



MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

Official Minutes

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June 5, 2025

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN KIRKSVILLE, MISSOURI,
THURSDAY, JUNE 5, 2025**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Thursday, June 5, 2025, at Truman State University, Student Union Building, 901 S. Franklin Street, Kirksville, 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 Thursday, June 5, 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 Slay, a quorum of Commission members present approved the minutes of the regular meeting held on May 7, 2025 and the special meeting held May 6, 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 June 5, 2025, Consent Agenda

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

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees' Retirement System Board of Trustees. A Commissioner also serves on the Missouri Coalition for Roadway Safety Executive Committee. The following committee and board reports were made during the June 5, 2025, meeting.

Audit Committee – Commissioner Slay stated the Audit Committee met yesterday. They met with Ted Williamson, external auditor from RubinBrown, LLP, for the Fiscal Year 2025 financial statement audit. The audit is required annually, per Section 21.795.3, RSMo. The Audit Committee reviewed and approved the Fiscal Year 2026 Internal Audit Plan which identifies the audits the internal audit staff will be working on during the next fiscal year.

Legislative Committee – Commissioner Boatwright stated that since the last report, the General Assembly passed the fiscal year 2026 state operating budget. As expected, the General Assembly did meet its deadline and passed an estimated \$53.5 billion budget. MoDOT's budget requests were included, however, the General Assembly elected to only authorize appropriations for about 9 months of the fiscal year. This will require the department to seek a supplemental appropriation at the beginning of the legislative session. Additionally, many legislatively designated projects were added for Fiscal Year 2026 and some carried over from Fiscal Year 2025. The General Assembly did authorize appropriation to a new Federal Road Fund, however, without the enabling legislation, this appropriation is futile. The Governor can veto any lines in the budget as he sees fit. Nothing in the budget is final until it receives his signature by the end of June.

The 2025 session of the Missouri General Assembly ended abruptly before the constitutional deadline of Friday, May 16 at 6:00 p.m. The Senate Republicans employed the rarely used PQ (previous question) motion on Wednesday, May 14, to cut off debate and force votes on two key pieces of legislation: abortion and sick leave. The use of the motion effectively ended session as Democrats, accusing Republicans of destroying the good will in the body, vowed to make next session difficult in response. With the Senate adjourned on May 14, the House was left to pass Senate bills with no changes as any changes made in the House would have needed to go back to the Senate for approval. The House worked its way through the remainder of the calendar before adjourning a day early on Thursday afternoon, May 15.

There were 49 House and Senate bills that were Truly Agreed and Finally Passed this session (excluding budget bills). Several have an impact on MoDOT's operations, and staff are preparing to implement those changes. Sometimes a good defense is a good offense and that was the case this legislative session. Unfortunately, none of the proposals from this year's legislative agenda regarding safety and litter made it all the way through the process this year. Numerous proposals filed this session could have negatively impacted MoDOT's funding and operations. None of the problematic proposals passed at the end of session due to hard work from transportation partners, team MoDOT, and the Commission. Governor Mike Kehoe has until July 18 to act on all legislation, which will go into effect on August 28 when signed, unless otherwise specified.

On May 27, the Governor called for a special session to address three items:

1. Provide additional resources to families affected by recent severe storm systems.
2. Drive economic development through a tax incentive program.
3. Make critical budget appropriations that will impact Missourians across the state.

This special session began on June 2, with the Senate starting the process. This session will likely be bumpy with frayed relationships in the Senate from the use of PQs and inter-chamber angst still seemingly high. Following special session, the General Assembly will reconvene next on September 10 to consider any vetoes that might be issued by Governor Kehoe. After veto session, all legislating is done for the year and legislators will return on January 7, 2025.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report. 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, May 30, there have been 323 people killed in Missouri traffic crashes so far in 2025. This is 4 fewer fatalities than this time last year, a 1 percent decrease. Over the Memorial Day weekend, there were 3 traffic fatalities compared to 10 in 2024. Overall, traffic fatalities in May were up slightly compared to 2024.

Coalition partners are currently in the process of updating Missouri's strategic highway safety plan, *Show-Me Zero*. This plan provides a comprehensive list of solutions and opportunities for all Missourians to improve traffic safety in Missouri. A draft version of the plan will be available for comment soon, and the final version will be released at this year's Highway Safety and Traffic Conference in September. The Coalition's Executive Committee will meet again on June 16, where we look forward to welcoming new committee members and discussing additional opportunities to improve safety.

