



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

TABLE OF CONTENTS

April 6, 2022

COMMISSION/DIRECTOR ITEMS

Approval of Minutes 4
 Consent Agenda 4
 Commission Committees and Commission Related Boards 5
 Director’s Report 7

MODOT PRESENTATIONS

Design Division Presentation 8
 Update on MoDOT’s Financial Services Division 12
 Employee Advisory Council Update 15
 Work Zone Awareness Week Preview 17

ADMINISTRATIVE RULES / POLICIES

Commission Policy Revision – Employees-Compensation, Insurance, and Retirement 20
 Commission Policy Revision – Financial-Budget-Operating Budget 23

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Consideration of Bids for Transportation Improvements 25
 Request for Approval of Location and/or Design on Highways 27
 Approval of Plans for Condemnation 28

REPORTS

A Report Card from Missourians - 2021 29
 State Safety Oversight Annual Report 30
 Medical and Life Insurance Plan: Missouri Department of Transportation and
 Missouri State Highway Patrol Medical and Life Insurance Plan Report 30
 MoDOT Briefing Report 31
 Financial - Budget - Reports – Year-to-Date, Financial Report Period Ending February 28, 2022 31
 Consultant Services Contract Report 31

**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN JEFFERSON CITY, MISSOURI,
WEDNESDAY, APRIL 6, 2022**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, April 6, 2022, via video conference and at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri. Robert G. Brinkmann, P.E., Chair, called the meeting to order at 8:00 a.m. The following Commissioners were present: Gregg C. Smith, Michael T. Waters, Jr., Terry L. Ecker, and W. Dustin Boatwright, P.E. John W. Briscoe was absent.

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.

* * * * *

* * * * *

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 6, 2022.

* * * * *

*“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

APPROVAL OF MINUTES

Upon motion by Commissioner Waters, seconded by Commissioner Smith, the Commission unanimously approved the minutes of the regular meeting held on March 1, 2022, and special meeting held on February 28, 2022. 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.

* * * * *

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 6, 2022, Consent Agenda

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

* * * * *

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 Chairman also serves on the Missouri Coalition for Roadway Safety Executive Committee. The following committee and board reports were made during the April 6, 2022, meeting.

Audit Committee – Commissioner Brinkmann reported the Audit Committee met on April 5, 2022. The committee reviewed and accepted one audit report on the design consultant selection process. The next audit committee meeting is scheduled for June 6, 2022.

Legislative Committee – Commissioner Brinkmann noted the General Assembly is entering its final weeks of the 2022 legislative session. He focused on a few problematic transportation-related measures, including these proposals:

- Legislation to create a one-time six-month tax holiday on motor fuel sales;
- Legislation to repeal the 12.5-cent fuel tax per gallon fuel tax increase that the legislature just passed this last session;
- Legislation to change the constitution to modify provisions relating to the appropriation of highway funds by the general assembly; and
- Legislation to change the constitution's calculation of total state revenues to then include highway funds, then subjecting those funds to Hancock refunds.

These proposed changes to statute and the State's Constitution could mean less funding available for future road and bridge projects. These changes to public policy could reduce flexibility for the Commission and MoDOT to spend resources based upon planning partners' needs. These legislative measures have been filed this year for two main reasons. The first is the misunderstanding and impression that Missouri is now flush with federal funds. Between the recent passage of the next transportation

reauthorization act entitled, the “Infrastructure Investment and Jobs Act” and remaining COVID funds, legislators see billions of dollars. And second, the misunderstanding of some elected officials pertaining to the Commission’s filing of a declaratory judgement against the Office of Administration on the Commission’s authority to appropriate state road funds as it deems appropriate.

Commissioner Brinkmann reported that fortunately these bills have not yet passed the House of Representatives and still need approval in the Senate. However, these legislative proposals pose real threats to the current structure and operations of the Commission form of governance and impact the delivery of road and bridge projects identified by planning agencies from across the state.

The Commission takes these proposals very seriously and will continue to engage in conversations with the bill sponsors and House and Senate leadership as to the impacts these proposed changes will have on the distribution of funds and the authority of the Missouri Highways and Transportation Commission.

Commissioner Brinkmann noted he was happy to report that a version of the Commission’s and department’s legislative priority to promote safety by disallowing drivers of all ages from using an electronic wireless communication device while driving a motor vehicle was heard in the House just last week. House Transportation Committee chairman, Jeff Porter (R-Montgomery City) filed HB 1487. This bill creates the traffic offense of distracted driving, which involves operating a commercial or noncommercial motor vehicle or school bus while using an electronic wireless communication device, unless it is being used for navigation purposes.

As safety advocates, the Commission and department are excited to see that a version of this legislation has been heard in both the House and Senate this session and will continue to work with “Hands Free-Missouri” to advance this legislation across the finish line this year.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there is no report this month and the next MTFC meeting will be in May 2022.

MoDOT and Patrol Employees’ Retirement System (MPERS) – Commissioner Boatwright reported the board has not met recently. The next Board meeting will be April 29, 2022.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Brinkmann stated the Missouri Coalition for Roadway Safety Executive Committee met yesterday. It was a full agenda with presentations on each of the four emphasis areas from the Show-Me Zero plan: occupant protection, distracted driving, speed and aggressive driving, and impaired driving. AAA, the Missouri State Highway Patrol, the Kansas City Police Department, the media consultant Bucket Agency, and MoDOT presented to the executive committee.

Commissioner Brinkmann gave a special thanks to the Missouri State Highway Patrol and other local law enforcement agencies for kicking off a new educational and enforcement effort that focuses on high-crash corridors in both the St. Louis and Kansas City regions. These Show-Me Zero safety corridors will help raise awareness of the issue and, hopefully, minimize the prevalence of risky driving behaviors occurring on Missouri roadways.

The committee was pleased to hear about the Coalition’s efforts to revise the paid media marketing strategy to increase brand awareness for Show-Me Zero and, more importantly, to help more Missourians recall the plan’s 4 key messages: Buckle Up, Phone Down, Slow Down, and Drive Sober. Finally, the committee discussed legislative priorities for the Coalition and noted the need for strengthening the state’s public policy regarding highway safety. Legislation designed to prohibit distracted driving has received a

hearing in both chambers of the state legislature, and the Coalition is hopeful the issue will be taken up for discussion on the floor in the weeks ahead. The next Executive Committee meeting is scheduled for September 27 and will take place in Columbia, Missouri in conjunction with the 2022 Show-Me Zero statewide conference.

