna will have more to comment regarding the activities of this legislative session, including a budget update.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report and the next MTFC Committee meeting is scheduled for May 2024.

MoDOT and Patrol Employees’ Retirement System (MPERS) – Commissioner Erdman reported there was no report and the next MPERS meeting is tentatively scheduled for April 19, if needed, otherwise the board will not meet again until June 20.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported that as of Friday, March 29, there have been 177 people killed in Missouri traffic crashes so far in 2024. This is a nine percent increase compared to this time last year.

One alarming trend is a higher than usual rate of unbelted fatalities. While unbelted occupants have long been overrepresented in traffic fatalities, the issue is even more pronounced so far in 2024 with nearly three-fourths of the vehicle occupants killed not wearing a seat belt. Simply put, the decision to where a seat belt is often a matter of life and death.

Commissioner Boatwright shared Work Zone Awareness week is scheduled for April 15-19, and MoDOT and the Missouri Coalition for Roadway Safety will be promoting work zone safety through a series of media campaigns reminding people to slow down and put down their phones in work zones. He noted last year, 35 people were killed in Missouri work zone crashes, and MoDOT protective vehicles were struck 63 times while protecting crews working on the road.

This month, like every other month, the Commission and department are asking the motoring public to work with us to keep the highways and work zones safe. Buckle up, put the phone down, and please slow down.

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DIRECTOR'S REPORT

During the April 3, 2024, Commission meeting, Director Patrick McKenna provided the following report:

Meritorious Safety Award – Chief Safety and Operations Officer Becky Allmeroth recognized a MoDOT employee from the Kansas City District. On February 11, 2024, at just past 3:30 in the morning, Kansas City Police Department dispatchers alerted officers of a wrong way vehicle. The vehicle was traveling eastbound in the westbound lanes of Interstate 70 at Brooklyn Avenue. This police broadcast was heard by MoDOT Motorist Assistance Operator Kenneth Cassway, who was in the vicinity of the wrong way driver. Cassway entered I-70 from Sterling Road and US 40 Highway in an attempt to locate the wrong way vehicle. In the area of I-70 and Pittman Road, Cassway observed the wrong way vehicle coming towards his MoDOT Emergency Response vehicle and other motorists. He believed these motorists were in danger. Cassway used his MoDOT truck and the JAWS debris removal tool to stop and pin the wrong way vehicle between his truck and the concrete median barrier. Cassway was not injured. His MoDOT truck was not damaged, and the wrong way driver was not injured.

When Kansas City Police arrived on the scene, they observed the driver was possibly impaired. Tests showed the wrong way driver's blood alcohol content was more than double the legal limit. Police Officer Jordan Infranca said in a letter, "Mr. Cassway's swift action and quick decision to stop that wrong way driver, not only potentially saved the impaired driver's life but Mr. Cassway prevented a serious or fatal crash occurring. Mr. Cassway risked his life to protect the citizens traveling on I-70 that night."

I-55 Improvements in Jefferson County – The Director reported Commissioner Slay joined him in a groundbreaking to celebrate the start of the long-needed Interstate 55 improvement project in Jefferson County. The \$246 million Design-Build project will include adding a lane in each direction of I-55 from Route Z to Route 67 and improve the interchanges at Route Z, McNutt, and Route 67. The Director stated this has been needed for a long time and the community turned out with great support at the ceremony. A video clip from the event was shown.

Kansas City Litter and Unsheltered Persons Effort Update – The Director reported one year ago, the Commission awarded a unique contract in the Kansas City district to pilot an innovative and dignified approach to engaging the unsheltered individuals who live on state right of way. People sheltering on public right of way cause great risk to themselves and the infrastructure for various reasons like combustible materials under bridges and extreme heat and cold. The Downtown Council of Kansas City Community Improvements Districts (CID) won the contract which covers the downtown loop area and approximately a mile of all state highways leading into downtown. The results have been amazing. The first several months were challenging because of the sheer volume of camps. As a result of these efforts, the department does not have any large encampments and the risk of damaging fire is greatly reduced. The department is now dealing with one or two unsheltered folks at a time and engages them before they have an opportunity to establish a significant camp. MoDOT maintenance forces partner with the CID by providing traffic control when needed. The benefits of this partnership with the CID go well beyond cleaning right of way and preventing infrastructure damage. The department has new relationships and good will with the downtown community. Most importantly, the department is helping the most vulnerable people in society and building a more positive future for the community. The Director shared

some details on what this partnership has provided in the first year: 76 shelters decommissioned; 426 human services provided; almost 7,500 bags of trash and large debris removed from state property; and more than 1,000 graffiti tags removed. Director McKenna recognized MoDOT District Engineer Chris Redline for his hard work to make this possible. He also thanked Commissioner Erdman for his work with the community leaders to support this important work.