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DIRECTOR'S REPORT

During the June 5, 2025, Commission meeting, Director Ed Hassinger provided the following report:

Southeast District Employees – Director Hassinger provided an update on the MoDOT team members who were badly injured on the job a couple weeks ago. Three Southeast District traffic signal and lighting team members were injured – two of them seriously – while working on a storm-damaged light pole in Jackson. The details of the incident are still being investigated, but he reported the employees are making great progress in their recovery. He noted that the employees and their families are far from home in a St. Louis hospital on this long road to recovery.

Additionally, safety follow-up guidance was sent to the entire team and shared support resources to help those impacted and to look out for one another to avoid another situation like this. It was a scary day, and their battle is far from over, so continue keeping these employees and their loved ones in good thoughts and well wishes.

Legislative Session Wrap-Up – Director Hassinger noted this year’s legislative session wrapped up a few weeks ago and that Ms. Morris will provide more detail later in the meeting about the budget and some of the complexities that accompany the budget for the coming fiscal year. He highlighted a truly extraordinary effort on the part of the Governmental Relations team and Commission over the past few months. This was a challenging session to navigate, as there were various proposals that would have significantly impacted the Commission and department’s ability to deliver projects at the caliber expected. The Commission has spent more time in the Capitol than any other group has in the last few months. The Commission and MoDOT staff put in a ton of work to meet with and educate state legislators, building crucial relationships along the way.

That effort goes hand in hand with the dedicated work of local teams to keep these individuals engaged in what we are doing here at MoDOT. The area engineers across the state really serve as the local experts on what MoDOT is doing in their communities, everything from the biggest projects to the smallest pieces of trash being picked up along the highway. Director Hassinger noted that every time he spoke with a legislator this session and began talking about what is going on in their district or which issues they need to talk about, the legislators would say that their area engineer has shared local information with them already. The MoDOT team is out doing what they are supposed to do to, keeping the right people informed and engaged, and staff have laid the foundation of those relationships locally. The Commission then worked hard at growing and sustaining those relationships. The department has a way to go to keep that up, but that effort made an impact this past session.

Director Hassinger noted that next steps is for the Governor to review, finalize, and sign the budget, and more details will be provided at the July meeting. He wanted to recognize the hard work happening from the top down.

Advisory Committee Meeting Recap – Director Hassinger reported that effort to build relationships was also the focus of one of the discussions at the latest Director’s Advisory Committee meeting, held last week. This is a group of industry professionals from across the state who help provide feedback and guidance on what is going on at MoDOT and how it impacts stakeholders across the industry and various customers. There was a great discussion on intentionally growing these relationships with the legislature to keep them informed and engaged, and to reinforce the value of the planning process here in Missouri. Many committee members made it clear at that meeting, and it has been heard in other parts of the country, that the Missouri model for project planning and delivery is world-class. It puts projects on the ground much quicker and more efficiently than many other parts of the country. That was validated by the Reason Foundation report shared earlier this year, that ranked Missouri top 10 in the nation for highway condition and cost-effectiveness.

The Director noted the planning process was under attack this past session. This committee is crucial in helping the department find the best way to share the value in how it operates, so he took the feedback from that discussion on what MoDOT can work on together.

L RTP/SFRP Gather Room – Director Hassinger stated MoDOT is currently in the process of updating the Long-Range Transportation Plan (LRTP) and State Freight and Rail Plan (SFRP). These are foundational plans that set the stage, not in terms of projects, but for what Missourians identify as important for transportation 20 plus years down the road. These plans help drive the decisions for the programs to come.

As part of that effort, Director Hassinger highlighted an opportunity for the public to provide that input. The department is hosting a virtual public meeting on the website for the entire month of June, where Missourians can share their transportation priorities and help determine the goals for the state’s 25-year transportation vision. This is the foundational stuff that will have impacts on a global scale: where are investments made, and what kind of priorities should the department be geared to deliver. The meeting, which is more of a virtual room full of information about the plan, is hosted at modot.org, and he encouraged people to review the website and submit feedback.