* * * * *

DIRECTOR'S REPORT

During the April 6, 2022, Commission meeting, Director Patrick McKenna provided the following report:

Transportation Funding – Director McKenna noted his agreement with the Chairman's legislative committee report in the misunderstanding of federal funds. A considerable amount of hard work has taken place on the unfunded needs list to maximize the federal program. This year, preliminary estimates are that twenty-five percent of the unfunded needs can be pulled into the next Statewide Transportation Improvement Program (STIP). As a result of this hard work, the department was prepared to put all the funding available from the gas tax increase and the new federal reauthorization to work on Missouri's transportation system. This process has served the state well and uninformed action by the legislature could jeopardize the transportation program.

Workforce Update – The Director reported there has been turnover of 250 employees in the first three months of this year. The department is on pace to lose over 1,000 employees this year. The efforts to seek a market adjustment are critical for the department, while on the cusp of the largest capital program in history with unprecedented turnover.

COVID-19 Update – The Director stated that last week the leadership team made the decision to eliminate most of the department's COVID-19 guidelines. The department has used data to drive decisions for two years to keep the MoDOT team safe as possible while keeping the traveling public safe. The number of cases in communities and at MoDOT has declined dramatically. The number of citizens vaccinated continues to grow. Director McKenna noted that experiencing a worldwide pandemic at a scale unseen in over 100 years, is a moment in our lifetimes that will be imprinted on us forever. He also acknowledged that MoDOT also experienced great loss in our circles of family and friends. Director McKenna noted he was proud of the MoDOT team's accomplishments through this pandemic as adjustments were made but kept providing public service through it all. The work continued. The designs were done. The bills were paid. The construction program kept going along with road and bridge maintenance. The Director noted he is thrilled to be moving beyond the emergency period of the pandemic and recognized several employees who worked to administer the department's COVID guidelines and implemented the department's emergency response throughout the pandemic.

No More Trash Month – The Director reported every April MoDOT invites all who use Missouri roads to join the department in doing some spring cleaning along the roadsides. The No More Trash! Bash is an annual outreach to the 5,300 Adopt-A-Highway volunteer groups to pick up their sections during the month. Anyone can do a one-time volunteer effort, including community groups or clubs or any individual interested doing community service hours. The department provides the trash bags and safety vests to anyone who volunteers. This year marks the 35th anniversary of MoDOT's Adopt-A-Highway program. The Director had Becky Allmeroth, Chief Safety Operations Officer, explain that litter pick up is a lower

priority for maintenance crews. She reported additional efforts with litter pick up include the department working with communities to encourage litter pickup at different events that are hosted by the communities. In addition, the St. Louis and Kansas City districts are trying litter contracts to supplement what maintenance forces are doing. She also reported a decrease in the incarcerated offenders available to assist with litter pick up and efforts are underway with Department of Corrections to see what if anything can be done to improve availability.

I-57 Incident Recognition – The Director described on March 17, 2022, a multi-vehicle incident occurred on Interstate 57 in Mississippi County, Missouri, during the morning rush hour. Throughout the over twenty-hour event, agencies across the region, including officials from the State of Illinois, deployed responders to assist with incident management, recovery, and clean-up. One week after this horrific crash, the department held a recognition event attended by nearly 180 emergency responders at the MoDOT’s Southeast District Office in Sikeston. Lt. Governor Mike Kehoe, Commissioner Boatwright, and Director McKenna thanked this amazing group, and shared a video from the event. Director McKenna recognized Senior Construction Inspector Kirby Woods who was in attendance and received the meritorious safety award for his quick thinking and situational awareness in this horrific crash. Director McKenna recognized that Woods’ efforts saved lives.

Kansas City Meritorious Safety Award – The Director recognized two employees from the Warrensburg maintenance building in the Kansas City District. On February 4, Maintenance Crew Leader Matt Rohner and Senior Maintenance Worker Clayton Hamlin were driving back to their building at 1:00 a.m. after working a snowstorm. They saw a woman sitting on the ledge of the Highway 13 bridge over Highway 50, so they called 911. Mr. Rohner and Mr. Hamlin tried to talk to her, but she would not respond to them. When the first Warrensburg police officer arrived, the woman started scooting off the edge of the bridge, and Mr. Rohner and Mr. Hamlin grabbed her so she would not fall off. She was resisting the help from them and the officer. Mr. Rohner and Mr. Hamlin helped the officer keep her safe until another police officer arrived. Director McKenna noted that their keen eyes and quick thinking to call for help as well as their willingness to help the police officer most likely saved this woman’s life. On February 28, Mr. Rohner and Mr. Hamlin were presented the Life Saving Award from the Warrensburg City Council. Director McKenna noted he was honored to present to Mr. Rohner and Mr. Hamlin the meritorious safety award for their brave act that ultimately saved this woman’s life.

* * * * *

MODOT PRESENTATIONS

DESIGN DIVISION PRESENTATION

On behalf of the Director, Travis Koestner, State Design Engineer, reported how the Design Division provides project delivery, district support, and system management services for the department. He described current staffing levels that help provide these services. There are currently 85 positions for the Central Office Design Division. The Design Division’s focus is to work in union with the districts as

they do the projects and to support them in engineering and consulting functions, and anything they need to keep the jobs going. The division provides training across the state to develop and support program delivery and improve technical proficiency. The division also uses a variety of technology to support program delivery and system management for the state.

The Bidding and Contract Services section has eleven employees who in fiscal year 2021 worked on 417 projects that were awarded for \$887 million. The districts submit their plans and job special provisions to this section. They then create the proposal, advertise the job, prepare the final engineer's estimates, conduct the bid opening, provide bid analysis, create the contracts, and work with the financial services division to keep track of the projects and provide reporting.

The Environmental and Historic Preservation unit includes twenty-nine staff members who are archeologists, biologists, and environmental scientists. This unit provides services to ensure the department stays in compliance with the National Environmental Policy Act (NEPA). These employees work on site either digging, inspecting streams, or completing surveys to help obtain the environmental clearances and permits needed for all MoDOT's projects. For fiscal year 2021 the unit completed 334 NEPA clearances, 52 individual permits, 134 NEP compliance reviews for local projects, and received 82 State Historical Preservation Office letters approving the department's assessment of historical impact and mitigation for a project. Additionally, this unit has hazardous waste specialists that take care of any hazardous waste on MoDOT property, whether it is due to a crash along the highway system, or a construction site, or making sure MoDOT facilities are inspected and in compliance.