Potential I-44 Funding – During the final six weeks of the legislative session, there is exciting movement regarding potential funding for projects on I-44. MoDOT already has two consultants working on the environmental studies needed for the long-term improvements to 250 miles of I-44. As previously mentioned in the legislative update, the House proposal includes a substantial \$727.5 million allocation designated for efforts to improve I-44 in three key areas of congestion. The proposal could fund projects aimed at widening the interstate to six lanes in critical areas like Springfield and Rolla, as well as establishing new interchanges in Joplin at the junction of I-49 and I-44. MoDOT will continue to work with the General Assembly to provide information as the budget bill moves through the House and Senate. MoDOT stands ready to deliver on these needed improvements as funding becomes available.

Passive Railroad Crossing Update – The Director reported last summer the Governor signed the budget legislation providing a record \$50 million in General Revenue to address passive railroad crossings in Missouri. The department shared the independent report from consultants providing recommendations on the 47 remaining passive railroad crossings along the three passenger rail lines in Missouri. The department vowed to make progress after the June 2022 Amtrak crash in Mendon, Missouri, which took four lives and injured more than a hundred people. Despite MoDOT’s best efforts, the department has not made progress working with the communities who own the roads on these passive crossings.

If there are passenger rail lines through Missouri, safety needs to be addressed. The department is an intermediary in this as the roads are local and county owned, and the rail lines are owned by private companies. These are difficult considerations for all involved as they try to balance safety, economic convenience, future maintenance costs, and liability. To make progress, the department is looking into options to close crossings within its authority.

Keeping Missouri Beautiful – The Director reported that later in the agenda, Chief Safety and Operations Officer Becky Allmeroth would give an updated analysis of MoDOT’s litter pickup program and the department’s plan to transition to a new cooperative community based pickup program. This is modeled after what the Utah Department of Transportation has recently transitioned to. As this report is given, it is important to recognize and acknowledge the efforts of thousands of Missourians who have helped pick up litter in Missouri’s highways for the past 37 years of the department’s existing litter program. The department is thankful for their civic minded efforts and hopes the new program will provide continued opportunities for the volunteer effort.

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PUBLIC PRESENTATIONS

MISSOURI WORK ZONE SAFETY CENTER OF EXCELLENCE

Praveen Edara, Interim Dean, University of Missouri College of Engineering, shared with the Commission that work zones present challenges to motorists, non-motorized users, and workers. Motorists experience lane reductions, narrow lanes and shoulders, reduced speed limits, presence of workers and construction equipment, and temporary traffic control devices in work zones. Under Missouri Center for Transportation Innovation (MCTI), the Missouri Work Zone Safety Center of Excellence (MOWZES) was launched in the fall of 2023. The vision of the center is to conduct research to identify and implement solutions that eliminate work zone crashes.

Mr. Edara provided the work zone statistics for Missouri for 2023: 3,300 crashes, 63 protective vehicle crashes, and 33 fatalities. Increased speeding, distracted driving, and impaired driving continue to be the leading contributors to these crashes. The University of Missouri and MoDOT are partnering together to address this increasing safety concern in the state of Missouri. Together, the Missouri Work Zone Safety Center of Excellence was launched to eliminate work zone crashes. In the spirit of Show-Me State, this is the first research center and work force development center in the country focused exclusively on work zone safety.

Mr. Edara described the national trends for work zone crashes since 2012 has been steadily increasing. Combine that increase with increased infrastructure spending that will lead to an increase in the number of work zones, it is important to launch this center. The center will conduct research to identify and implement solutions that eliminate work zone crashes. There is an education and promotion element to raise awareness, and to take exploratory research to practice ready solutions to make work zones safer.

The research will occur in four areas. The first theme is emerging technologies to implement smart work zones that uses technology for things like warning motorists, and use connected and automated vehicles to reduce the number of workers in a work zone. The second theme is to use data and tools to

make work zones safer. Collecting data from applications, as well as crash data, this information can help the department determine the best time to schedule work zones and minimize traffic delays. The third theme is worker safety: finding ways to improve situational awareness for workers at risk when working adjacent to traffic, and helping to identify and propose countermeasures to hazards. The fourth theme is vulnerable road users which includes bicycles and pedestrians as well as workers on foot. Mr. Edara shared some example projects that have been completed and some that are under way, as well as efforts to promote work zone safety through education. He also described how MOWZES is sharing the technology being developed and outreach that is taking place with departments of transportation and other organizations across the nation.

Commissioner Erdman thanked Mr. Edara for his presentation and shared how the university and the MOWZES center is being a national leader in this effort as we learn how to make work zones safer.

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PUBLIC COMMENTS

A CITIZEN'S COMPLAINTS

Arnie Dienoff presented comments to the Commission complaining about population signs, sunshine requests, political signs, and the manner in which he is treated by department employees. Mr. Dienoff complained about the Director and Chief Counsel.

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MODOT PRESENTATIONS

WORK ZONE AWARENESS WEEK PREVIEW

On behalf of the Director, Ray Shank, Traffic Liaison Engineer, previewed plans for Work Zone Awareness Week. MoDOT's 2024 Work Zone Awareness Week is April 15-19, which coincides with the National Work Zone Awareness Week. Missouri is going to have a record number of work zones this

year due to the increased program, estimates are there will be over 20,000 work zones this year including construction and maintenance operations.

