

**SOUTHEAST MISSOURI REGIONAL PLANNING AND
ECONOMIC DEVELOPMENT COMMISSION
TRANSPORTATION ADVISORY COMMITTEE**

**Meeting Minutes
April 21, 2010**

The quarterly meeting of the Southeast Missouri Regional Planning and Economic Development Commission's Transportation Advisory Committee was called to order by Chairman William E. Osborne at 11:55 a.m., on Wednesday, April 21, 2010, in the Commission's meeting room in Perryville, Missouri.

ATTENDEES

William E. Osborne	Chairman	SEMO TAC
	Executive Director	Southeast Missouri Transportation Service
Paul Koeper	Associate Commissioner	Cape Girardeau County
H. Weldon Macke	Chairman	SEMO RPC
	Designated Representative	Cape Girardeau County
Larry Payne	Representative of Business	Cape Girardeau County
Tom Mogelnicki	Director	Cape County Transit Authority
Rodney Bollinger	Public Works Director	Jackson
Brent Buerck	City Administrator	Perryville
Larry Tucker	Executive Director	Perry County Economic Development Authority
John Kennedy	City Administrator	Park Hills
Norman W. Lucas	Economic Developer	Park Hills
James Clark	Representative	Ste. Genevieve County
Glenda Hoffmeister	Executive Director	Southeast Missouri Area Agency on Aging
Amy Bryant	Planner	MoDOT District 9
Bill Robison	Project Manager—Planning	MoDOT District 10
Joe Killian	Senior Planning Technician	MoDOT District 10
Chauncy Buchheit	Executive Director	SEMO RPC
Ronald R. Steele	Economic Development Planner	SEMO RPC
Stan W. Balsman	GIS Director	SEMO RPC
Kathleen M. Hall	Executive Assistant	SEMO RPC

After introductions, Chairman Osborne asked for approval of the minutes of the January 13, 2010 meeting. Mr. Mogelnicki moved that the minutes be approved as presented; Mr. Lucas seconded the motion; motion carried.

It was reported that MoDOT Director Pete Rahn was resigning his position as of April 23rd. Chief Engineer Kevin Keith had been appointed Interim Director of the Missouri Department of Transportation. The staff was asked to send a letter to Mr. Rahn thanking him for his work to increase the level of input from the Transportation Advisory Committees across the state.

A letter from Senator Claire McCaskill was provided as a handout and is available upon request, concerning re-authorization of the Surface Transportation Act (SAFETEA-LU). Mr. Buchheit commented that the staff had corresponded with the Congressional delegation serving the Region asking for their support of re-authorization of SAFETEA-LU.

The draft Transportation Work Program for FY 2011 was provided at the meeting and is available upon request. The Director pointed out that a slightly different format was requested by MoDOT for the new year which included information on work performed during the past year. Among staff activities included were attendance at prioritization meetings to be held in Jefferson City, and Districts 9 and 10. Mr. Buchheit asked that any TAC member having comments on the work program to contact him or Mr. Steele within the week following this meeting.

In regard to the Safe and Sound Bridge Program, Mr. Robison reported that, of the 802 bridges to be upgraded across the state, 126 were complete and 30 were under construction. This program was scheduled to be complete by the end of 2013.

Mr. Buchheit reported that no final Environmental Protection Agency (EPA) recommendation had been made concerning changes to the ozone standards. The current standard for attainment was for monitors to have a three-year average of less than 75 parts per billion (ppb) of ozone; however, EPA was considering changing those standards to as low as 60 ppb. This would mean that all monitors in Missouri would be in nonattainment, as would 95% of the monitors across the nation. The Commission, through its Air Quality Committee, had asked for political support to reign in EPA's desire to change the standards, but Mr. Buchheit was unsure if these efforts would be successful. The *Clean Air Action Plan* was prepared to address the nonattainment issue. Mr. Buchheit indicated that the Commission planned to go forward to inform local officials and residents of ways to reduce pollutants and ozone levels.

Mr. Robison reported that U. S. Highway 67 in Madison County south of Fredericktown was scheduled to open in the summer of 2010. Overlay and diamond grinding would be performed on the highway north of Fredericktown. The Highway 67 Coalition would meet in May in Corning, Arkansas to discuss the 40 mile gap in the project into Arkansas. The Highway 67 project in Missouri was scheduled to be completed by the end of 2011. The Greenville area of U. S. 67 was to open in 2010, with the section from Silva north to the Madison County line to be the last part to be completed.

Mr. Robison also indicated that the Highway 72 improvements would be complete in the summer of 2010. The Byrd Creek bridge was on schedule, and the deck had been poured on the bridge at Millersville. The Highway 72 bypass at Fredericktown was under construction and scheduled for completion by the end of June or first of July. The truck route through Fredericktown was to be resurfaced and turned over to the City about the same time.

Mr. Killian reported that there had been six bids received for work involving the Highway 67/Hedgeapple Lane intersection, with Jokerst Construction of Ste. Genevieve being the apparent low bidder.

Mr. Killian also mentioned that the low bidder for the Highway 25/Jackson/South Elementary School project was Lappe Cement of Perryville. Funds for this project were being provided by the City, School District, and MoDOT, with \$650,000 being provided through federal sources. Mr. Bollinger indicated that the electric and water relocation portion of the project would be completed soon. The rest of the project would begin in late may and be complete by the new school year.

The Route B project in Ste. Genevieve County was on schedule and the bridge was under construction. Mr. Clark commented that, because of the road closure, businesses were losing money. The bridge was scheduled to be open by summer.