The division provides assistance with hiring consultant services. In the past this was not a full-time job for any staff member but starting April 15 there will be one full-time professional services coordinator to help shepherd the process. This is important as the department's consultant budget will increase significantly as the department prepares for the increased program. In fiscal year 2022, the yearly budget was \$60 million, the future budget will be \$100 million. The division conducts solicitations two

times per month. In fiscal year 2021, there were 102 new consultant contracts worth \$36.3 million, and 98 local public agency consultant contracts worth \$13 million.

The Computer Aided Design Drafting (CADD) group has eleven employees who provide support and training for the engineering software that the divisions and districts use. They also provide support for surveying and geographic information system (GIS) services. This unit provides the photography and LiDAR deliverables that assists the designers and surveyors when working on projects. In 2021, consultants were hired to provide photography and LiDAR work on 12 projects that included about 70 miles of roadway, and these services cost about \$2.7 million. This group also oversees MoDOT's GPS real-time network. This service is provided at no cost; there are many surveyors, farmers, construction firms, law enforcement, and the like who use this information. Statewide there are 82 stations that are part of this GPS network.

Engineering Policy Services group provides support for standard plans, standard specifications, Engineer Policy Guide (EPG), Job Special Provisions, and proprietary item approvals. All of these documents are available for MoDOT's external partners. This unit consists of five people that oversee these documents. Mrs. Buechter highlighted the EPG, which is a document of over 900 pages that includes 612 categories. In February 2022, the online EPG had over 28,000 separate views. Since 2015 there have been more than 1,600 revision requests to the EPG. It is important to keep these documents up to date for both MoDOT employees and external partners.

The Local Programs section provides guidance to local public agencies (LPA) which are Missouri cities and counties. Any time an LPA receives federal funds for a project the department makes sure that the money is flowing through to them and provide guidance and support to the LPA to ensure they are following all the rules appropriately. There are four staff in the Design Division that work in this unit, but there are forty to fifty individuals in the districts who also work with local programs. In fiscal year 2021,

there were 141 construction projects that the LPA team had concurrence in award for a contract value of \$115 million.

Outdoor Advertising and Junkyards are highly monitored areas under federal programs. Compliance with the programs is required to receive federal transportation funds. This unit has eight employees who monitor 11,136 signs owned by 1,637 sign owners. There are 386 digital signs. There are also 349 junkyards in Missouri.

Right of Way provides guidance and support for the districts, and also serves as a liaison with the Federal Highway Administration and local government agencies. This unit has four employees for the Central Office, and in the districts there are an additional 50 to 55 employees that work on right of way. The department continues to deliver the STIP, in fiscal year 2021 the unit purchased 1,054 parcels at a cost of \$13.9 million. This workload will increase as the number of projects increase in the STIP. Right of Way also provides local support and works closely with the general public when acquiring property and managing property. MoDOT's system encompasses about 350,000 acres of roadway right of way, roadway easements, wetlands, utility corridors, district offices, maintenance facilities, and excess properties. The Right of Way section has generated revenue for the department. From federal fiscal years 2010-2022, Right of Way has returned \$21.4 million to the state road fund.

The services and functions the Design Division offers to internal and external customers are many. Assisting the districts in delivering projects is what Design Division is known for, however providing support, guidance, and tools to save time and fill the gaps is simply everyday service. The Central Office Design Team continues to develop relationships with the groups it serves, striving to provide exceptional customer service with the focus on keeping the traveling public safe and MoDOT staff safe. Innovative standards are updated continuously to meet the demands of the ever-changing transportation environment as well as an ever-changing transportation system.

Commissioner Boatwright complimented the team for their work and service provided on the GPS real-time network. He also expressed his appreciation for the usage of GIS to manage the transportation system, and for all the work that goes into preparing bids for award every month.

* * * * *

UPDATE ON MODOT’S FINANCIAL SERVICES DIVISION

On behalf of the Director, Todd Grosvenor, Financial Services Director, provided an overview of the responsibilities and accomplishments of the Financial Services Division. Financial Services is responsible for providing administrative support to the department in accounting, financial reporting, policy development, building and maintaining an effective system of internal controls, and cost accounting. Financial Services is responsible for coordinating financial resources and spending plans through forecasting, analysis, training, federal aid management, and innovative finance administration functions for the department. Financial Services strives to provide outstanding customer service as they process the money coming into and out of the department. Financial Services strives to provide financial stability with balanced spending plans through revenue forecasting budgeting and reporting.

Financial Services staff includes 53 full time positions in Central Office and 43 full time positions in the districts. Recruiting and retaining quality staff has been a challenge for the division. Since January 1, 2019, the Central Office has had forty-six job fills for twenty-nine positions. Twelve of the twenty-nine positions have been filled more than once. It is noteworthy that fifty-five percent of the staff were not in their current position on January 1, 2019.

Mr. Grosvenor explained that Financial Services is structured into teams based on their expertise and their knowledge and their critical function. He reviewed the eight areas of Financial Services and he introduced the leaders for each of those areas.

The first two areas he grouped together, Program Administration and Project Accounting and Receivables. These areas are led by Sunshine Wilde. They work with several federal entities including

the Federal Highway Administration, Federal Transit Administration, Federal Railroad Administration, Federal Aviation Administration, National Highway Traffic Safety Administration, and Motor Carrier Safety Assistance Program. They ensure the department is complying with all the federal guidelines and requirements so the department may receive all its reimbursements from these agencies. This is also the group that administers many of the partnering and innovative finance programs that include the cost share/economic development program, Missouri Transportation Finance Corporation/State Infrastructure Bank (MTFC/SIB), State Transportation Assistance Revolving (STAR) Fund, Transportation Development Districts, and Transportation Corporations. The cost share/economic development program sets aside funds to leverage city and county funds to build state transportation improvement projects. Since 2004, \$541 million of cost share funds have leveraged \$705 million of local funds. The MTFC/SIB is a program that loans funds to private and public entities to fund transportation improvements. Over the last 26 years, the MTFC has processed 78 loans totaling \$374 million dollars to deliver \$1.22 billion in transportation improvements. The STAR Fund is a loan program for other modes of transportation that includes aviation, ports, rail, and mass transit.