MoDOT's goal is zero fatalities in work zones. Only through continued improvement from everyone will that happen. This year's Work Zone Awareness theme is "Work with Us: You Play a Role in Work Zone Safety," highlighting the important role workers and motorists each play in work zone safety. The department will continue to emphasize the Buckle Up Phone Down initiative, educating the public to put their phones down and wear their seat belts in work zones. The department is also working internally to reduce fatalities in work zones with innovation and new equipment for training and safety purposes.

The reality of work zone safety is grim. Over the last five years, 5,020 people have been injured in work zone crashes. Last year Missouri lost 35 people, and according to preliminary data, 136 people were seriously injured in work zone crashes. MoDOT's Truck Mounted Attenuators (TMAs)—or protective vehicles—continue to get hit. Drivers crashed into these TMAs 63 times. These protective vehicles are designed to get a driver's attention to slow down and move over. They are the only thing between workers making road improvements or repairs and the traveling public.

Highway workers are relying on the drivers around them to make safe decisions. Mr. Shank shared the top five contributing circumstances for work zone crashes in Missouri in 2023: improper lane usage, following too close, distracted/inattentive driving, failing to yield, and driving too fast for conditions. Last year, distracted driving contributed to 588 work zone crashes in Missouri. The flashing lights and large message boards can only do so much good when a driver's face is buried in the lights of their cellphone. Drivers are being urged to always stay alert and expect the unexpected behind the wheel. Aggressive driving is one of the top contributors to work zone crashes, last year aggressive driving was the contributing factor in forty-nine percent of work zone crashes. Asking drivers to stay alert and slowing down is not only for the safety of our crews but to protect the drivers too. This includes buckling your

seat belt, forty-five percent of those killed in work zones last year were not wearing a seat belt. It is only a two-second commitment when a driver gets into a vehicle, and it is the best defense in any crash.

Mr. Shank shared some of the safety focus strategies the department is using to make work zones safer including the Safety Response Team, typical applications, protective vehicle use, and virtual reality work zone training called iTrain. A driver awareness strategy includes real time digital alerts; currently the department has 500 trucks equipped with a mechanism that will alert apps like Waze of when and where those trucks are working on the road. A smart work zone strategy includes a que warning system for larger projects, it implements a series of message boards that through the use of detectors can alert drivers to stopped traffic ahead. The department continues their partnership with law enforcement whose presence in work zones is a strategy to reduce the speed of traffic in the work zone. Innovation is also being used as a strategy to get boots off the ground through automated flagger devices, autonomous TMA, and a pothole patcher. As construction season ramps up, all of these strategies are simply asking everyone to work with us, buckle up, slow down and stay alert, for our safety and yours.

Commissioner Slay thanked Mr. Shank for sharing about all the work that is going on to educate the public about work zone safety. The technology improvements and training for employees to use in the work zones to make it safer for them is noted and needed. Everyone must continue to do everything possible to get people to pay attention and slow down for all work zones.

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REQUEST FOR APPROVAL OF DESIGN OF HIGHWAYS

On behalf of the Director, Kristi Bachman, Southwest District Transportation Project Manager, described the project that will provide operational and safety improvements on Route D in Greene County from Glenstone Avenue to Farm Road 199 in Springfield. The public meeting process has been completed for the project. Commission action regarding the roadway design is required prior to acquisition of right of way. At the June 7, 2023, Commission meeting public comments were presented to the Commission

regarding this project. Due to the extensive public outreach on this project, it is being brought to the Commission for consideration on the regular agenda.

Ms. Bachman explained Route D is a 5-lane highway with a two-way left turn lane with 11 signalized intersections. It is a mature, built-out corridor with sections of high density, closely spaced or offset signals, and developments of varying size, age and access, and accommodates up to 32,000 vehicles per day. Route D has outgrown the 5-lane roadway and has more than twice the crash rate of a comparable statewide 5-lane roadway. The proposed access management project provides operational and safety improvements that will reduce crashes by 37 percent and injury rates by 48 percent.

Raised medians are the most effective access management strategy on high-volume urban routes. Nationwide studies show that property owners did not report any adverse effect of raised medians on property values. Most saw steady or increased sales revenue after installation of raised medians. The Economic Impact Analysis, completed in 2023 showed that safety improvements on Route D are necessary, there will be economic impacts, and most can be readily addressed by business and property owners. The corridor will recover, likely better than ever, due to the improved safety and adjustments by business and property owners.

**Route D (Sunshine Street), Greene County,
Job No. J8S3133
Public Hearing Held Tuesday, February 6, 2024
Online Hearing Held Tuesday, February 6, 2024 – Tuesday, February 20, 2024**

The proposed improvements will construct a westbound right turn lane on Route D at Enterprise Avenue, a signalized mid-block pedestrian crossing, a U-turn with an eastbound right turn lane at Mayfair Avenue, an eastbound right turn lane at South Ingram Mill Road, a three-quarter access intersection between Bedford Avenue and Blackman Road, and a U-turn with westbound right turn lane west of Blackman Road. The improvements also provide for access management including raised medians and the closure of 9 driveways and 2 partial driveways. The proposed turn lanes provide for a 12-foot lane, curb and gutter and a 6-foot sidewalk. The project will have normal and controlled access right of way. Traffic will remain on existing Route D during the construction of the project. Construction improvements requiring lane closures will be done at night. Adequate signing will be provided to control traffic flow in the area and

will be augmented through public information and outreach efforts to advise motorists of the traffic situation. The project is 4.2 miles in length.