Tracker Twentieth Anniversary – Director Hassinger reported that 2025 marks 20 years of the department’s Tracker tool. Tracker is MoDOT’s performance measurement tool that tracks how well the department delivers products and services, holding staff accountable to progress and efficient stewardship on behalf of Missourians. Twenty years ago, people had a good sense of how they were performing in their area of expertise, but collectively the department could not give a “real deal” idea of overall how the department was doing. The information that was driving critical decisions in this organization was not based on solid measurement data. Staff got to work on a better way to measure performance, and in doing so, became one of the first departments of transportation in the country to implement a robust tracking tool. He played a video to show the endeavor that followed in the years since.

The Director concluded by noting this tool helps the department know where adjustments need to be made to perform better. Tracker drives big organizational decisions and the individual work of each employee. It has evolved over the last two decades, but its crucial role in this department has held steady. It is now undoubtedly a model for performance measurement tracking across the country, and MoDOT is proud of the people in this organization who prioritize it to hold us accountable.

Northeast District Engineer – Deputy Director Eric Schroeter announced that Kevin James accepted the position of Northeast District Engineer. Mr. James has nearly 29 years of experience with MoDOT and has been the Assistant District Engineer in Northeast since 2011. He brings a broad range of experience to this role as he has worked in Northeast Missouri his entire career. Mr. Schroeter noted staff look forward to having Mr. James on the Senior Management Team (SMT). Mr. Schroeter congratulated Mr. James on this new endeavor.

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PUBLIC COMMENT

CONCERNS ABOUT BUDGET, TEAMWORK, AND MAINTENANCE ISSUES

Arnie Dienoff stated that MoDOT is the third largest state department and has a multi-billion-dollar budget but needs great changes and a better way of doing business. He commented that

Governmental Affairs or inter-governmental affairs needs change. He noted the state Senate was in a Special Session called to order by the Governor until early morning and they considered Senate Bill (SB) 1, SB 3, and SB 4. He said those would go to the House of Representatives on Monday to be considered.

Mr. Dienoff noted the need for safety of the state's roadways and the need to be cognizant of saving lives as the number one priority. He expressed concern in teamwork between MoDOT and other entities. He believes politicians and elected officials should spend more time addressing residents' concerns and saving lives instead of throwing each other under the bus. He cited incidents between MoDOT and the city of O'Fallon regarding Technology Boulevard and Weldon Spring Road. He stated there is a need to build and restore the trust that is severely missing at the General Assembly.

He reported a sound wall needs to be erected at Knollwood Court, it is parallel with Missouri 364 and the county is willing to partner because all these people hear is traffic going by and they do not have any sense of peace. He stated the need for MoDOT to reinstall an entrance, taken out about a year ago, on Highway 94. Mr. Dienoff requested to meet with someone in the Northeast District regarding a list of MoDOT maintenance issues he experienced on his drive to the meeting. He stated he did not comprehend or understand how people in the field were not experiencing these same issues and why they were not being preventative and proactive. He expressed appreciation to Eric Kopinski and Tom Blair for getting issues he brings to them on a list.

Mr. Dienoff concluded by asking for MoDOT to meet with the city of O'Fallon and the city of Dardenne Prairie to solve an issue regarding traffic lights to save taxpayers \$100,000 to \$135,000. He stated that MoDOT has the equipment and assets to get the project done.

Commissioner Erdman thanked Mr. Dienoff for his comments and advised him to talk to Kevin James, Northeast District Engineer, regarding the local maintenance issues he experienced today.

PUBLIC PRESENTATIONS

THE CITY OF KIRKSVILLE

Adam Dorrell, PE, Public Works/City Engineer of the City of Kirksville, shared with the Commission a long history of working together on transportation in Kirksville and the Northeast Missouri region. He described some partnerships where the city took over former state assets including former U.S. 63 which is now Franklin Street, and a veteran's memorial and roadside park, which is now a community dog park. The history of cooperation is also reflected in the accomplishment of funding and constructing four lanes of U.S. 63 from Kirksville to Macon to improve safety for the region. It also took a tax increase that the citizens of Kirksville voted upon themselves to share in the cost for that project. That shows the dedication of the city of Kirksville and recognizing those needs, and that the citizens really wanted to get the project completed. That roadway improved not just Kirksville, but the entire region. The four-lane highway opened it up and made it easier for travelers to get to Kirksville. It also impacted the industrial growth, along with the commercial growth in the city, as well as the region. He also highlighted the safety aspect noting that the highway was traveled by a lot of students coming to Truman State University, as well as other places in the region. While there is really no way to quantify it, he believes there are lives that have been saved by expanding that roadway.