The next two areas are led by Debora Downing; the Accounts Payable and Payroll areas are responsible for the money coming out of the department. This group makes sure payments are made for contractors, utilities, right of way acquisition, and materials and supplies for central office. They also oversee the payroll system and make sure MoDOT's employees receive their paychecks. Also, they maintain the chart of accounts, as well as policies and procedures.

The next two areas are Financial Planning and Financial Reporting led by Janel Lueckenotte. This part of the division has the responsibility of the financial plan that will keep the department's finances balanced. The financial forecast is probably the most important thing that financial services provides for the department. It is the financial backbone that establishes the spending plan based on revenue and expenditure estimates. The financial forecast is presented to the Commission in January and is used to

develop the appropriations request that is presented to the Commission in September. This team follows the appropriations request all the way through the legislative process to the Governor's approval. In June the Commission approves the budget that is prepared by this team which is then allocated to the division and districts as their spending plans. This team also provides the quarterly financial accountability reports and monthly financial reports to the Commission. This area is also responsible for making sure there are internal controls in place which leads to the preparation of the annual comprehensive financial report which includes an independent audit report. This is the team that has delivered 22 consecutive clean audits. This area also provides an annual debt management report. This team administers the banking agreements for accounts held outside of the state treasury for self-insurance, medical-life insurance, the local fund, and the MTFC.

The next area is Claims Administration, which is responsible for the self-insurance operations of the department and deal with fleet and general liability for the department as well as property damage recovery when motorists damage department property. The next area includes Archives which is records management for the physical paper records for the department. The next area is Data Mart, and they administer the various systems used to provide financial services to the department as well as customized reporting.

The central office works closely with district staff. There are 43 financial services staff located in the district offices throughout the state and are led by support services managers who report to the district engineers and provide administrative support for the district management teams. He then introduced each of the support services managers: Kathy Tripp-Northwest District, Steven Pike-Northeast District, Judy Magruder-Kansas City District, Robin McKee-Central District, Melena Carter-St. Louis District, Deborah Sartin-Southwest District, and Jody Mills- Southeast District. He also introduced the Assistant Financial Services Director, Dough Hood, and expressed his appreciation for his work with the Financials Services Division.

Commissioner Ecker expressed his appreciation for Mr. Grosvenor's leadership and for the work the division puts in to ensure the department receives great bond ratings and clean audits.

* * * * *

EMPLOYEE ADVISORY COUNCIL UPDATE

On behalf of the Director, Iuesha Wright-Crowder, Employee Advisory Council Chair, reviewed the purpose of the Employee Advisory Council (EAC). The department recognizes one of the most integral components of its workforce is to respect and appreciate the values, ideas, cultures, and backgrounds of others. The Employee Advisory Council was established in 2005 to foster and enhance a positive and supportive work environment for employees by assisting management with cultural diversity, policy review, and communication issues.

She then described the qualifications to serve on the EAC. An employee must be a full-time employee and in good standing. To be in good standing means no probation and no disciplinary action whether it is verbal or written. Because members of the EAC are leaders they need to be a good representation to the department. EAC members serve a three-year term and during that time they must maintain their good standing.

The EAC is comprised of three representatives from each district and central office, and four employees selected by the Director, for a total of 28 members. The makeup of these members currently reflects 54 percent of the members are from maintenance and 46 percent are from other departments. The EAC meets every month and attendance for each meeting has been outstanding. The EAC has ten leadership positions: EAC Chair, EAC Vice Chair, Marketing and Culture, Nominating, EAC Liaison, Communications, Safety, Secretary, Assistant Secretary, and Health and Wellness. At each of the EAC meetings they have a safety moment, a culture moment, and a health and wellness moment because the EAC believes that those need to start from within their group to spread throughout the organization.

The entire statewide EAC is a great team and they are not just showing up for work, they are volunteering, and they are growing and developing in the organization. During the time frame they have been on the EAC, there has been crew leader promotions for four members, and supervisor promotions for two members. The EAC had development of leadership through the maintenance leadership academy for four members, and educational development for two members through the Professional Development Institute, and one member completed the emerging leaders program. One member was promoted to be the project engineer on a design build project. One member graduated from the Missouri Leadership Academy. The team has done an extraordinary job in their roles with the EAC and professionally with the department.

The EAC also participates on the various outreach and public involvement programs around the state. They have participated in the Fourth of July parade, the state fair, the Buckle Up Phone Down challenge, and with the Missouri Coalition for Roadway Safety.

She also reviewed recent EAC statewide accomplishments. In the last quarter the EAC reviewed over thirty EAC inquiries. Roundtable meetings bring together both the statewide and district EACs to discuss best practices to serve the department and employees better. It is also an opportunity to do staff education during the roundtable; the most recent class was on communication and the next class will be on leadership. The EAC has resumed communicating with the Spotlight newsletter on a quarterly basis. The EAC has assisted with different department policies including personal protective equipment (PPE), boots, and safety footwear policy. The EAC conducted surveys regarding long term service awards and provided feedback to help make the program provide what employees value. During the pandemic, the EAC also conducted employee appreciation events such as the maintenance scavenger hunt, a Senior Management Team (SMT) battle answering MoDOT trivia questions, there was also a MoDOT crossword. Employees who participated in the employee appreciation events received prizes that were donated by different organizations.

She expressed her appreciation to the Commission and department leadership for supporting and valuing the statewide and local EACs. She thanked SMT for attending the meetings, being open and honest, and researching and answering concerns. She also shared the top concerns that have been shared with the EAC. These include safety, telework, pay, and COVID-19.

Ms. Wright-Crowder provided a few reminders such as the EAC is a resource group to help senior management and employees. Consider the group for special teams as they are the voice of employees. Convey the importance of the EAC to supervisors to allow employees to participate. Allow the local chairman to become part of the district management team, like how the statewide EAC chair is a member of the Senior Management Team. The anonymous inquiry process will continue to be used to help solve issues.

Commissioner Smith thanked Ms. Wright-Crowder for educating the Commission on the EAC, he noted the most important part of MoDOT is its people and the things the EAC is doing to keep up employee morale is important. Commissioner Waters asked Ms. Wright-Crowder what is the one message that the employees would want to present to the Commission. Ms. Wright-Crowder responded to value the employees and their input and their hard work and to show appreciation.