On behalf of the Director, Kristi Bachman, Southwest District Transportation Project Manager, recommended approval of the design as presented at the public meeting.

After full consideration of the favorable and adverse economic, social, and environmental effects of the recommended designs, and upon motion by Commissioner Erdman, seconded by Commissioner Ecker, the Commission unanimously found and determined the recommended designs would best serve the interest of the public and approved the recommendation.

Commissioner Erdman thanked Ms. Bachman for the detailed information on this project. The amount of work into public and community listening is unprecedented. The plan that is being considered today is not the original plan, the original plan has been amended with significant public input, MoDOT listened. This project has endured and benefited from the enormous scrutiny.

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KEEPING MISSOURI BEAUTIFUL VOLUNTEER LITTER PICKUP PROGRAM

On behalf of the Director, Becky Allmeroth, Chief Safety and Operations Officer, presented an update on the department's efforts to transition to a new volunteer litter pickup program called Keeping Missouri Beautiful. The Adopt-A-Highway (AAH) program began in 1987 and currently has more than 5,300 groups and 50,000 volunteers who pick up trash along more than 6,400 miles of state roadway.

The Keeping Missouri Beautiful program will promote communities doing one-time cleanup events in coordination with the MoDOT District Offices. These events will include safety briefings for all volunteers and may require the need for MoDOT crews to set up a work zone for safety precautions based on the location. This program will replace the AAH program, which will be phased out over the next two years.

Over the past year, the department conducted a full review of the program and determined the costs and safety risks outweigh the program benefits. Existing adoptions will be phased out as participants' three-year agreements expire. The program will end in 2026. Upon completion of the program in 2026, staff will return with a recommendation to rescind the Commission policies and administrative rules related to the Adopt-A-Highway program.

Ms. Allmeroth explained the Sponsor A Highway Program will continue in areas of the state. The program allows private companies to sponsor a contractor to maintain segments of eligible roadsides. There is no cost to the state and a certified vendor does the cleanup. She also reminded everyone that April is No More Trash Bash Month. This is an effort to educate the public to not litter. There are many organized community litter pick-up events planned across the state. This will continue in a coordinated manner with our MoDOT local offices. There are numerous organized community events that have already occurred or planned over the next month.

Commissioner Ecker thanked Ms. Allmeroth for her presentation and noted this is something constituents really notice.

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STATE OF MODOT'S HIGHWAY SIGNING

On behalf of the Director, Tom Honich, Traffic Liaison Engineer, presented to the Commission on the size and scope of MoDOT's system of highway signs, how they are managed, the circumstances which has led to the large number of deteriorating signs on the system, and some of the measures being deployed to address the deficient signs.

MoDOT has over 705,000 individual signs on the state highway system, this equates to approximately 168,000 acres of sign area. This investment in signing is estimated at \$700 million in asset value. These signs can vary from a small chevron sign that is 18 inches by 24 inches in size and cost

approximately \$615 to a large sign truss system on the interstate that is 62 feet by 14 feet and cost approximately \$177,000.

MoDOT crews are the most cost effective to maintain and install the signs on our roadways. But MoDOT no longer has enough staff to do this work, and instead contracts a lot of sign work. That does come at a cost as the department pays two to three times more for contractor installation of signing.

There are many reasons a sign may need to be replaced. Impact damage occurs when a sign is struck by a vehicle. Storms can damage signs when strong winds blow signs down. Signs can be damaged by vandals who shoot at signs or cover them in graffiti, others may steal a sign. Route 66 signs are popular ones that are stolen frequently. The primary reason for sign replacement is age.

The 2023 customer satisfaction survey indicates that citizens are satisfied with the visibility of signs in Missouri. However, the department realizes there is room for improvement. With a 15-year sign life the department should be replacing about seven percent of signs every year. The division tracks sign replacement and its Division Tracker indicates room for improvement in this area.

The department has a priority order for sign replacement. Priority 1 signs are urgent and need to be repaired or replaced as soon as possible, these include the stop, yield, do not enter, wrong way, and one-way signs. Priority 2 signs are signs that should be replaced quickly during normal working hours. These include signs for speed limits, no right/left turn, no U-turn, no turn on red, keep right/left, no trucks, divided highway, chevrons, school signs, route assembly signs, and warning signs. Priority 3 signs include all remaining signs.

MoDOT has an inventory of its highway signs in the Sign Management System (SMS). SMS is used not only to inventory signs, but also to inspect and generate work orders for the next round of sign inspections. MoDOT inspects signs in half of the counties each year on a rotating even / odd year cycle. Crews drive every road in those counties looking at every sign and recording either a “sufficient” status or indicate what type of maintenance is needed which then generates a sign maintenance work order.