In 2008, Kirksville citizens again voted a tax increase on themselves to pay for what was at that time called Alternate Route 63. It is now Highway 63, and Old 63 is now Business 63. The traffic congestion that was on Baltimore Business 63, with the truck traffic and the people passing through certain times of day especially when schools were in session, meant it could take 17 to 20 minutes to get from the north end of town to the south end of town.

In 2022, through the Governor's Cost Share Program, the city of Kirksville was able to expand north Business 63 or Baltimore Street. This is an area that has seen some rapid commercial development, such as lots of businesses, retail, restaurants, and other service industries. The two-lane highway was not

serving the needs of the community. Left turns from businesses were causing congestion and slowing down traffic, along with an increase in accidents. Through that project, MoDOT and the city of Kirksville collaborated on design and funding for that project. The project was completed in 2023, expanding that roadway with the center turn lane, as well as some other improvements including intersection improvements. These improvements made the businesses more accessible and improved safety in the corridor.

Mr. Dorrell noted the history of partnership is not just limited to roadways. The Kirksville Regional Airport is an asset to the community that generates revenue. He noted recent improvements of a high intensity runway lighting system in 2014, a parking apron in 2017, and additional improvements on pavement, striping projects as well as concrete placement and repairs. The city continues to invest in the airport and is currently working on a new terminal building funded through state and federal funding as well as some local match; construction just began within the past thirty days. The city has also utilized other programs such as MoDOT's Transportation Alternatives program, which helped complete numerous projects including ADA improvements, sidewalks, and trails. He also highlighted a project in design that would convert the old Burlington Northern Railway to a trail project that would connect some areas of town with the pedestrian or multi-use trail that would benefit those neighborhoods and overall, for recreation as well as transportation. He also noted that another project is underway with 19 crosswalks mostly centered around Truman State University, as well as the city's public schools and other area schools. The city is making ADA improvements, looking at signals and signage, and installing rapid flashing beacons at those as well.

Mr. Dorrell concluded by highlighting the city's vision of future projects. In 2023, the city was able to obtain a Safe Streets for All grant for a road safety audit for Highway 63. It was focused primarily on intersections along Highway 63 that were within the city limits. The city partnered with the Northeast Missouri Regional Planning Commission (NEMO RPC) and hired an engineering firm to perform that

study. The city partnered with their officials, MoDOT officials, representatives from the Missouri State Highway Patrol, local community members, as well as national experts to analyze the road safety along that section of roadway. There were numerous findings, but the two intersections really stood out for improvements, Highway 11 and Highway 6.

Mr. Dorrell thanked the Commission and the department for their partnership and cooperation and expressed their hope the good working relationship will continue in the future. Commissioner Boatwright thanked Mr. Dorrell for his presentation and commended the city for their partnership and drive to find innovative ways to fund solutions.

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HANNIBAL EXPRESSWAY PROJECT

Maria Kuhns, Executive Director of the Hannibal Regional Economic Development Council, introduced the delegation representing the Highway 61 in Marion and Ralls County, also known as the Hannibal Expressway project. Ms. Kuhns noted Highway 61, also affectionately referred to as the Avenue of the Saints, runs from Saint Louis, Missouri to Saint Paul, Minnesota. Hannibal is a key corridor, as Highway 61 intersects with Interstate 70 and Highway 36 in Hannibal. As the city has grown, there has been an increase of traffic along that corridor throughout the city limits and surrounding areas. At this point, over 30,000 people are traveling through the middle of the city of Hannibal daily. She noted there are seven stoplights along Highway 61. Hannibal High School and Middle School are directly on Highway 61 in Hannibal and have recently purchased property across the street. Beginning next year this busy corridor will now have students crossing back and forth across that street. This has created a great deal of safety concerns for the community.

