



**MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION**

**Official Minutes**

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**May 7, 2025**

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**MINUTES OF THE REGULARLY SCHEDULED  
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING  
HELD IN JEFFERSON CITY, MISSOURI,  
WEDNESDAY, MAY 7, 2025**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, May 7, 2025, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri and was available via live stream. Warren K. Erdman, Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: W. Dustin Boatwright, P.E., Gregg C. Smith, Daniel J. Hegeman, Francis G. Slay, and Ann Marie Baker.

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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Ed Hassinger, Director of the Missouri Department of Transportation; Terri Parker, Chief Counsel for the Commission; and Jennifer Jorgensen, Secretary to the Commission, were present on Wednesday, May 7, 2025.

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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**

**APPROVAL OF MINUTES**

Upon motion by Commissioner Smith, seconded by Commissioner Boatwright, a quorum of Commission members present approved the minutes of the regular meeting held on April 2, 2025.

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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 May 6, 2025, Consent Agenda

The Commission agenda item titled Improve I-70 Project Contract Authorizations was removed for consideration later in the meeting. Upon motion by Commissioner Hegeman, seconded by Commissioner Slay, the remaining 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 May 7, 2025, meeting.

**Audit Committee** – Commissioner Slay stated there was no report. The next audit committee meeting is scheduled for June 2025.

**Legislative Committee** – Commissioner Boatwright stated this legislative session has been a different session from last year. While contentious issues and lengthy floor debates remain, bills are progressing more steadily through the legislative process. Some legislators are experiencing the conference committee process and learning how both chambers collaborate to resolve differences during these final two weeks of session.

The budget process is nearing completion. Earlier this session, department staff presented MoDOT's budget to the General Assembly and participated in committee hearings. Both the House and the Senate have passed their respective versions of the budget bills. Conference committees are now meeting, and it is anticipated the final budget will be approved by Friday, May 9, if not sooner.

Commissioner Boatwright noted there are two legislative proposals of concern:

### **Federal Road Fund Proposal**

One proposal would establish a new "federal road fund" – a separate account to receive all federal funds for highway purposes to be expended upon appropriation by the General Assembly. Under this legislation, federal reimbursements would no longer return to the state road fund, but instead be redirected to the new fund, with expenditures subject to appropriation by the General Assembly. This change would create a significant uncertainty in MoDOT's revenue forecasting, hindering the ability to plan and deliver projects outlined in the Statewide Transportation Improvement Program (STIP), and ultimately will result in the loss of federal funds.

Missourians risk losing federal tax dollars to other states under this proposal for several reasons:

- **Compressed Letting Schedule:** Instead of spreading contract lettings over twelve months, project lettings would be forced into a three-month window, during construction season, when

federal funds typically become available. MoDOT, contractors, and consultants cannot effectively plan and execute \$1.4 billion in road work within such a limited timeframe. This would result in up to \$250 million in unused – and therefore lost – federal funds.

- **Loss of Administrative Reimbursements:** MoDOT currently receives federal funds for staff responsible for project delivery and preventative maintenance. This proposal would eliminate that reimbursement mechanism, resulting in an annual loss of up to \$180 million annually.

The additional consequences of this legislation include the following:

- **Disruption of Planning Process:** This proposal would dismantle MoDOT’s long standing planning framework, which engages regional stakeholders to identify unfunded needs and prioritize projects. This would reduce transparency and predictability in project selection and undermine long-term planning efforts.
- **Increased Risk for the Transportation Industry:** The resulting uncertainty around project timelines and funding would strain Missouri’s construction and consulting sectors. Fewer bids, reduced competition, higher costs, and lost revenue for contractors and suppliers are likely outcomes.

Commissioner Boatwright noted the federal road fund concept is currently included in three bills and one budget bill – Senate Bill (SB) 120, SB 586, and House Bill (HB) 1409.

#### **Motor Fuel Tax Reduction Proposal**

A second proposal would reduce Missouri’s motor fuel tax if MoDOT’s administrative expenditures exceed 20 percent. For every time the threshold is surpassed, the motor fuel tax will be reduced by half a cent, but no more than a total reduction of 1.5 cents. Each half cent reduction equates to an annual loss of \$20.75 million in transportation revenue, divided as follows – \$14.5 million for MoDOT, \$3.1 million for cities, and \$3.1 million for counties.

Commissioner Boatwright concluded that Missouri has made tremendous progress in transportation infrastructure and planning in recent years. If enacted, these proposals would severely hinder that progress, jeopardizing economic development and limiting the state’s ability to maintain and improve its transportation systems.

**Missouri Transportation Finance Corporation (MTFC)** – Commissioner Smith stated the board met earlier in the morning. At the meeting, the board elected officers and approved the Fiscal Year 2026 budget. The next MTFC meeting will be in August.

**MoDOT and Patrol Employees’ Retirement System (MPERS)** – Commissioner Hegeman reported there was no report and the next MPERS meeting is June 20, 2025.

**Missouri Coalition for Roadway Safety Executive Committee** – Commissioner Boatwright reported as of Friday, April 30, there have been 249 people killed in Missouri traffic crashes so far in 2025. This is a 3 percent decrease compared to this time last year. So far this year, pedestrian fatalities are down 2 percent while unbelted fatalities are also down, a promising indicator that more people are buckling up. Notably, motorcyclist fatalities are down 24 percent so far this year.