Inspections occur at night in order to check the visibility and retro reflectivity. Color is another aspect of sign inspection because color is important for visibility and target value as well as conveying the meaning and purpose of the sign. Signs degrade over time and determining that replacement level is the subjective part of sign inspections. Sign age is typically the predominate inspection trigger for replacement. The failure mode associated with the large green guide signs is age related and involves the retroreflective letters adhered to these signs. Sign sheeting is made up of layers of material and as it ages the ultraviolet rays break the bonds between these layers down and they begin to delaminate, once this happens, the delaminated portions no longer reflect light. This failure can occur relatively quickly once the failure begins it accelerates rapidly, the goal is to replace the sign just before or at the first signs of this failure, so the signs never become unreadable.

The signs on MoDOT's two lane roads are predominately maintained by routine maintenance crews. Most of this work is completed manually, but some of the larger and heavier sign assemblies do require the aid of boom trucks. Routine maintenance crews may also maintain the flat sheet aluminum signs on freeways and expressways; however, it takes the district signing crews or contractors to handle the much larger and heavier guide signs.

Another measure MoDOT has implemented to help with managing its guide signs was to expand the duties of in the departments contract for Tourist Oriented Directional Signs (TODS) and Logos contract. Missouri Logos has managed Missouri's Logo program since its inception in 1991 and the TODS program since its inception in 2000. In 2015 MoDOT added the management for most of the supplemental guide signs to the contract as well to help relieve some of the burden from MoDOT's crews. Traffic generator signs, college signs, state and federal recreational/historical signs, welcome center affiliate signs, and State Correctional Center signs – all of which are fee based and result in a self-funding program and a revenue stream for the department with the TODS, Logos and Traffic Generator signs. In

2023 the contract was amended to also include national site signs, signing for lakes over 7,000 acres, and memorial designation signing.

All districts have completed, or have scheduled, guide sign replacement contracts scheduled at this point in time with the exception of Northeast district who has a limited number of signs to maintain. St. Louis is the gold standard as they are approaching the task by corridor, inspecting all structures, and correcting any deficiencies or installations not meeting current standard as well as replacing all signs older than 5 years, resulting in entire corridors which will need minimal maintenance over the next 15 years. They are implementing corridors in a year-by-year basis in order to permit manageable systematic replacements in the future. The other districts are focusing their contract on the repair of the signs that are in the greatest need of attention to supplement their district sign crews.

MoDOT has taken measures to eliminate the use of certain sign which no longer serve a purpose or have been proven ineffective. There are several signs which are now being managed by Missouri Logos including the free tourist informational signs which are replaced by the fee based welcome center affiliate program, and general service signs which have been replaced by logos. Signs that are no longer effective include deer / animal crossing, educational text plaques below symbol signs, headlights on when wipers are required, and state right of way informational signs.

Other changes under evaluation, include no longer displaying populations and city accomplishments on city limit signs. Elimination of the display of city and county recognition signing is in response to new federal rules aimed at reducing sign clutter and driver distraction.

Commissioner Smith thanked Mr. Honich for his detailed presentation, noting the size of signs is not easy for people to comprehend and understand the difficulty in their maintenance and repair.

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UPDATE FROM MODOT'S EXTERNAL CIVIL RIGHTS DIVISION

On behalf of the Director, Missy Stuedle, External Civil Rights Director, presented a brief overview of the responsibilities and roles of the External Civil Rights Division.

The External Civil Rights Division's activities include Disadvantaged Business Enterprise (DBE) Program, Supportive Services, On-the-Job Training (OJT) Program, External Workforce Diversity, Contract Compliance, Title VI, and the Americans with Disabilities Act. There are 14 people in the division who work from St. Louis, Kansas City, and Jefferson City to deliver these programs and services.

The DBE program strives to create a level playing field on which DBEs can compete fairly with all firms in the transportation industry. One of the areas of responsibility for the division is processing new DBE applications and making certification determinations. Applicants are required to submit a certification application with supplemental documentation such as by laws, business taxes, financials, equipment, and other corporate documents. For firms located in Missouri, MoDOT staff conduct an on-site review. Once a firm becomes certified, MoDOT is required to review the DBE on a yearly basis. As of February 16, 2024, there were 1,417 DBE firms certified in the Missouri Regional Certification Committee DBE Directory. Of which MoDOT has oversight for 281 of those certified firms. Not all firms listed in the DBE Directory are able to perform work on MoDOT projects.

The External Civil Rights Division reviews all federal-aid construction and consultant projects individually to determine if a DBE goal should be placed on the project. DBE Goals are set on projects as a means for providing DBEs opportunities and to create a level playing field on which DBEs can compete fairly with all firms in the transportation industry. Typically, DBE firms perform those items listed under subcontracting opportunities. In 2023, the division reviewed approximately 862 construction, consultant, and design build projects for a DBE goal.

Overall DBE goals are set on federal-aid projects as a means for providing DBEs opportunities and to create a level playing field on which DBE's can compete fairly with all firms in the transportation

industry. Every three years, MoDOT is required to set an overall DBE goal. MoDOT procured an availability study in March 2023 to assist with determining the overall DBE goal. Keen Independent Research, LLC conducted the study. The study will help the department determine its overall DBE goal for 2024-2026. During the study partners were engaged, public meetings were held in person and virtually. The analysis of the study included contracts from October 2017 through September 2022 and survey responses from prime contractors, subcontractors, DBE firms and stakeholders. The study concluded the overall goal should be 13.87 percent. The next step is to submit the goal to Federal Highway Administration (FHWA) for approval.