Ms. Kuhns noted this project originally started in 1996 with an original Environmental Impact Study (EIS) that showed that current facilities were inadequate and constituted safety issues. In 2019 a transportation committee was formed again. An updated EIS was completed in late 2023, funded through

the planning process with a cost estimate of \$2,000,000. The Public Meeting for the Hannibal Bypass EIS was held on February 21, 2024, in Hannibal. The meeting shared the findings of the EIS and provided an opportunity for public comments on the initial results. The findings reaffirmed the 1996 Study, which identified the Alternative F (approximately 10 miles) as the preferred route at an estimated cost of \$132 million. This route would start at Route M in Ralls County, south of Hannibal, cross at Highway 36 where an interchange already exists, and then follow Highway 24 northward, connecting back to US 61 on the northern side of Hannibal. Alternative F is the furthest route that was proposed from the city of Hannibal on the west side. She also highlighted surrounding communities with intersections on Highway 61 that have been motivated to seek solutions with community involvement while also addressing heavy truck traffic entering and exiting the highway.

Ms. Kuhns noted that as a local group, they are planning to request a two-county transportation development district for transportation improvements and are planning to take this effective solution to the ballot in April 2026, for both a vote on the creation of a Transportation Development District and imposition of the sales tax. She noted the first step of the process would be to establish a memorandum of understanding or preliminary agreement on cost share, so when these supporters or local committees go out and start talking about that vote, they have a great understanding of what that cost share looks like for this project. The delegation would like to move forward in negotiating those details so that the petition can be submitted to the circuit court for it to be submitted as a ballot item. She concluded by stating the delegation is here and ready to take an active role in doing this.

Commissioner Slay thanked Ms. Kuhns for her presentation and her leadership. He said it is great to see communities working hard to overcome challenges! Commissioner Boatwright made a few inquiries about funding and Director Hassinger noted there needs to be additional conversations about funding, generated revenue, and financing options. The Commission and department look forward to working together on this project.

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HIGHWAY 54 COALITION

Alan Winders, Audrain County Commissioner, conveyed his appreciation and continued support of a project to improve Highway 54 in Audrain County. He highlighted completed projects such as roundabouts and safety improvements, and playing a role in the bridge over the Mississippi River in Louisiana. He reported a conceptual study of the Highway 54 corridor was completed in 2023, and part of the project is on the High Priority Unfunded Needs List. The project is 59 miles of highway between Mexico and Louisiana, the Illinois state line. He noted a traveler can be on four lane and get to I-70 and then go anywhere in the country. If a traveler is on the Avenue of the Saints or Highway 61, they can access anywhere via a four-lane highway. This project is a section between those two four-lane highway options. The estimated project cost of \$125 million. For Statewide Transportation Improvement Program (STIP) purposes of trying to make it potentially possible to do in smaller sections, the project has been broken into bite sized sections.

Mr. Winders noted this project is important for the safety of the people of the region along with economic benefits. He stated the coalition would not be successful in staying together or completing their goals without the help of MoDOT and will continue to be the voice of these communities and future improvements in the corridor. He also thanked elected officials for their support to move transportation projects forward in the region and state of Missouri.

Commissioner Hegeman thanked Mr. Winders for his presentation and continued dedication to transportation in the region and funding solutions.

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MODOT PRESENTATIONS

UPDATE FROM MODOT'S NORTHEAST DISTRICT

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

Mr. James reported the district is using asset management, and most projects in the STIP for the district are focused on taking care of the system. This work includes pavement work and bridge work. The district has just under 10,000 lane miles to maintain and a little over 1,000 bridges to maintain. The district has reduced the number of poor condition bridges from 88 in 2019 to 62 in 2025. In the previous five years of the Statewide Transportation Improvement Program (STIP), 116 bridges have been completed. In the 2026-2030 draft STIP, there are 37 bridges programmed for improvement.

Mr. James reported the district has been able to make improvements in the past couple of years to the low volume route system. The district gets funding through the department's STIP, but there has been some additional funding in the region. The Governor's Rural Route program has allowed the district to make improvements that would not have been able without this program. Additionally, the asset management deficit program has been able to make those improvements on low volume routes as well. He provided a summary of the Governor's Rural Route program over the past three years, which is over 500 miles of roads and has been very impactful across our 17 counties. Another area that MoDOT staff continues to do well is executing the plan. The NE District STIP projects awarded were over \$116 million worth of work and delivered 85 percent on time. He noted the district has very experienced staff that does a great job executing that plan and keeping those projects moving forward.