* * * * *

WORK ZONE AWARENESS WEEK PREVIEW

On behalf of the Director, Nicole Hood, State Highway Safety and Traffic Engineer, stated every spring MoDOT brings attention to motorist and worker safety in and around work zones. Next week, April 11-15, is national Work Zone Awareness Week. 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, and 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 very grim. In 2021, there were 17 people killed including three MoDOT employees in work zone crashes. Preliminary data indicates there were 55 people who were seriously injured in work zone crashes on Missouri's roadways. For the second year in a row, there was a record high number of Truck/Trailer Mounted Attenuators (TMAs) hit; there were 61 MoDOT TMAs struck while actively protecting MoDOT crews.

The top five contributing circumstances for work zone crashes in Missouri in 2021 were: improper lane usage, following too close, distracted/inattentive driving, failing to yield, and driving too fast for conditions. Distracted driving contributed to 336 work zone crashes. Speeding was involved in 11 percent of work zone crashes. Seventy percent of vehicle occupant fatalities in work zones were not wearing a seat belt.

Ultimately what MoDOT is asking everyone to do as this construction season ramps up is to work with us. MoDOT can do its best to design and plan work zones. MoDOT can train employees and coordinate with contractors. MoDOT can collaborate with wonderful partners in law enforcement for more safety in work zones. What is really needed is for drivers to work with the department and do simple things: slow down, pay attention, and buckle up. It is not just for the highway workers safety but for the motorist's safety as well. Ms. Hood shared a video that was prepared with the Work with Us message.

Several strategies are being implemented at MoDOT. One of the more recent items is real time digital alerts. There are units on more than 500 emergency response and work zone vehicles, and when the lights are activated then travelers using navigation apps, like Waze, will be notified with an advance warning to slow down there is a work zone ahead. There were some growing pains last year with implementing this strategy and it is in good standing right now so Ms. Hood is hopeful this will help reduce some of the work zone crashes.

Another strategy being implemented is the autonomous TMAs. This work is underway again in the testing phase where there is a leader and a follower truck. The goal is to get the operator out of the follower truck with the TMA because drivers are crashing into the back of the protective truck. Testing on the open road will resume when striping operations in the Kansas City district resume. A pilot program is also underway in the Southwest District. The university is on board to help evaluate the value of this technology.

A few other strategies include the temporary rumble strips when work zones are planned and designed. Another strategy is the automated flagger devices; MoDOT currently has 14 devices out around the state. There has been additional interest and three more units have been purchased. The department is using iCone technology where you can have an iCone in your work zone and it will have a mechanism to communicate to vehicles traveling through the work zone. The department is working with the Highway Patrol on Operation: PROTECT. MoDOT identified its top work zones and will ramp up enforcement on those projects.

Captain John Hotz, Missouri State Highway Patrol (MSHP), shared how communication between MoDOT and MSHP has changed and improved over time. Before large and small projects take place, the local zone sergeants meet with the engineers to see what can be done to make the work zones safer. This planning, coordination, and collaboration has improved safety in work zones. Driver responsibility and improving behaviors are key to safer work zones. MoDOT will continue to partner with the Missouri State Highway Patrol to slow traffic down in work zones and provide advance warning of work zones.

Commissioner Waters thanked Ms. Hood and Captain Hotz for their presentation and inquired about work zone safety equipment. Director McKenna noted awareness in work zones is what is needed most.

* * * * *

ADMINISTRATIVE RULES / POLICIES

COMMISSION POLICY REVISION – EMPLOYEES-COMPENSATION, INSURANCE, AND RETIREMENT

Following a comprehensive review of all Commission policies, on November 7, 2013, the Commission formally compiled and adopted the Commission policies that the department currently operates under today. In addition to the Commission’s periodic review, there are occasions where a policy may need to be updated. The department determined that a policy revision was necessary to address the delegation of authority for the approval and expenditure of funds on behalf of the Medical and Life Insurance Plan and revised the policy accordingly.

On behalf of the Director, Brenda Morris, Chief Financial Officer, recommended the Employees-Compensation, Insurance, and Retirement policy be revised as indicated with the green text for new language and red strike through text for deleted language:

Category: EMPLOYEES
Subcategory: Compensation, Insurance, and Retirement

MEDICAL AND LIFE INSURANCE

Related Statutes: Section 103.079 RSMo - Health care programs sponsored by other state agencies may become part of consolidated plan, procedure.
Section 104.270 RSMo – Highways and Transportation Commission may provide medical and death benefits.
Section 104.1072.3 RSMo – Commission may provide medical benefits and life insurance.
Section 104.110.10 RSMo – Commission contribution to medical premiums for those receiving work-related disability benefits.
Section 104.515.4 RSMo — Special consultants, duties, compensation, benefits.

The Commission considered contributing to a medical insurance plan as early as May 10, 1927, and the next year (March 13, 1928) the Commission authorized the employees to form groups or associations among themselves to secure insurance at group rates with no financial participation by the Commission. It would be 50 years later before the Commission participated financially in this benefit. On October 15, 1975, the Commission authorized a study of hospital and life insurance programs in an effort to develop a program offering optimum benefits at minimum cost. In 1977, legislation was enacted which authorized the Commission to subsidize the life and health insurance programs of each employee who was a member of the Department’s retirement system. The Commission established a Board of Trustees on November 9, 1977, and provided guidelines for its use in administering the new Medical and Life self-insurance plan.

The new plan became effective February 1, 1978. Legislation enacted in 1982 allowed state participation in the cost of medical insurance for retirees by deeming them special consultants. Subsequent Commission action and/or legislation extended the subsidy to dependents (August 3, 1990), surviving spouses and dependents of employees who lost their lives as a result of a traumatic injury incurred on the job (September 8, 1993), work-related disability recipients (legislation—1995), long-term disability recipients (September 5, 1997), survivors of employees/retirees (September 7, 2001), and spouses of members who have Medicare as their primary coverage (September 7, 2001).