May is Motorcycle Awareness Month, and with last year being the first significant decrease in motorcyclist fatalities in Missouri since the helmet repeal, the Coalition is hopeful for a second year in a row of substantial improvements. With the warmer weather, all motorists should look twice for motorcycles, and the Commission and department encourage all riders to make the safe choice to wear a helmet.

Commissioner Boatwright concluded by reminding drivers about the historic levels of road construction this summer. As MoDOT crews and contractors work to improve the state’s transportation system, please work with them by slowing down and putting down the phone in work zones.

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## DIRECTOR'S REPORT

During the May 7, 2025, Commission meeting, Director Ed Hassinger provided the following report:

**Kansas City District Engineer** – Deputy Director Eric Schroeter introduced the newest member of the Senior Management Team; Greg Bolon accepted the position of Kansas City District Engineer. Mr. Bolon has 14 years of experience with MoDOT and another 25 years with the City of Kansas City, where he led the street and traffic operations. He brings a broad range of experience in construction and materials, maintenance and traffic with MoDOT, and he has served as the Northwest District Maintenance and Traffic Engineer since 2020. Mr. Schroeter noted that in Mr. Bolon's role with the city, he drastically improved the functions and efficiencies of winter operations. Under his leadership at MoDOT, the Northwest District recorded six straight months of safety scores above the expected 90 percent rate across all buildings, proving his commitment to producing safety results for Team MoDOT.

**Forward 44 Groundbreaking** – Director Hassinger shared that last month, during some historic rainfall happening across the southern stretch of the state, he joined the Chairman and Commissioner Baker to help the Southwest District break ground on the first Forward 44 project with General Revenue funding. It was a terribly rainy day in Springfield, but they had excellent turnout and participation, including U.S. Congressman Eric Burlison, Senator Lincoln Hough, Representative Bill Owen, the Ozarks Transportation Organization planning partners, and Capital Paving and Construction. Director Hassinger noted this project will widen I-44 from Route 13 to U.S. Route 65 in Springfield and replace multiple bridges, among other improvements. This is the first project on the corridor that includes General Revenue funding passed by the legislature last year and approved by the Governor's Office. It was a really exciting opportunity to bring together the different players that had a hand in making this project come to life. A brief video from the event was played. Director Hassinger stated the weather was too severe to be outside, so they had an alternate plan, and the participants turned dirt inside to celebrate the beginning of this expansion project in Springfield.

**Work Zone Awareness Week Recap** – Director Hassinger stated last month the Highway Safety and Traffic Division presented about work zone awareness and what is being done across the department to improve processes and educate the public. April 21-25 was National Work Zone Awareness Week, and the department hosted events across the state to ask drivers to "Work with Us" in work zones. A brief video of highlights from those events was played.

Director Hassinger noted it is under the worst circumstances imaginable that the department is able to have families like Lyndon's and Kaitlyn's advocating for work zone safety, but they have the most important stories to tell. These stories are told as often as possible to try to prevent more of these tragedies. Another crucial piece to this effort is the partnership with the Missouri State Highway Patrol, who ran saturation patrols during Work Zone Awareness Week near the work zones where these events were held. In one day at one St. Louis work zone, they made 76 total arrests. It is unknown how many crashes their presence prevented, because that same day, one of our contractors' trucks was hit in a work zone. Their effort also resulted in 56 warnings issued in Springfield and Joplin work zones. The Kansas City Police Department joined the effort, issuing 222 citations or warnings in one work zone in one day in the Kansas

City metro area. Director Hassinger noted his appreciation for the great partnership with our law enforcement partners to keep work zones safe places to work and travel through.

He also noted he attended AAA’s Distracted Driving Awareness Day at the Capitol during Work Zone Awareness Week, where Governor Mike Kehoe specifically pleaded with the public to avoid distractions in work zones. That messaging is more important than ever this year, as the department is looking at the busiest construction season on record in Missouri. On any given day, motorists can expect to see anywhere from 800 to 1,000 work zones across the state. Director Hassinger thanked the Patrol, contracting partners, and Governor Kehoe for the support in spreading awareness for work zone safety.

Director Hassinger concluded this topic by once again sharing the Work Zone Awareness public service announcement for the year because this is a message that drivers ought to keep in mind every time they are driving along the highways.

**No MOre Trash** – Director Hassinger stated April is historically the month drivers start to see trash make its return along the highways, as the snow melts away and the winds pick up. Each spring, the department has a “No MOre Trash” effort, urging the public to help keep Missouri beautiful by avoiding litter and securing loads. Picking up trash along the highways is a very labor-intensive task for the department’s maintenance staff, who have already spent more than 80,000 hours picking up more than 85,000 bags of trash just this year. The department spent more than \$12 million on the effort last year.

Director Hassinger reported that last year staff showed some of the efforts of the Kansas City District to work with the Patrol on enforcing secured loads of trash haulers in the area. The St. Louis District has now partnered with the Patrol on a similar effort to try to bring awareness to the issue and hold trash haulers accountable for what they are carrying. Staff hope to continue to see improvements in this area as keeping our highways clean is really a shared effort. Department staff, contractors, and volunteers work to clean up, but it is on every driver to make sure trash is discarded properly and loads are secured.