Mr. Buchheit mentioned that a 16 year old girl from Bollinger County had been receiving a good bit of media attention because of her efforts with legislators to fund safety improvements to Highways 51 and 34. Highway 34 was a TAC priority and was important to Cape Girardeau and Bollinger Counties as an east-west corridor. The highway would be a major route for delivery of services during times of emergency.

A handout, which is available upon request, showing statewide and District 9 fatalities was provided. There had been a 24% decrease in fatalities in a one-year period statewide and a 10% decrease in District 10. In addition, Mr. Steele reported that nationwide crash statistics for 2009 showed an 8.9% decrease over 2008. He also mentioned that, in District 10, 27 high schools participated in the Battle of the Belt Program. He pointed out that District 10 lead the state in the number of participating schools. Saxony Lutheran High School had the most improved use of seatbelts, with 99.44% of students wearing their seatbelts.

Mr. Steele also informed the TAC of House Bill 16985 that would tighten DWI laws. Third time offenders would no longer go to local courts, but would be tried in circuit courts. The bill also provided for better recordkeeping. The Coalition for Safer Roads had asked for endorsement of this legislation. A motion was made, amended and passed for the staff to issue a letter of endorsement if further study of the bill confirmed that the State Patrol was in support of the bill.

“Operation Orange” to support work zone safety was being undertaken during the week of this meeting.

Cameras had been installed on Interstates 55 and 57 and Highway 60 to monitor traffic flow and for use in generating messages on electronic billboards concerning conditions in construction zones and accident areas. Mr. Robison commented that some states were using the cameras to determine road conditions during times of inclement weather.

The New Bourbon Regional Port Authority was recently awarded a \$2 million Community Development Block Grant for construction of an outbound conveyor system. This project was also a TAC priority for Ste. Genevieve County. The Port Authority had received about \$6 total for port construction. The Director also commented that access roads to ports needed to be included on the federal system. Mr. Robison indicated that the roads to the port in New Madrid County had been added to the system. Mr. Killian commented that the Southeast Missouri Regional Port was already on the system and that the Pemiscot County Port Authority was moving in that direction.

A letter of support for the City of Jackson's cost-share project with MoDOT to improve the intersection of Donna Drive with Highway 61/34/72 had been issued. Mr. Bollinger indicated that the project would not move forward this year, but likely would in 2011 or 2012.

A letter congratulating Dr. Leanna Depue for her statewide efforts in reducing traffic fatalities had been sent to her.

Mr. Robison provided a handout, which is available upon request, that included a listing of statewide transportation priorities and indicated that all MoDOT Districts and the regional planning directors had met to develop the recommendations. Those priorities selected for District 10 included I-55 between Cape Girardeau and Scott City, the Chester Bridge, the Highway 34 corridor and the Highway 412 corridor. Traffic counts, safety data, and freight movement were factors in determining the ranking of the statewide projects.

Mr. Robison also indicated that the new Statewide Transportation Improvement Plan (STIP) draft would be issued the first week of May, followed by a comment period, with the final STIP to be available in July. Because funding sources were decreasing, he felt that maintenance would be the only program remaining. He displayed a map depicting the draft STIP projects for District 10, which included I-55 improvements between Sikeston and Cape Girardeau and between Fruitland and Perryville; Highway 25 improvements between Advance and Blomeyer/Dutchtown and between Bernie and Holcomb; Highway 34 improvements in the Marble Hill and Glen Allen area; and resurfacing of existing lanes on Highway 67. In addition, District 10 planned to maintain its STIP commitments for I-55, Highway 60 and the minor roads. Mr. Robison mentioned that MoDOT would be reducing staff through attrition.

Ms. Bryant of District 9 also showed a map of that district's proposed STIP projects. She indicated that District 9 used 4 points to develop its program: 1) how to keep the STIP commitments; 2) how to keep major routes 85% good; 3) improvements to minor routes; and 4) holding their own on bridges with some help from the Safe and Sound Bridge program. She also noted that, by the end of June, the Highway 60 project should be complete.

Mr. Robison asked TAC members to contact him if they had questions, comments, complaints or projects relating to transportation issues. He mentioned that District 10 would be busy for the next couple of years with BRO projects as there were 82 active projects totaling about \$52.7 million

A St. Francois County resident had contacted Mr. Steele regarding the need to replace a bridge on Cash Lane off Highway 67. The road, formerly Highway 67, was a county road. She had asked that the bridge replacement be included on the TAC needs list as the road served as an alternate route during times of emergencies on when Highway 67 was inaccessible. The consensus of the TAC was that the bridge project needed to be discussed with the County Commission as it was on a county road.

Chairman Osborne asked Mr. Mogelnicki to discuss transit issues. Mr. Mogelnicki indicated that for Cape County Transit, ridership over the past year and a half had risen from 90,000 rides to 140,000 rides. Cape County Transit's clientele was about 65% to 70% senior citizens and disabled individuals. Ms. Hoffmeister also commented that the Area Agency on Aging partners with transit groups such as Cape County Transit, as well as SMTS. However, because of funding limitations, they cannot fulfill the need for additional rides as elderly and handicapped funding has been reduced. About half of the AAA's funding goes toward transportation assistance. Chairman Osborne noted that transit is funded through general revenue funds.

The next meeting of the Transportation Advisory Committee was scheduled be held on Wednesday, July 14, 2010 at 11:30 a.m. in the Commission's meeting room in Perryville.

Chairman Osborne adjourned the meeting at 1:12 p.m.

Respectfully submitted,

Norman W. Lucas, Secretary

William E. Osborne, Chairman