As allowed by Missouri statutes passed in 1985, the Commission elected to provide its employees with \$15,000 life insurance at no cost to the employee and to establish an optional life insurance program offering life insurance to the employee at the employee's expense. Effective January 1, 2001, the statutes allowed an increase in coverage from \$15,000 to one times the employee's annual base pay at no cost to the employee. The optional life insurance program allows an employee to purchase the following coverage: (1) up to six times the amount of the employee's annual salary (maximum of \$800,000); (2) from \$15,000 to \$100,000 for the employee's spouse (but not to exceed the employee's coverage amount); and (3) \$15,000 for the employee's dependents. Closed plan retirees may retain up to \$60,000 in optional life insurance coverage for the retiree and his/her spouse at the expense of the retiree. The Year 2000 plan retirees may, at their expense, continue the amount of insurance carried prior to retirement until age 62, when coverage is reduced to a maximum of \$60,000. Those who retired after September 28, 1985, other than those entitled to a deferred normal annuity (terminated vested members), receive a \$5,000 death benefit at no cost to the retiree.

As allowed under Sections 104.270 and 104.1072 RSMo, a Medical and Life Insurance Plan has been established for employees, retirees, and deferred annuitants of the MoDOT and Patrol Employees' Retirement System (MPERS) and their dependents. A Commission-appointed Board of Trustees administers the Medical and Life Insurance Plan in keeping with the Board guidelines approved by the Commission.

- The Commission currently subsidizes the cost for the employees, retirees, disability recipients, survivors of employees and retirees, and spouses and/or dependents of employees and retirees.
- The Commission approves the employer contribution to the Medical and Life Insurance Plan. The contributions are subject to the financial resources deemed by the Commission to be appropriate for this employee benefit and the Commission's financial situation. Effective January 1, 2018, and extending until such time as the Commission determines it to be prudent to increase or decrease its share of the total medical insurance plan premium, the following percentages of employer participation will apply:
 - **Active employees and Work Related Disability Recipients** - (all rate categories): 82 percent.
 - **Retirees who retire on or after January 1, 2015:** Two percent per full year of creditable service in the retirement system capped at 50 percent. The percentage will be applied to the premium applicable to the rate category in which the retiree is enrolled.
 - **Retirees who retired prior to January 1, 2015:** Employer percentage of total premium will be the same percentage in effect for calendar year 2014, as shown below.

Non-Medicare

Subscriber Only	57%
Subscriber/Family	44%

Subscriber/Spouse	40%
Subscriber/Child	44%
Subscriber/2 Children	40%
Subscriber/Medicare Child	46%
Subscriber/Medicare Spouse	45%

Medicare

Subscriber Only	57%
Subscriber/Non-Medicare Spouse	40%
Subscriber/Medicare Spouse	45%
Subscriber/Non Medicare Family	44%
Subscriber/Medicare Family	49%
Subscriber/Child	44%
Subscriber/Medicare Child	46%
Subscriber/2 Children	40%

- Each rate group (Active, Non-Medicare Retiree, Medicare Retiree) shall be self-sustaining.
- Permanent part-time employees (those whose work is anticipated to exceed 1040 hours annually) of the Department, Patrol, or MPERS who are members of MPERS may participate in the Plan.
- Any employee terminating employment with the Department, Patrol, or MPERS who is a vested member of MPERS and who is a participant in the Medical Insurance Plan immediately prior to termination may retain continuous medical insurance coverage in keeping with the provisions of the Plan by paying the entire cost thereof. Commission subsidies will not be provided. Employees terminating employment who are not participants in the Medical Insurance Plan at the time their employment ends or who, after their employment ends, allow their coverage to lapse will not be permitted to reacquire coverage through the Medical Insurance Plan. Former employees who regain employment are entitled to coverage in the Medical Insurance Plan.
- Benefit provisions are in keeping with the most current Medical and Life Insurance Plan Document.
- An open enrollment period will be offered to employees every two years.
- Employee questions regarding the Medical Insurance Plan are to be directed to employees whose job specifications include advising employees regarding employee benefits.

Executive Committee

For purposes of this policy the term Executive Committee includes individuals who fill the positions of Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, Chief Safety and Operations Officer, Chief Administrative Officer, and Chief Financial Officer.

Expenditures on behalf of the Medical and Life Insurance Plan

A member of the Executive Committee shall approve and expend funds for claims and administrative expenses on behalf of the Medical and Life Insurance Plan LIMITED TO the amounts noted below:

- Greater than \$100,000** - All single transactions greater than \$100,000 shall be approved by a member of the Executive Committee.

- b. **\$100,000 or Less** – A member of the Executive Committee or others as delegated by the Chief Administrative Officer or Chief Financial Officer by written advisory to the Financial Services Division may approve single transactions of \$100,000 or less.

Effective Date: April 6, 2022 ~~February 6, 2019~~
Supersedes Policy Dated: February 6, 2019 ~~February 11, 2014~~
Last Reaffirmed:
Date of Origin: December 14, 1977

Related Commission Minutes: History, Policies, Plan Changes, and Contributions - May 10, 1927; March 13, 1928; October 15, 1975; June 8, 1977; July 13, 1977; October 12, 1977; November 9, 1977; December 14, 1977; January 11, 1978; August 11, 1978; January 12, 1979; February 2, 1979; July 6, 1979; October 3, 1980; April 3, 1981; September 11, 1981; January 8, 1982; May 6-7, 1982; July 9, 1982; October 1, 1982; July 15, 1983; October 7, 1983; February 17, 1984; June 1, 1984; February 8, 1985; April 4, 1985; September 6, 1985; October 3, 1986; October 7, 1988; December 9, 1988; August 3, 1990; September 6, 1990; October 5, 1990; September 8, 1993; December 3, 1993; June 1, 1994; July 7, 1995; March 4, 1996; July 3, 1996; September 5, 1997; October 2, 1998; September 3, 1999; September 16, 1999; September 1, 2000; September 7, 2001; August 8, 2002; October 4, 2002; August 8, 2003; August 14, 2004; August 12, 2005; September 9, 2005; December 2, 2005; August 9, 2006; August 8, 2007; August 6, 2008; August 5, 2009; August 4, 2010; September 14, 2011; April 3, 2012; May 2, 2012; August 8, 2012; September 12, 2012; November 7, 2013 – Comprehensive Policy Review; December 27, 2013; January 8, 2014; February 11, 2014; March 5, 2014; September 10, 2014; August 5, 2015; August 4, 2017; August 1, 2018-when the Commission absorbed premium increases the percentages changed; February 6, 2019-comprehensive policy review; April 6, 2022 added execution of documents provision.

Via approval of the consent agenda, the Commission unanimously approved the policy revisions described above.