The overall DBE goals are set separately for each of the three major USDOT Operating Administrations. The FHWA overall goal for is 13.87 percent. The Federal Aviation Administration overall goal is 12.45 percent. The Federal Transit Administration overall goal is 1.04 percent.

The FHWA provides DBE Supportive Services funds for training, assistance, and services to DBE firms. In 2007, MoDOT launched a pilot DBE Supportive Services Program. MoDOT is still receiving DBE Supportive Services funding from FHWA on a yearly basis. The DBE Supportive Services Program includes training in the areas of accounting, bidding, bonding, business law, business software, collaboration, estimating, financing, human resources, marketing, and project management. As of December 30, 2023, 214 firms have graduated from the DBE supportive services program. Graduates from the programs have earned approximately \$150 million in contracts from MoDOT from January 1, 2016, to December 31, 2023.

Another program area the ECR division administers is the OJT Program. The intent of the OJT Program is to train minority, female, and economically disadvantaged workers; provide job site and classroom training and set OJT goals on projects. In conjunction with the OJT Program, the ECR division receives funding from FHWA for OJT Supportive Services. MoDOT's OJT Supportive Services Program has been funded by the FHWA since 2000. With these funds, MoDOT works with apprenticeship and

training programs to move women, minorities, and economically disadvantaged individuals into journey-level positions. In addition, the OJT supportive services increase the availability of a diverse workforce able to meet contractor's hiring needs. This pre-apprenticeship training includes certification in CPR\First-Aid, OSHA-30 safety, Commercial Driver's License Training, and flagger certification. Since 1998, OJT programs have graduated 2,890 individuals and placed 938 individuals.

In order to ensure contractors are maintaining diversity on federally funded projects, the division monitors workforce diversity on projects to help ensure the construction projects reflect the communities being served. In 2015, MoDOT began to pilot the Construction Workforce Program tracking the utilization of minorities and females per month on selected projects. As of December 31, 2023, MoDOT has tracked over 330 projects for workforce utilization. The average goals for all counties in Missouri is 7.6 percent minority and 6.9 percent female. As of April 3, 2024, the actual utilization for all crafts for projects reviewed in the Construction Workforce Program is 13.5 percent minority 5.1 percent female.

MoDOT's External Civil Rights Division is responsible for implementing and monitoring compliance with Title VI and the Americans with Disabilities Act. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin as it relates to any program that receives federal funding. Under Title VI, environmental justice ensures full and fair participation by potentially affected communities in every phase of the transportation decision making process. Also, under Title VI, limited English proficiency outlines that individuals are entitled to language assistance as it relates to MoDOT's program areas. This includes providing translation services at public meetings or providing documents and forms in other languages. The Americans with Disabilities Act (ADA) ensures that pedestrians with disabilities have an equal opportunity to use the public right of way as it relates to transportation. The division reviews all complaints related to the ADA Act.

The External Civil Rights division covers many different areas. The division strives to assist minority and females with placement on heavy highway projects, assist DBE firms with having a level

playing field in which they can compete for projects, and ensure compliance with federal guidelines. The division is grateful for the support shown by the Commission and the Executive Team. Without this support, the division would not be able to carry out its job duties.

Commissioner Slay thanked Ms. Stuedle for her presentation and her leadership in ensuring that MoDOT’s contractors have a diverse workforce and reflect the communities where they work. Including everyone in the effort ensures we have a talented and strong workforce in Missouri.

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ADMINISTRATIVE RULES/POLICIES

REPORT AND RECOMMENDATION REGARDING FINAL ORDERS OF RULEMAKING – MOTOR CARRIER INTERSTATE AND INTRASTATE OPERATIONS

On behalf of the Director, Becky Allmeroth, Chief Safety and Operations Engineer, presented to the Commission the final orders of rulemaking for 7 CSR 10-25 Motor Carrier Operations and 7 CSR 265-10, Motor Carrier Operations administrative rules. At the December 6, 2023, Commission meeting, the Commission authorized the filing and publication of proposed amended rules for 7 CSR 10-25 and 7 CSR 10-265 related to motor carrier interstate and intrastate operations. Following Commission approval, staff filed these rules with the Joint Committee on Administrative Rules (JCAR) and the Office of the Secretary of State (SOS), who published the proposed amended rules in the *Missouri Register* for public comment. The public had from January 16, 2023, to February 15, 2024, to submit comments in support of or in opposition to the notice of amended rulemaking. No comments were received during the public comment period.

The department brought forward the proposed amended rules to comply with the requirements of Section 536.175 RSMo, which requires all rules to be reviewed on a rolling five (5) year cycle. These rules are being amended to modernize and clean-up provisions to update rules to align with current technical practices, mainly to make the application processes all electronic. This will improve accuracy

and accessibility for the motor carrier industry.