Mr. James commended the great maintenance staff that addresses the 17 counties in the area. The district received a lot of winter weather over the past year. Staff worked 51,000 hours, placed 12,700 tons

of salt on the roadway, drove 545,000 miles, for an overall cost of \$6.3 million for this winter season. The maintenance staff also focused on customer service calls regarding signs, litter pickup, potholes, dead animals, noxious weeds, and striping. He highlighted the automated pothole patcher that the district started using this spring. It is a good tool that allows employees to get good quality patches, while also reducing that risk of having employees on the ground on foot doing that work.

Mr. James highlighted a few projects in the region including Highway 6 over Highway 61. The project started this spring and it was open to traffic in May. This was a main corridor where the district got the job completed quickly with limited interruption of traffic. During construction the bridge was closed and motorists had to take alternate routes. The contractor did a great job getting it done within the specified timeframe. Another interchange is at Highway 47 and Highway 61 at Troy, which will be completed this fall. This project is a diverging diamond interchange, and it will be the first one in the Northeast district. They are making great progress on this project as well and will also address a bridge that was in poor condition that needed to be replaced. There is also a taking care of the system project on Highway 36. These projects place emphasis maintaining the system and keeping those major assets in good reliable condition. He noted the contractors are making good progress this year and keeping that road in good condition for many years beyond. There are additional taking care of the system projects replacing bridges in Montgomery and Warren counties. Mr. James reported the Improve I-70 in Warren and St. Charles counties held a groundbreaking on March 20, 2025. The second phase is already underway with the new third lane being built behind the barrier wall.

The district is currently staffed at 403 employees and continues to work at employee retention and recruitment. This week the district is onboarding nine new employees, but still needs to fill vacant maintenance positions. Mr. James thanked MoDOT's employees who continue to be very dedicated public servants. He also highlighted the Maintenance Leadership Academy, a program around the state where

management and leaders try to get people able to take that next step in their career, whether that is a true leader, a supervisor, or superintendent position.

Mr. James reported that the district continues to share the safety messages and promote the Buckle Up Phone Down program. Although it is almost halfway through 2025, the Northeast District still has several counties this year that are at zero fatalities. There remains a lot of work to reduce fatalities to zero.

Mr. James concluded by highlighting employee achievements, including some on display at the Innovations Showcase earlier in the year. A Lot of Asphalt was a project in Clark County that the road was raised to limit the flooding on Highway 61 and Highway 136 going into Iowa. The Communications staff teamed up with Information System staff and Communications in Central Office and developed the Contacts Map STIP Layer. Northeast District staff won the Director's award for safety for their Courtside Connection project, which was an outreach event where staff would go to basketball games, highlighting the Buckle Up Phone Down program.

Commissioner Smith thanked Mr. James for his presentation, congratulated him on selection as Northeast District Engineer, and complimented the hard work of the district staff.

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MISSOURI DEPARTMENT OF TRANSPORTATION FISCAL YEAR 2026 BUDGET

On behalf of the Director, Brenda Morris, Chief Financial Officer, presented the \$7.6 billion operating budget for fiscal year 2026 for the Commission's consideration and approval. This budget request is less than the fiscal year 2025 budget. As mentioned earlier in the meeting, there was legislation filed this year to create a federal road fund. In anticipation of that legislation being passed, the legislature reduced the State Road Fund appropriations and included appropriations from the Federal Road Fund. Since the enabling legislation, creating the mechanism to fund the Federal Road Fund did not pass. The department has excluded those appropriations from the budget. The department only has about enough spending authority to get through approximately nine months of the fiscal year. After that, the Commission

and department will need to go back to the legislature in fiscal year 2026 to get a supplemental appropriations totaling \$642.7 million. Once a supplemental is approved, staff will come back to the Commission with a budget amendment.

Ms. Morris explained it was an extraordinary legislative session. Governor Kehoe and the General Assembly worked together to fund significant transportation infrastructure. The general assembly appropriated another \$120.5 million of general revenue and new transportation investments, covering all modes of transportation.