* * * * *

COMMISSION POLICY REVISION – FINANCIAL-BUDGET-OPERATING BUDGET-MAINTENANCE ASSET MANAGEMENT DEFICIT PROGRAM

Following a comprehensive review of all Commission policies, on November 7, 2013, the Commission formally compiled and adopted the Commission policies that the department currently operates under today. In addition to the Commission’s periodic review, there are occasions where a policy may need to be updated. Following preparation of the annual financial forecast, the department determined that a policy revision was necessary to address funding for the Maintenance Asset Management Deficit Program.

At the January 5, 2022 Commission meeting when the financial forecast update was presented to the Commission, the disbursement assumptions included the Maintenance Asset Management Deficit program allocation of \$15.0 million for fiscal years 2022-2024. The policy revision will increase the

Maintenance Asset Management Deficit program allocation for fiscal year 2024 from \$12.5 million to \$15.0 million. This program addresses routes in poor condition that are maintained by the Department's operating budget.

On behalf of the Director, Brenda Morris, Chief Financial Officer, recommended the Employees-Compensation, Insurance, and Retirement policy be revised as indicated with the green text for new language and red strike through text for deleted language:

Category: FINANCIAL
Subcategory: Budget
Sub-Subcategory: Operating Budget
Sub-Sub-Subcategory: Maintenance Asset Management Deficit Program

MAINTENANCE ASSET MANAGEMENT DEFICIT PROGRAM

The Commission wishes to address routes in poor condition maintained by the Department's operating budget through the establishment of a Maintenance Asset Management Deficit Program. Within the Operating Budget the Maintenance Asset Management Deficit Program will be \$15 million in Fiscal Years 2022, ~~and 2023, and \$12.5 million in Fiscal Year~~ 2024 as long as funding is available to support this program.

Executive Committee

For purposes of this policy the term Executive Committee includes the individuals who fill the positions of Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, Chief Safety and Operations Officer, Chief Administrative Officer, and Chief Financial Officer.

Execution of Documents

Under this policy, the Commission delegates authority for approval of bids and quotes, expenditures of funds and execution of agreements and contracts up to the Maintenance Asset Management Deficit program amounts in the Commission-approved Operating Budget and LIMITED TO the amounts noted below:

- a. **Greater than \$100,000** - All single transactions greater than \$100,000 shall be approved by a member of the Executive Committee.
- b. **\$100,000 or Less** – A member of the Executive Committee, and, subject to their respective areas, the Chief Counsel, Division Heads, and District Engineers, (any one) are authorized to approve single transactions of \$100,000 or less. These staff members may delegate authority to others under their supervision to approve bids and quotes, expend funds and execute agreements and contracts in an amount not to exceed \$100,000 per transaction. Such delegation must be by written advisory from the staff members noted above to the Financial Services Director for the Central Office employees or to the manager responsible for processing district invoices for district employees.

Annual Reporting

The department will report to the Commission the status of the Maintenance Asset Management Deficit Program annually.

Effective Date: April 6, 2022 ~~March 3, 2021~~
 Supersedes Policy Dated: March 3, 2021
 Last Reaffirmed:
 Date of Origin: March 3, 2021

Related Commission Minutes: March 3, 2021 – initial policy approved. April 6, 2022 – increased funds available for FY2024 from \$12.5M to \$15M.

Via approval of the consent agenda, the Commission unanimously approved the policy revisions described above.

* * * * *

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Travis Koestner, State Design Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month. He noted Call C02 has local funding, as noted in Table I below, and the department received all the necessary concurrences. Call H04 did not receive any bids.

Mr. Koestner recommended: (1) Award of contracts to the lowest responsive bidders for bids received at the March 18, 2022, letting, as recommended, and noted in Table I below.

**Table I
 Award of Contracts
 March 18, 2022, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	24	Carroll	J1P3302	\$3,821,109.05	\$0.00	Emery Sapp & Sons, Inc.	Resurface
A02 ^	E	Carroll	J1S3207	\$1,466,527.38	\$41.52	Mera Excavating, LLC	Bridge Replacement
			J1S3208		\$110.72		Alternate Bridge Replacement
A03	Z	Carroll	J1S3458	\$657,834.35	\$0.00	Mera Excavating, LLC	Slide Repair

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A04	P, K, A, V, 145	Various	JNWM0004	\$4,997,498.60	\$0.00	Herzog Contracting Corp.	Resurface
B01	54	Audrain	J2P3156	\$4,117,988.35	\$1,100.00	Emery Sapp & Sons, Inc.	Grading, Paving, and Roundabout
B02	U	Monroe	J2S3454	\$822,543.10	\$0.00	Emery Sapp & Sons, Inc.	Grading, Paving, and Culvert Replacement
B03	B	Scotland	J2S3450	\$1,032,191.99	\$0.00	Mera Excavating, LLC	Bridge Replacement
B05	F	Warren	J2S3403	\$267,903.00	\$0.00	Thomas Industrial Coatings, Inc.	2 Bridge Paintings
C01	50	Pettis	J3P3078	\$3,322,828.03	\$2,000.00	Radmacher Brothers Excavating Co., Inc.	Intersection Improvement
C02 *	65	Saline	J3P3181	\$2,400,336.71	\$0.00	Radmacher Brothers Excavating Co., Inc.	Grading and Pavement
D01	M, Z	Cooper	J5S3448	\$1,650,249.30	\$0.00	Widel, Inc.	Bridge Rehabilitation
F01	50	Franklin	J6P3560	\$3,197,518.03	\$0.00	N.B. West Contracting Company	Coldmill and Resurface
F02	Various	Various	J6P3334	\$2,987,250.00	\$0.00	R. V. Wagner, Inc.	Job Order Contract for Concrete Pavement Repair
F03	Various	Various	J6Q3468	\$1,547,757.10	\$0.00	Gerstner Electric, Inc.	Dynamic Message Sign Replacement
			J6Q3474				CCTV Camera Replacement
F04	Various	Various	J6P3455	\$2,973,000.00	\$0.00	N.B. West Contracting Company	Job Order Contract for Asphalt Pavement Repair
G01	160	Greene	J7S3367D	\$649,076.00	\$0.00	Branco Enterprises, Inc.	ADA Improvements
	Norton Road		J8S3179				
G02	MO 249	Jasper	J7P3105E	\$425,804.46	\$0.00	RAM Construction Services of Michigan, Inc.	3 Bridge Deck Sealing
G03 ^	96	Jasper	J7S3171	\$1,920,000.00	\$0.00	KCI Construction Company	Bridge Replacement
H01	I-55	Pemiscot	J9I3858	\$550,999.00	\$0.00	RL Persons Construction, Inc.	Pavement Improvements
H02	N	Stoddard	J9S3859	\$2,245,000.00	\$0.00	Pace Construction Company	Resurface

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
H03 ^	WW	Stoddard	J9S3396	\$395,799.79	\$0.00	Penzel Construction Company, Inc.	Bridge Rehabilitation
H05	Various	Various	J9P3636	\$604,500.00	\$0.00	Putz Construction, LLC	Job Order Contract for concrete Pavement Repair
			TOTAL:	\$42,053,714.24	\$3,252.24		

^Focus on Bridges Program

*Call C02 – Funding by Saline County – \$1,200,183.36.