The department supports the final orders of rulemaking for 7 CSR 10-25, Motor Carrier Operations, and 7 CSR 265-10, Motor Carrier Operations, administrative rules. After consideration, the Commission, via approval of the consent agenda, unanimously approved the final orders of rulemaking and authorized the Secretary to the Commission to file the final orders of rulemaking with the Joint Committee on Administrative Rules and the Secretary of State, and authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, Chief Safety and Operations Officer, or Chief Administrative Officer, to execute documents to complete the final rulemaking process.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Kenny Voss, State Design Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month.

Mr. Voss recommended: (1) award of contracts to the lowest responsive bidders for bids received at the March 15, 2024, letting, as recommended, and noted in Table I below; and (2) rejection of Calls C01 and H01 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II below; and (3) ratification of the award of the Cost Share Project to the lowest responsive bidder let by the St. Charles County on September 8, 2023 as noted in Table III below.

**Table I
Award of Contracts
March 15, 2024, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
B01	79, D, W	Lincoln, Pike	J2P3395	\$385,263.95	\$0.00	S & A Equipment & Builders, LLC	ADA Improvements
B02	54, 61	Audrain, Ralls	J2P3406	\$431,430.80	\$0.00	Omega Coatings & Construction, LLC	Bridge Painting
C02	Various	Cass, Clay, Jackson, Platte	J4P3523	\$2,000,000.00	\$0.00	Ideker, Inc.	Job Order Contract for Asphalt Pavement Repair
C03	Various	Cass, Clay, Jackson, Platte	JKU0405	\$1,873,500.00	\$0.00	Mar-Jim Contracting, LLC	Job Order Contract for Sign Repair
C04	291	Cass	J4P3488	\$2,126,972.40	\$5,000.00	Emery Sapp & Sons, Inc.	Roundabout
D02	LP 44	Pulaski	J5S3480	\$2,123,813.44	\$0.00	Emery Sapp & Sons, Inc.	2 Bridge Rehabilitations
D03	240,5, I-70 OR,T,F	Boone, Howard, Laclede	J5S3546	\$356,196.70	\$0.00	Concrete Solution LLC	ADA Improvements
F02	CC	Franklin	J6S3563	\$2,667,659.76	\$0.00	Mera Excavating, LLC	Culvert Replacement
	Y		J6S2319				Bridge Replacement
F03	N	St Louis	J6S3519	\$6,563,544.71	\$0.00	Lamke Trenching & Excavating, Inc.	Resurface and ADA
F04	67	St Louis	J6S3621	\$2,045,000.00	\$0.00	Pace Construction Company, LLC	Bridge Deck Replacement
F05	P	Jefferson	JSL0039	\$970,563.08	\$0.00	Microsurfacing Contractors, LLC	Resurface, Pavement Repairs, and Sign Replacement
G01	96	Jasper	J7S3501	\$2,684,000.00	\$0.00	Hartman and Company, Inc.	Bridge Replacement
G02	65, 60, 14, M	Christian, Greene	J8I3246	\$3,246,720.35	\$0.00	Louis-Company, LLC	4 Bridge Rehabilitations
	MM, 65, 60, BU 65	Greene	JSU0046				6 Bridge Rehabilitations
G03	248, 376, 76	Taney	JSR0056	\$2,497,668.25	\$0.00	Radmacher Brothers Excavating Co., Inc.	ADA and Drainage Improvements
G04	I-44	Newton	JSR0171	\$3,080,000.00	\$0.00	Hartman and Company, Inc.	Bridge Deck Replacement
G06	65	Greene	JSU0101	\$2,105,194.83	\$500.00	Emery Sapp & Sons, Inc.	Add J-Turns

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
H02	Various	Various	J9P3757	\$569,500.00	\$0.00	Putz Construction, LLC	Job Order Contract for Concrete Pavement Repair
H03	53	Dunklin	J9P3768	\$4,340,524.01	\$0.00	Robertson Contractors, Inc.	2 Bridge Replacements
	H		JSE0088				Bridge Replacement
	U	Butler	J9S3608				Bridge Deck Replacement
	J	Dunklin	JSE0086				Bridge Replacement
H04	74	Cape Girardeau	J9P3840	\$742,655.11	\$0.00	Koch Electric, Inc.	Signal Improvements
H06	I-55	Cape Girardeau	JSE0073	\$2,259,000.00	\$0.00	Pace Construction Company, LLC	Coldmill and Resurface
H11	60, 63, 67, I-55, I-57	Various	JSE0136	\$1,734,954.70	\$0.00	J M Scheidle, LLC	Sign Replacement
H12	B	Reynolds	J9S3688	\$2,627,000.00	\$0.00	West Plains Bridge & Grading, LLC	Bridge Replacement
			TOTAL	\$47,431,162.09	\$5,500.00		

**Table II
Rejection of Bids
March 15, 2024, Bid Opening**

Call No.	Route	County	Job No.	Description
C01	Various	Cass, Clay, Jackson, Platte	J4I3176	Job Order Contract for Bridge Repair
H01	K, 61	Cape Girardeau	J9P3631	Asphalt Pavement Repair

**Table III
Ratification of Award of Contract
September 8, 2023, Bid Opening**

Route	County	Job No.	Bid Amount	Contractor	Description
S OR 64	St. Charles	J6S3507	\$5,452,452.25*	R.V. Wagner, Inc.	Construct Roadway and ADA - Phase 1

**MoDOT maximum contribution \$1,524,500.00*

Commission Consideration and Action

After consideration, and upon motion by Commissioner Ecker, seconded by Commissioner Slay, the Commission took the following action with abstentions listed below.