**Traction Recap** – Director Hassinger shared that in late March, he was able to attend part of the TRACTION reunion. TRACTION – or Teens Taking Action to Prevent Traffic Crashes – is a peer-to-peer traffic safety leadership training program here in Missouri, facilitated by the Highway Safety team. Every July, schools are invited to a conference where students start developing action plans to address negative driver behaviors in their community. Then in March, the students come back together at a reunion where they present the programs or campaigns they implemented and share best practices. Director Hassinger noted the future of highway safety is in good hands. It was incredible to see not just the work they are doing, but the passion these students have for roadway safety. It is exciting for them to work up real solutions to very present challenges in their communities. The excitement is contagious because these students want to make a difference. It is powerful to witness what the next generation is capable of. He concluded by noting his gratitude to be able join them at their reunion, and hopeful for the future of roadway safety.

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**PUBLIC COMMENT**

**CONCERNS ABOUT CONTRACTS AND COMMISSION TRANSPARENCY AND ACCOUNTABILITY**

Arnie Dienoff expressed his concern regarding contracts and disclosing public documents. This includes meeting material, staff recommendations, staff communications, and all contracts. He cited the agenda item for Improve I-70 Blue Springs to Odessa design-build project as example. He believes the department needs to focus on maintenance of roadways. On a daily basis, he reports problems such as signs in need of repair, knocked down fences, and not getting reimbursed by insurance companies for damaged property. Mr. Dienoff said these items are being reported but there is no accountability in fixing the issues in a timely fashion. He requested the closed meeting discussions, the meeting minutes, and the individual votes taken on competitive bidding specs, sealed bids, and negotiated contracts and personnel administration regarding particular employees. Mr. Dienoff believes that contracts should be open for Missourians to review before execution. He also revisited the subject about rail line and storage of rail car issues that he brought up at the April commission meeting. He concluded by requesting all electronic documents and staff recommendations, and requested these documents be available online one week before the meeting.

Commissioner Erdman apologized for a tardy response to a records request and thanked Mr. Dienoff for his comments.

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**MODOT PRESENTATIONS**

**2026-2030 DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

On behalf of the Director, Llans Taylor, Transportation Planning Director, presented the 2026-2030 Draft Statewide Transportation Improvement Program (STIP) which is developed in unison with the budget and financial forecast. Mr. Taylor explained the STIP is MoDOT’s proposed list of transportation projects for the next five years. This document describes how transportation dollars are being invested

and represents MoDOT's commitment to Missourians. The STIP being presented today totals \$13.2 billion and 1,260 projects.

MoDOT's approach to planning is transparent, inclusive, and flexible to identify the right transportation solutions. MoDOT uses the planning framework relying on bottom-up decision making, ensuring the correct stakeholders are actively engaged in determining each region's highest priority needs and projects. Missouri has terrific partners with the Metropolitan Planning Organizations (MPOs) and Regional Planning Commissions (RPCs).

The STIP includes five program areas, and some are required, and some are not. The largest program is the highway and bridge program. The next largest part is the operations and maintenance plan, while not a requirement it does provide the citizens of Missouri a comprehensive view of the total investment in Missouri's transportation system. The STIP also includes the local and other programs that receive federal funds for large flexible urban funding, county bridge programs, air quality, transportation alternatives, and recreational trails programs. Finally, the draft STIP includes a section for multimodal funding in all modes including transit, aviation, rail, waterways, and freight.

He noted objective criteria are used to distribute funds to the districts who work side-by-side with the planning partners to identify needs and prioritize projects that are included in the draft STIP presented today. The amount of funds available to distribute in the construction program for Fiscal Years 2026-2030 is \$7.1 billion. Of that amount \$236 million is distributed for safety related projects, \$4.9 billion is distributed for asset management projects, and \$1.4 billion is distributed for system improvements. Safety funds are distributed based on fatalities and serious injuries. Asset management funds are distributed based on system usage and system size. The remaining funds, system improvement funding, are distributed based on population, employment, and system usage.

Each year when preparing the draft STIP the department reviews the percent of projects programmed for asset management, system improvement, and other projects. Mr. Taylor was pleased to

report this STIP maintains a focus on asset management. Over the first three years of the draft STIP, 82 percent of programmed funds are committed to asset management. This draft STIP will address a total of about 12,000 miles of pavement and 720 bridges across the system.

Mr. Taylor reviewed project growth and schedule adjustments for the draft STIP. He explained because projects programmed are commitments, MoDOT reviews how projects transfer from the current to the draft STIP. He explained this review identified project growth of 6.98 percent, this is attributable to 2.20 percent inflation and 4.78 percent in additional cost drivers. The department also recognizes the commitment in timing of the projects and there were 163 projects that had schedule adjustments.

Mr. Taylor reported on the changes for the 2026-2030 draft STIP. There were 297 projects added to this STIP, which includes 241 asset management projects, 1 capital improvement project, and 55 other projects. There are 17 projects that will be deleted because the work was incorporated into other projects, such as Improve I-70 or Forward 44, or was being completed by MoDOT forces.