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received at the March 18, 2022, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Brinkmann abstained from Call F02. Commissioner Boatwright abstained from Call H02.

* * * * *

REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN ON HIGHWAYS

**Route 67 (Future I-57), from County Road 338 to County Road 352, Butler County
Job No. J9P3751**

**Virtual Public Hearing Held February 3, 2022
Online Public Comments Received Until February 17, 2022**

This proposed improvement is to widen US 67 on new alignment to four lanes from the existing County Road 338 to County Road 352, convert the existing US 67 pavement into an east outer road. The project will have fully controlled access right of way. The roadway will remain open to traffic during construction. The project is 2.34 miles in length.

On behalf of the Director, Mark Croarkin, Southeast District Engineer, recommended approval of the location and design as presented at the public hearing.

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

* * * * *

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>
Greene	60	J8S3175
Greene	BU65/LP44/H	J8S3160
Greene, Christian & Lawrence	60	J8P3197/J7P3433
St. Louis	109/CC	J6S3351

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.

* * * * *

-- **REPORTS** --

REPORTS

The Commission received the following written reports.

A REPORT CARD FROM MISSOURIANS - 2021

On behalf of the Director, Eric Curtit, Transportation Planning Director, presented the results of the 2021 Report Card from Missourians. This is the tool the department uses to determine how satisfied customers are with MoDOT's work, and to get input about the services and results that are most important to them. This information is collected through independent surveys that are conducted with more than 3,500 Missourians throughout the state. Text messages were sent to residents in each county to obtain a diverse sample across Missouri. A minimum of at least 500 responses were to be obtained in each of the seven districts, and this is to ensure accurate, statistically valid results. A total of 7,451 completed responses were received.

The department learned most Missourians were satisfied with the job MoDOT is doing. Overall satisfaction was at seventy-three percent. While still high, the overall customer satisfaction rate has dropped four percent from the last survey. Most measures of satisfaction with individual MoDOT services have slightly decreased from 2019.

MoDOT works very hard as an organization to communicate very clearly with Missourians. The survey results remain high and indicate that accurate, timely and understandable information is provided.

Additional findings of the report include:

- Missourians continued to agree that MoDOT provides accurate (90%), timely (86%), and understandable (86%) information about projects in their areas, similar to the statistical results since 2009.
- Eighty-nine percent of Missourians agreed that MoDOT was the "primary transportation expert" similar to results since 2009.
- Seventy-nine percent of the residents indicated they trust MoDOT to keep its commitments to the public compared to eighty-two percent in 2019.
- Seventy-eight percent of residents were willing to pay more to adequately fund Missouri state roads.

- Missourians grossly underestimate the cost of congestion, poor road conditions, and safety issues.
- Twenty-four percent selected tolls as the most acceptable option for increasing revenues to adequately fund Missouri state highways and roads, tying “none of these” as the most popular response. This was a change from the previous studies where increasing the fuel tax was the most favored option.

* * * * *

STATE SAFETY OVERSIGHT ANNUAL REPORT

Michelle Kratzer, Multimodal Operations Director, provided to the Commission the written Annual Report of Rail Fixed Guideway System, or light rail, State Safety Oversight Program activities. The report provided a review of oversight activities for calendar year 2021 of Missouri’s three light rail systems: KCStreetcar in Kansas City, Loop Trolley, and MetroLink in St. Louis.

* * * * *

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, Ashley Halford, Assistant to the Chief Administrative Officer, and Medical and Life Insurance Plan Board Chairman, provided financial and claims data reports for the period July 2021 through December 2021, and for the most recent five calendar years, to update the Commission on the cost and utilization of the Medical and Life Insurance Plan.

Ms. Halford reviewed the number of claims processed monthly. There was a decrease of 18.7 percent in the total number of claims processed when compared to the calendar year 2020. There was a decrease of 32.6 percent in Medical claims, and an increase of 2.7 percent in pharmacy claims processed. There was a significant increase in medical claims in the last half of the calendar year due to delayed care during the first half of the year due to the pandemic.

A review of the claim costs indicates an increase of 5.7 percent in total claims expense when compared to calendar year 2020. Medical claim costs increased 6.4 percent while pharmacy claims

increased 3.7 percent when compared to the same time frame in 2020. The specialty drug cost has increased to 57.45 percent over the past calendar year, while the volume continues to account for only 1 percent of all pharmacy claims.

The total operating revenues decreased 0.97 percent compared to 2020. This is primarily the result of there being no change in medical premiums in 2021, and a slight decrease in the number of covered individuals. The medical plan had a loss of \$1,844,182 in 2021, resulting in a net position of \$49,381,067 as of December 31, 2021.

* * * * *

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 no briefing reports for the past month.

* * * * *

FINANCIAL - BUDGET - REPORTS – YEAR-TO-DATE, FINANCIAL REPORT PERIOD ENDING FEBRUARY 28, 2022

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date February 28, 2022, with budget and prior year comparisons.

* * * * *

CONSULTANT SERVICES CONTRACT REPORT

Travis Koestner, State Design Engineer, submitted a written report of consultant contracts executed in the month of February 2022, 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 385 active contracts held by individual engineering consultant firms prior to February 1, 2022.

Ten engineering consultant services contracts were executed in February 2022, for a total of \$2,538,981.

There were zero non-engineering consultant contracts executed in February 2022.

* * * * *

* * * * *

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

* * * * *

* * * * *

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.

* * * * *