Ms. Morris explained that as part of the financial planning model, there are three important financial documents including the financial forecast, the Statewide Transportation Improvement Program (STIP), and the budget. A pie graph was shown with an overview of the department's \$7.6 billion budget. The largest budget category was program delivery at 81 percent. That does include \$392 million for General Assembly designated and funded projects, the \$2.8 billion for improved I-70, and \$577.5 million for the Forward 44 program. Most of the budget is put toward transportation work and projects including funds for program delivery; safety and operations; fleet, facilities, and information systems; and multimodal. The budgeted funds from these areas are approximately 95 percent of the entire budget, the remaining budget is for administration, refunds, and fringe benefits.

Ms. Morris reported the Governor and the General Assembly approved a department pay plan that begins July 1, 2025. The department pay plan includes components to continue to address employee pay as it relates to the market, and to move employees through salary ranges based upon tenure. This is not an across the board pay increase. In addition to the pay plan, Ms. Morris also discussed new positions the Commission approved and the department included, as part of its appropriation submission, which was a need for 312 additional positions. Of those 312 positions, 253 positions were in safety and operations in an effort to restore operations. Of the 312 requested, the General Assembly approved 117 new positions for safety and operations, including maintenance workers and equipment technicians; 14 positions were

provided for program delivery; and 3 positions were provided for the administrative functions of the Improve I-70 team. These additional positions will be helpful to improve customer service.

Ms. Morris also noted that starting two years ago, the General Assembly designated and funded several projects with general revenue, or general revenue look alike funding. These projects included \$2.8 billion for the improved I-70 program, \$577.5 million for the Forward 44 program, and additional investments in several other projects. The General Assembly continued this practice during this legislative session. She displayed a map showing all the locations of the investments the General Assembly has approved for both road and bridges, and other modes for roads and bridges. This budget includes \$392.4 million for projects all around the state. A few of these include \$5 million for US 60 and Ingram Intersection Ramps and Outer Roads in Sikeston, \$4 million for US 54 improvements at Route 5, Lake Pride Road Lake or Pride Road and Jack Pro Road in Camdenton, and \$2.1 million for Business Route 63 between Route M and Burkhart Street in Moberly. This is a continued historical investment for transportation in Missouri. This budget also contains \$117.5 million for fleet facilities and information systems. These funds are used to manage the department's fleet and keep it in good working order and also managing facilities through a combination of preservation projects, projects and capital improvement projects, and ensure the department has sound information technology infrastructure to accomplish the work. In addition, as part of facilities, improvements are being made to weigh stations and rest areas. For fiscal year 2026, the department received an additional \$9 million to make much needed improvements to the mechanical systems at the Materials Lab.

She stated the department will need a supplemental budget totaling \$69.8 million and the related full time equivalents for personal services because of the reductions to the State Road Fund appropriations during session. The legislature approved increases for the safety and operations budget of nearly \$40 million for various roadside contracts, non-fleet equipment, for additional asphalt and ceiling repairs, and for a variety of smaller expenditures, including an increase for inflation. She noted the department has

made progress at filling vacancies. However, there is still some work to do in addition to the existing positions, such as the 100 positions that need to be filled in safety and operations.

Ms. Morris reported the key investments for the Fiscal Year 2026 budget are:

- Program Delivery – \$6,163,989,000
- Safety and Operations – \$556,645,000
- Multimodal – \$407,796,000
- Fleet, Facilities, and Information Systems – \$132,813,000
- Administration – \$24,439,000
- Fringe Benefits – \$314,709,000
- Other State Agencies – \$493,823,000

She then further described the budget categories in detail.

Ms. Morris reported the General Assembly has also increased investment in other modes of transportation. This budget includes appropriations of monies for some of the specialty projects and programs that were appropriated in previous years, like the Railroad Grade Crossing Safety Program and the Mobility Management Pilot Program. In addition, the General Assembly increased funding for port operating assistance and the state match for Amtrak as requested by the department, just like they did for roads and bridges. The General Assembly also designated and funded some additional investments in other modes. This budget also includes projects for other modes, like \$7 million for the demolition of the long vacant Missouri Air National Guard building at Lambert Airport, \$2.5 million for the New Madrid County port, and \$500,000 for a railroad crossing improvement in the Phelps County.