There is a total of \$2.3 billion in legislatively designated and funded initiatives to improve I-70 and I-44, of which \$1.7 billion is programmed for the Improve I-70 program. Within the multimodal section of the STIP, the estimated total funding is \$1.1 billion. Mr. Taylor explained the multimodal program has seen a significant increase in funding, and the multimodal staff do a terrific job of understanding and managing those funds. He explained that the draft STIP also includes the maintenance and operations pavement and bridge work plan that helps maintain the transportation system.

The next step in the process is for the department to conduct a public comment period for the draft STIP, then the department will collect the comments received and recommend action, noting any changes to the draft STIP. The final STIP is then presented to the Commission for consideration and approval following the public comment period. Commissioner Boatwright stated his appreciation for how the department collaborates with planning partners, stakeholders, and customer to plan for transportation in Missouri.

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## **INNOVATIONS SHOWCASE PRESENTATION**

On behalf of the Director, Kelly Backues, Transportation Planning Specialist, highlighted MoDOT's Innovations Challenge program, provided details of this year's showcase, and shared a brief highlights video. MoDOT's pillars of Safety, Service, and Stability are supported by the Innovations Challenge.

Since its inception in 2007, the Innovations Challenge has generated innovations that have become best practices. Over the years the challenge has evolved. It began as a tool and equipment challenge in the districts as a way to share and promote ideas for MoDOT's employees to do their jobs safely and more efficiently. In 2013, the challenge was broadened to all areas of MoDOT and included the categories of projects and productivity. These new categories vastly enhanced the program and provided all employees the opportunity to join in the competition.

This program is engaging and inspiring for employees. This year there were 61 innovations competing. The Innovations Challenge currently bestows 16 awards. Four winners come from each of the three categories: tools and equipment (fabricating or modifying tools and equipment), productivity (employees changing processes, materials, and products), and projects (innovative projects driven by management). Three Director's awards are presented, one each for safety, service, and stability. There is one Dickson People's Choice award, named for Jim Dickson who was the Innovations Challenge coordinator since its inception in 2007; he retired in 2018.

Innovations are evaluated on the following four criteria. Judges look for originality, like how new is it to MoDOT. There is also a safety review, to evaluate if the innovation improves the safety of equipment and/or processes. Judges also want to know how it performs internally and externally, to evaluate if the innovation improves service to customers and/or employees. The last criteria is conserving resources, such as does the innovation save time or money.

For an innovation to advance to the statewide showcase, it must win the first challenge round either at a district or central office. A local panel of experts from each district and central office select the 18 first round winners from each district and central office to advance to the second round. During the second round, each district and central office coordinator rate the innovations to narrow the list to the top 20 in each category. This year the top 21 in productivity advanced to the statewide showcase. Typically, up to 60 innovations compete at the annual statewide showcase. Ms. Backues shared the timeline for the innovations challenge which kicks off in September. First round winners are chosen December – January. Second round evaluations are conducted in February. Statewide showcase participants are announced in February. The showcase is then held in April.

This year the showcase was held at the Expo Center in Columbia. Ms. Backues reported the 2025 category winners.

Productivity

Trauma Kit – Kansas City District  
Flush-Mounted Tractor Lights – Central District  
Quantitative Analysis of Chromate Coating – Construction and Materials Division  
Skinny Flush – Southeast District

Projects

Contacts Map STIP Layer – Communications Division  
World Famous Temporary Roundabout – Northwest District  
Empirical Slab Design – Northwest District  
A Lot of Asphalt – Northeast District

Tools and Equipment

Tack Oil Sprayer – Central District  
Powerline Marker – Central District  
Paver Lookout – Central District  
Hydraulic Coupler Pressure Release – Southwest District

Director's Safety award – Courtside Connections – Northeast District

Director's Service award – STIP Error Checking Reports – Transportation Planning Division

Director's Stability award – Batwing Wheel Saver – Southeast District

2025 Dickson People's Choice Award – Hitch-Mounted Flagger – Southeast District

Identifying and evaluating innovative efforts will continue to be a significant factor in the achievement of MoDOT's mission. The Innovations Showcase was acknowledged for promoting creativity and ingenuity across the department and driving MoDOT's continual improvement. Commissioner Slay thanked Ms. Backues for her presentation and stated the showcase is a rewarding opportunity, watching the brilliance of the MoDOT team in action, and the passion employees have for improving work in the department.

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## **WINTER OPERATIONS OVERVIEW**

On behalf of the Director, Darin Hamelink, State Maintenance Director, presented to the Commission a high-level overview of the 2024-2025 winter operations season. He noted the 2024-2025 winter is over and MoDOT spent \$62 million, with 80 percent of the costs due to the major storms during January 1-14, 2025, and February 9-23, 2025. The average winter cost is \$50 million. Employees drove 5 million miles plowing snow, which is equivalent to traveling to the moon and back ten times. Winter weather required 500,000 labor hours to clear the roads.

Mr. Hamelink reported Kansas City received 20" of snow at the airport, which is the most the area has experienced in 14 years. There was also a severe ice storm in the Southeast district in January, which required major cleanup efforts. Many employees were without power at home, yet reported in to work to help get roads reopened that were closed due to downed trees and power lines. Collectively, the lower 48 states experienced the coldest January since 1988. Missouri experienced extreme cold temperatures of minus 20 degrees in some areas. Mr. Hamelink pointed out that salt is 10 times less effective at zero degrees as it is at 30 degrees. This means the department uses more material to get the same result during the extreme cold snaps.