1. Awarded contracts to the lowest responsive bidders for bids received at the March 15, 2024, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown in the above tabulation.
2. Rejected Calls C01 and H01 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II above.
3. Ratified the award of the Cost Share Project to the lowest responsive bidder let by the St. Charles County on September 8, 2023, as noted in Table III above.
4. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Boatwright abstained from Call H04. Commissioner Erdman abstained from Call D03.

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APPROVAL OF PLANS FOR CONDEMNATION

On behalf of the Director, Kenny Voss, 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>
Osage	50	J5P3574
Buchanan	59	JNW0002

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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REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN ON HIGHWAYS

**Route 125, Greene County,
from Washington Street to I-44
Job No. J8S3238
Public Hearing Held February 23, 2023
Online Hearing Held Thursday, February 23, 2023 – Thursday, March 9, 2023**

The proposed improvements provide for a “dog bone” roundabout interchange at the I-44 interchange ramps, a roundabout at the intersection of Chestnut Street, a traffic signal at the intersection of Route OO, and widening of Route 125 from 2-lanes to 3-lanes from Washington Street to Route OO intersection. The proposed typical section for the roundabouts at the I-44 interchange provides for one 15 foot and one 16-foot lane in each direction with a 15-foot truck apron and 88-foot center median. The roundabout at Chestnut Street provides for one 15 foot and one 16-foot lane in the northbound direction, and one 16-foot lanes in the southbound direction, with a 14-foot truck apron and a 60-foot center median. The proposed typical section for widening Route 125 between Washington Street and the Route OO intersection provides for three 11-foot lanes and 4-foot shoulders. Sidewalks will be constructed between Washington Street and Route OO. The project will have normal access right of way. Traffic will remain on existing Route 125 during the construction of the project. Construction of the roundabouts will be completed in stages to provide access to the interstate and adjacent properties. Adequate signing will be provided to control traffic flow in the area and will be augmented through public information and outreach. The project length is 0.635 miles.

On behalf of the Director, Stacy Reese, Southwest District Engineer, recommended approval of the location and design as presented at the public meeting.

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

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REPORTS

The Commission received the following written reports.

MEDICAL AND LIFE INSURANCE PLAN: MISSOURI DEPARTMENT OF TRANSPORTATION AND MISSOURI STATE HIGHWAY PATROL MEDICAL AND LIFE INSURANCE PLAN REPORT

On behalf of the Director, Brandon Denkler, Assistant to the Chief Administrative Officer and Medical and Life Insurance Plan Board Chairman, provided financial and claims data reports for the period July 2023 through December 2023, and for the most recent five calendar years, to update the Commission on the cost and utilization of the Medical and Life Insurance Plan.

Mr. Denkler reviewed the number of claims processed monthly. There was a decrease of 35.6 percent in the total number of claims processed when compared to the calendar year 2022. There was a decrease of 24.2 percent in medical claims, and a decrease of 52.2 percent in pharmacy claims processed. This decrease is a result of the Medicare eligible members switching to the Medicare Advantage Plan in 2023.

A review of the claim costs indicates a decrease of 16.6 percent in total claims expense when compared to calendar year 2022. Medical claim costs decreased 5.4 percent while pharmacy claims decreased 13 percent when compared to the same time frame in 2022. The specialty drug cost has decreased to 53.42 percent over the past calendar year, while the volume continues to account for just over 1.5 percent of all pharmacy claims.

The total operating revenues decreased 14 percent compared to 2022. This is primarily the result of there being no change in medical premiums in 2023, and the transition to the Medicare Advantage Plan at the start of 2023. The medical plan had a loss of \$3,008,041 in 2023, resulting in a net position of \$34,469,025 as of December 31, 2023.

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STATE SAFETY OVERSIGHT ANNUAL REPORT

Jerica Holtsclaw, Multimodal Operations Director, provided to the Commission the written annual report of Missouri’s rail fixed guideway systems. The State Safety Oversight Program report provided a review of oversight, safety, and security activities for calendar year 2023 of Missouri’s three light rail systems: KC Streetcar in Kansas City, Loop Trolley, and MetroLink in St. Louis.

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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 were three briefing reports for the past month.

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FINANCIAL - BUDGET - REPORTS – YEAR-TO-DATE, FINANCIAL REPORT PERIOD ENDING FEBRUARY 29, 2024

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date February 29, 2024, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Kenny Voss, State Design Engineer, submitted a written report of consultant contracts executed in the month of February 2024, 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 620 active contracts held by individual engineering consultant firms prior to March 1, 2024. Eighteen engineering

consultant services contracts were executed in February 2024, for a total of \$18,862,447. There were zero non-engineering consultant contracts executed in February 2024.

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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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