Mr. Hamelink reported that the department has 2,600 operators available, and the snow fleet includes 1,500 dump trucks. The department used 160,000 tons of salt, which was 60 percent of the starting inventory. Mr. Hamelink noted staff coordinated well with partners such as the National Weather Service, the Highway Patrol, and the State Emergency Management Agenda (SEMA). The National Guard was activated to check on motorists and was crucial in freeing up staff to stay focused on clearing the roads. Strike team members are employees from other districts that are sent to the hardest hit areas and often spend several nights away from home. Strike team deployments were key in helping clear the roads faster and to supplement areas that were in need additional drivers. Strike teams were deployed on 15 separate occasions, involving 160 employees.

Mr. Hamelink highlighted some key takeaways from the winter season. The department utilized every available driver. However, one of the biggest challenges continues to be inexperience behind the wheel. Twenty-five percent of our drivers have less than one year of experience, and forty-five percent of drivers have less than three years of experience. The department had 700 new operators that conducted their first ride-along this past winter. Special equipment is also important to consider during major winter events. Plowing in urban areas can be complicated with 4 or 5 lanes in each direction, concrete barrier walls on both sides of the road, and merging traffic. He noted that some institutional knowledge has been lost over the years due to turnover and it is important to recognize that there is no substitute for experienced operators. The department was 500,000 labor hours short in 2024 compared to 2020. This labor hour deficit has a big impact on cycle times during winter operations and consequently, how long it takes to clear the roads.

Clear Roads is a group of transportation professionals and researchers from around the country to drive innovation in the field of winter maintenance. They evaluate materials, equipment and methods in real-world conditions. Looking specifically at state-maintained lane miles, Missouri ranks first compared to adjacent states with almost 78,000 lane miles. The next highest state is Kentucky at 65,000. Conversely,

looking at maintenance workers per 1,000 miles, Missouri ranks second to last at 33 workers per lane mile. Kentucky has the lowest number of employees per lane mile at 28. Illinois has the highest number of employees at 69 per lane mile.

Mr. Hamelink provided an overview of special equipment. The department has 85 motor graders statewide, and half a dozen snow blowers across the northern half of the state. Motor graders can peel ice off roadways and can push large amounts of snow during extreme events. Snow blowers are very useful where we have snow piled up along our barrier walls as employees can blow the snow up and over the barriers and onto the backslopes. The department also has 76 tow plows statewide. While tow plows help offset the driver shortage by clearing multiple lanes at the same time, they do require an experienced driver.

The traveler information map is the department's way of communicating to the public. Staff work hard to ensure this map is up-to-date and accurate in terms of road conditions. Staff at the Transportation Management Centers carefully monitor cameras and the live traffic layer on the map. Staff also actively use message boards to convey information to the public concerning road closures, delays, and incidents.

Mr. Hamelink concluded his presentation by noting the biggest unfunded need is to address the labor hour shortfall. He also noted continuous improvement is something staff are constantly striving for. While it is important to celebrate successes, it is also important to learn from past experiences and to make adjustments moving forward. Also, an example of the effective, efficient use of resources is putting down the right amount of material at the right time. This ties into the department's extensive statewide training program that includes treatment and plowing strategies. He thanked partnerships who are also the key to success.

Commissioner Baker thanked Mr. Hamelink for his presentation and commended his team on their work during the 2024-2025 winter season.

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## **CONSIDERATION OF PROPOSALS FOR THE IMPROVE I-70: BLUE SPRINGS TO ODESSA DESIGN-BUILD PROJECT IN JACKSON AND LAFAYETTE COUNTIES, MISSOURI**

On behalf of Deputy Director/Chief Engineer Eric Schroeter, Project Director Karlee Covington described the project that will improve Interstate 70 from Blue Springs to Odessa. The Project will improve safety and reliability, maintain the serviceability of bridges and pavement, improve accessibility for local community, and minimize overall traffic impacts along the corridor.

### **Project Goals**

MoDOT has established the following goals for the project which were used in evaluating and determining the Best Value Proposal:

1. Deliver the project by December 31, 2028, within the program budget of \$366.6 million.
2. Provide a third lane of travel for eastbound and westbound I-70 from Blue Springs to Odessa.
3. Modernize I-70 while improving the existing pavement, bridges, and interchanges to enhance safety and mobility.
4. Minimize construction impacts with a focus on work zone safety, communication, and construction staging while maintaining mobility.
5. Provide expanded employment opportunities while developing and using a diverse workforce.

MoDOT's Business Development and Compliance Office established a 11 percent disadvantaged business enterprise goal for construction work and a 14 percent disadvantaged business enterprise goal for professional services for the project. The best value proposer will be required to meet federal workforce goals per trade of 12.7 percent minority and 6.9 percent female.

### **Procurement Process**

By Commission action on July 12, 2023, the Commission approved the use of Design-Build for Statewide Improve I-70. Since then, MoDOT's Design-Build team has been working through the procurement process. Five teams were prequalified on December 20, 2024, to compete for the contract.

The Request for Proposals was issued January 6, 2025. The MoDOT Design-Build team held seven confidential discussions with each team over a period of twelve weeks to discuss their proposal ideas. Final proposals were submitted by the teams on April 18, 2025. The MoDOT Design-Build team reviewed and evaluated the proposals. The five teams that submitted proposals include:

- *Ames Construction – major participants include Ames Construction, Inc. and Parsons Transportation Group, Inc.*
- *Improve 70 West Alliance – major participants include Emery Sapp & Sons, Inc., Clarkson Construction Company, HNTB Corporation, and Bartlett & West, Inc.*
- *Capital-HDR – major participants include Capital Paving & Construction, LLC., Michels Road & Stone, Inc., HDR Engineering, Inc., and TranSystems Corporation*
- *MasTec DB Team – major participants include William Charles Construction Company, LLC., T.Y. Lin International, Koss Construction Company, and Horner & Shifrin, Inc.*
- *Radmacher-Ideker Joint Venture – major participants include Radmacher Brothers Excavating Co, Inc., Ideker, Inc., and Wilson & Company, Inc. Engineers and Architects*

## **Evaluation**

The items that were evaluated by the MoDOT Design-Build team included: Project Definition (70 points available), Maintenance of Traffic (25 points available), and Workforce Development (5 points available) for a total of 100 points. Project Director Covington provided a summary of the proposals submitted by each team.

## **Commission Consideration and Action**

Project Director Covington recommended the Radmacher-Ideker Joint Venture as the best value proposer. Their proposal included:

- Constructing a third lane of I-70 in both directions beginning just west of MO Route 7 in Blue Springs to approximately MO Route H (mile marker 45.3), nearly seven miles past the project requirements.
- Replacement of the existing I-70 lanes with all new full-depth concrete pavement.
- Improved I-70 interchanges at MO Route D in Bates City and at MO Route 131 in Odessa.
- 14 bridge replacements.
- The team has also committed to keeping two lanes of traffic open in each direction during peak travel times.

Chairman Erdman thanked Project Director Covington for her presentation and the MoDOT Design-Build team for their work on this project to date.

After consideration, Commissioner Boatwright moved that the Commission adopt staff recommendations to award the Radmacher-Ideker Joint Venture Design-Build team for submitting the best value proposal for the Improve I-70: Blue Springs to Odessa Design-Build Project; authorize the Director, Deputy Director/Chief Engineer, or their designee to negotiate and execute a contract with Radmacher-Ideker Joint Venture subject to approval as to form by the Chief Counsel's Office and contingent on the transfer of funds to the State Road Fund I-70 Project Fund (SRF I-70 Project Fund); and authorize payment of the agreed stipend to the five unsuccessful proposing teams. This motion was seconded by Commissioner Slay. Upon motion duly made and seconded, the Chairman called for a voice vote of the members. The vote was as follows:

Commissioner Erdman, Aye  
Commissioner Boatwright, Aye  
Commissioner Smith, Aye  
Commissioner Hegeman, Aye  
Commissioner Slay, Aye  
Commissioner Baker, Aye

The Commission unanimously approved the motion. After further review of potential perceived conflicts, Commissioner Erdman withdrew his vote and abstained; therefore, his withdrawn vote is not counted in the total for approval purposes.

\* \* \* \* \*

## **BUSINESS ISSUES**

### **MEDICAL AND LIFE INSURANCE PLAN: APPOINTMENT OF BOARD MEMBER**

On behalf of the Director, Brandon Denkler, Medical and Life Insurance Plan Board Chairman, recommended approval of the appointment of Ms. Mandy Kliethermes as a Missouri State Highway Patrol active employee representative, for a term ending May 2028 or until a successor is named. Ms.

Kliethermes is being appointed to fill the unexpired term of Ms. Holly Haarmann. Ms. Kliethermes' appointment has been recommended by Colonel Michael Turner, Superintendent of the Missouri State Highway Patrol. The Commission established and approved guidelines for a self-insured Medical and Life Insurance Plan for employees of the Department and the State Highway Patrol on November 9, 1977. The guidelines established a board of trustees to manage the operations of the Plan. Potential board members, and the board chairman, are recommended by either the Department Director or the State Highway Patrol Superintendent and are subject to Commission approval.

Via approval of the consent agenda, the Commission unanimously approved the appointment of Ms. Mandy Kliethermes as a Missouri State Highway Patrol active employee representative, for a term ending May 2028 or until a successor is named.

\* \* \* \* \*

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**

**CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS**

On behalf of the Director, Danica Stovall-Taylor, Bidding and Contract Services Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month.

Ms. Stovall-Taylor recommended: (1) Award of contracts to the lowest responsive bidders for bids received at the April 18, 2025, letting, as recommended, and noted in Table I below; (2) Rejection of Calls C01 and G02 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) Declare the bid of UDT, LLC for Call D01 from the March 14, 2025 Letting as non-responsive per Section 103.2.2 of the Missouri Standard Specification for Highway Construction, and award Call D01 to Kozeny-Wagner, Inc. as the second lowest responsive bidder as the next lowest bidder declined the contract, as noted in Table III below.

**Table I**

**Award of Contracts  
April 18, 2025, Bid Opening**

<b>Call No.</b>	<b>Route</b>	<b>Counties</b>	<b>Job No.</b>	<b>Bid Amount</b>	<b>Non-Contractual Costs</b>	<b>Contractor</b>	<b>Description</b>
A02	Various	Various	JNW0065	\$1,951,304.35	\$0.00	Superior Rail System, LLC	Job Order Contract for Guardrail and Guard Cable Repair
C02	45	Platte	JKU0120	\$1,339,403.00	\$12,500.00	Leavenworth Excavating & Equipment Company, Inc.	Add Turn Lane
C03	210	Jackson	JKU0132	\$843,362.73	\$0.00	Realm Construction Inc.	Signal Improvement and Add Turn Lane
C04	Various	Various	JKU0315	\$2,900,000.00	\$0.00	Realm Construction Inc.	Job Order Contract for Concrete Pavement Repair
C05	92	Clay	JKU0454	\$326,497.30	\$0.00	Widel, Inc.	Slide Repair
C06	33	Clay	JKU0449	\$587,524.75	\$0.00	Widel, Inc.	Bridge Replacement
D01	J	Crawford	J5S3552	\$615,057.74	\$212.80	Don Schnieders Excavating Company, Inc.	Bridge Replacement
D02	I-70	Boone, Callaway, Cooper	JCD0011	\$0.00	\$0.00	No Bidders	Job Order Contract for Concrete Pavement Repair
F02	67	St Louis	J6P3623	\$6,299,999.99	\$0.00	Pace Construction Company, LLC	Coldmill, Resurface, and ADA Improvements
F03	I-255	St Louis	JSL0074	\$2,454,680.80	\$0.00	Emery Sapp & Sons, Inc.	Pavement Repair
F04	Clayton Road	St Louis	JSLM0051	\$249,243.10	\$0.00	Pavement Solutions, LLC	Drainage Repairs and ADA Improvements
G03	Various	Various	JSRM0074	\$860,325.00	\$0.00	Midwest Traffic Signal Services, LLC	Job Order Contract for Signal and Lighting Repair
			JSUM0076				
			JSRM0075				
H01	164	Dunklin	J9P3678	\$2,679,494.28	\$0.00	Joe's Bridge & Grading, Inc.	2 Bridge Replacements
	B	Pemiscot	JSE0104				Bridge Replacement
	N	Dunklin	JSE0101				
H02	60, 67	Butler, Carter, Howell, Shannon	J9P3835	\$745,884.00	\$0.00	Widel, Inc.	Slide Repairs
H03	BU 60	Butler	J9S3603	\$5,000,000.00	\$0.00	Pace Construction Company, LLC	Coldmill and Resurface
	BU 67		J9S3602				
H04	A	Carter	J9S3609	\$871,059.73	\$0.00	Joe's Bridge & Grading, Inc.	Bridge Replacement and ADA Improvements
H05	D	Mississippi	JSE0076	\$2,823,299.65	\$0.00	Robertson Contractors, Inc.	Bridge Replacement
	DD	Mississippi	J9S3679				
	DD	Mississippi	JSE0078				

Call No.	Route	Counties	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
H06	Various	Various	JSE0138	\$3,003,750.00	\$0.00	James H. Drew Corporation	Job Order Contract for Guard Rail and Guard Cable Repair
H07	Various	Various	JSE0172	\$184,900.00	\$0.00	Putz Construction, LLC	Job Order Contract for ADA Improvements
			<b>TOTAL:</b>	<b>\$33,735,786.42</b>	<b>\$12,712.80</b>		

**Table II  
Rejection of Bids  
April 18, 2025, Bid Opening**

Call	Route	County	Job No.	Description
C01	B	Platte	J4S3492	Bridge Replacement
G02	43	Jasper	JSR0073	2 Bridge Rehabilitations
	M		JSR0074	Bridge Deck Replacement

**Table III  
Award of Contract  
March 15, 2025, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
D01	63	Phelps	J5P3537	\$1,560,000.00	\$0.00	Kozeny-Wagner, Inc.	Bridge Deck Replacement
			<b>TOTAL</b>	<b>\$1,560,000.00</b>	<b>\$0.00</b>		

### Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received at the April 18, 2025, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Rejected Calls C01 and G02 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II above.
3. Declared the bid of UDT, LLC for Call D01 from the March 14, 2025, Letting as non-responsive per Section 103.2.2 of the Missouri Standard Specification for Highway Construction, and award

Call D01 to Kozeny-Wagner, Inc. as the second lowest responsive bidder as the next lowest bidder declined the contract, as noted in Table III below.

4. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Boatwright abstained from voting on Calls H01 and H02.

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### **IMPROVE I-70 PROJECT CONTRACT AUTHORIZATIONS**

On behalf of the Director, Eric Kopinski, I-70 Program Coordinator, explained Interstate 70 remains a vital east-west corridor that supports economic activity in Missouri and across the country. Approximately 56,000 vehicles travel on I-70 daily, 25 percent of which are commercial vehicles. Improving I-70 fulfills a critical need for the state. Historic investment in I-70 began in 2023 with Governor Parson's call on the General Assembly to make a generational investment to widen and rebuild the I-70 corridor demonstrating his ongoing commitment to transportation. The General Assembly demonstrated their continued support for improving I-70 through passage of MoDOT's fiscal year 2025 appropriations bills. These bills, approved by Governor Parson, provide unprecedented levels of General Revenue for the costs to plan, design, construct, reconstruct, rehabilitate, and repair three lanes in each direction on approximately two hundred miles of I-70.

One of the conditions for the transfer of General Revenue into the State Road Fund I-70 Project Fund for the Improve I-70 program is evidence of an awarded contract by the Missouri Highways and Transportation Commission.

Mr. Kopinski presented the Improve I-70 contracts listed below for the Commission's consideration and award, contingent upon the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund.

- The amount of \$158 million for a construction contract with Radmacher-Ideker Joint Venture with contract number 250507-C01. This construction contract includes Job Number JST0019, Jackson I-70, which constructs safety and capacity improvements from Blue Springs to Odessa. The total construction contract is \$350.6 million to be funded with funds from the SRF I-70 Project Fund, the State Road Fund I-70 Project Bond Proceeds Fund and the State Road Fund.

Mr. Kopinski also recommended the Commission authorize (1) the Director and Chief Financial Officer to request the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund, and (2) the Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, or Chief Financial Officer or their designee to execute the contracts and documents that are part of the Improve I-70 Program, subject to approval as to form by the Chief Counsel’s Office.

Via approval of the consent agenda, the Commission took the following action.

1. Awarded the contracts listed above contingent upon the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund.
2. Authorized the Director and Chief Financial Officer to request the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund.
3. Authorized the Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, or Chief Financial Officer or their designee to execute the contracts and documents that are part of the Improve I-70 Program, subject to approval as to form by the Chief Counsel’s Office.

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**REPORT AND RECOMMENDATIONS REGARDING THE SOUTHWEST DISTRICT FORWARD 44 PROJECTS IN NEWTON, JASPER, GREENE, WEBSTER, AND LACLEDE COUNTIES, INCLUDING AUTHORITY FOR DESIGN-BUILD AND DELEGATION OF AUTHORITY**

On behalf of the Director, Stacy Reese, Southwest District Engineer, recommended the Commission approve the Southwest District I-44 Corridor Project as a Design-Build project and approve authority be delegated to the Deputy Director/Chief Engineer or his designee to approve and execute documents and expend funds on behalf of the Missouri Highways and Transportation Commission for the following items on the Southwest District I-44 Design-Build Project:

- **Escrow of Bid Documents** – Approve authority to execute agreements, affidavits, and related documents and expend funds for costs associated with the escrow of bid documents on the project.
- **Agreements** – Approve authority to execute agreements with local governments including other entities for cost-share, enhancements, use of property, environmental mitigations, utilities, etc. on the project, subject to approval as to form by the Chief Counsel’s Office (CCO) and the Commission Secretary’s (CS) attestation.
- **Railroad Agreements** – Approve authority to execute agreements pertaining to railroads, subject to approval as to form by CCO and CS attestation.
- **Construction Change Orders** – Approve authority to approve construction change orders on the project.
- **Consultant Engineering Services** – Approve authority to execute contracts for engineering services needed subject to approval as to form by CCO and CS attestation and in keeping with the Brooks Act, 40 USC 1101 et seq. and 23 CFR 172.5 as well as Section 8.285 RSMo.
- **Other** – Approve authority to expend funds for the project, as well as approve, execute, sign and seal project specific documents.
- **Design Exceptions** – Approve authority to sign design exceptions specific to the design of the project currently delegated to the State Design Engineer and the State Bridge Engineer, subject to consultation with the department’s technical experts.

Project changes resulting from this delegation will not exceed the cap of two percent over the programmed cost or those changes will be taken back to the Commission. Funds for this project are included in the state’s General Revenue funds and the Statewide Transportation Improvement Program as JST0120, JSR0102, JST0089, JST0116, JSU0066, JST0088, JSU0079, JSU0146, JSU0013, JSR0015 and possibly others. The project is currently estimated at over \$470 million total for right of way, utility relocation, and the design-build contract. Via approval of the consent agenda, the Commission unanimously approved the delegation of authority as recommended and noted above.

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**-- REPORTS --**

**REPORTS**

The Commission received the following written reports.

**CONTRACTOR PERFORMANCE REPORT**

On behalf of the Director, Brandi Baldwin, State Construction and Materials Engineer, presented the annual contractor performance report for 2024. Project performance evaluations were completed by the resident engineers and provided to the contractors for review and comment. Pursuant to 7 CSR 10-10.070, Procedure for Annual Rating of Contractors, one contractor is being placed on probation as a result of the 2024 performance ratings. Contractors receiving the top ratings for the 2024 construction season will be recognized with a plaque.

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**FINANCIAL ACCOUNTABILITY REPORT – QUARTERLY REPORT**

Todd Grosvenor, Financial Services Director, provided to the Commission the written Quarterly Financial Accountability Report for the period ending March 31, 2025.

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**MODOT BRIEFING REPORT**

Ed Hassinger, 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 to the Governor for the past month.

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**MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2025**

Todd Grosvenor, Financial Services Director, submitted a written financial report for fiscal year to date March 31, 2025, with budget and prior year comparisons.

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## **CONSULTANT SERVICES CONTRACT REPORT**

Danica Stovall-Taylor, Assistant State Design Engineer, submitted a written report of consultant contracts executed in the month of March 2025, 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 632 active contracts held by individual engineering consultant firms prior to April 1, 2025. Twenty-four engineering consultant services contracts were executed in March 2025, for a total of \$18,850,666. There was no non-engineering consultant contracts executed in March 2025.

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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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