Commissioner Baker thanked Ms. Morris for her presentation and explanation of the robust and complicated budget categories, the numbers are staggering and the responsibility that goes along with the work of your staff is noticed and appreciated. There is so much to this budget, and it is critically important because the reliance on the budget and the ability to update as necessary is critically important to MoDOT operation and the work of the team to make that happen.

Following discussion, and upon motion by Commissioner Smith, seconded by Commissioner Baker, the Commission unanimously approved the Fiscal Year 2026 Budget as noted in the table below. Any necessary revisions to the Fiscal Year 2026 budget will be presented to the Commission by request for a budget amendment. The Commission also authorized the expenditures of the operating budget in accordance with Commission policies.



**Fiscal Year 2023-2025 Summary
and Fiscal Year 2026 Budget**
(Dollars in Thousands)

	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026
	Actual	Actual	Budget¹	Budget²
Administration				
Personal Services	\$ 19,675	\$ 21,606	\$ 23,990	\$ 19,277
Expense and Equipment	2,779	2,970	6,647	5,162
Total Administration	22,454	24,576	30,637	24,439
Safety and Operations				
Personal Services	148,726	161,977	184,778	150,946
Expense and Equipment	252,524	264,343	288,811	254,298
Program	23,340	25,001	31,001	31,401
Low Volume Roads	100,000	38,999	100,000	120,000
Total Safety and Operations	524,590	490,320	604,590	556,645
Program Delivery				
Personal Services	72,381	80,040	95,403	78,965
Expense and Equipment	26,314	25,612	41,117	30,755
Program	1,746,965	2,185,848	2,829,313	2,284,406
I-70 Project	0	50,670	2,800,000	2,800,000
I-44 Project	0	0	577,500	577,500
Gen. Assembly Designated/Funded Projects	0	581	362,650	392,363
Total Program Delivery	1,845,660	2,342,751	6,705,983	6,163,989
Fleet, Facilities, and Information Systems				
Personal Services	11,758	12,680	14,743	15,356
Expense and Equipment	79,148	97,825	108,457	117,457
Total Fleet, Facilities, and Information Systems	90,906	110,505	123,200	132,813
Multimodal				
Personal Services	2,070	2,415	3,277	3,358
Expense and Equipment	284	376	1,138	1,119
Program	108,996	117,745	323,825	281,853
Railroad Grade Crossing Projects	0	2,061	49,000	25,000
Gen. Assembly Designated/Funded Projects	0	1,734	67,283	96,466
Total Multimodal	111,350	124,331	444,523	407,796
Fringe Benefits				
Retirement & Long-Term Disability	142,531	156,120	187,967	193,706
Medical, Life Insurance, and EAP	42,526	46,819	58,531	59,769
Retiree Medical Insurance	17,115	17,950	20,240	21,865
Workers' Compensation	8,500	9,000	9,227	9,447
Other Fringe Benefits ³	22,101	24,095	28,941	29,922
Total Fringe Benefits	232,773	253,984	304,906	314,709
Subtotal MoDOT Disbursements	2,827,733	3,346,467	8,213,839	7,600,391
Motor Carrier Refunds	25,031	24,316	41,000	41,000
Total MoDOT Disbursements	\$ 2,852,764	\$ 3,370,783	\$ 8,254,839	\$ 7,641,391

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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. She noted Calls B05, C01, C18, F11, and G03 have local funding as noted in the tables below, and the department received the necessary concurrence.

Ms. Stovall-Taylor recommended: (1) Award of contracts to the lowest responsive bidders for bids received at the May 16, 2025, letting, as recommended, and noted in Table I below; and (2) Rejection of Calls C07, C19, D04, and D05 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction and Call C04 due to contract documents not including all intended evaluation factors per Section 102.15(e) of the Missouri Standard Specification for Highway Construction as noted in Table II below.

**Table I
Award of Contracts
May 16, 2025, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	I-29	Andrew	JNW0087	\$1,026,680.27	\$0.00	Leavenworth Excavating & Equipment Company, Inc.	Upgrade Turn Lane
A02	I-29	Buchanan	JNW0152	\$173,488.00	\$0.00	Reinhold Electric, Inc.	Dynamic Message Sign Replacement
A03	Various	Carroll, Chariton	JNW0030	\$2,327,673.91	\$0.00	Ti-Zack Concrete, LLC	ADA Improvements
B01*	I-72	Marion	J2133367	\$0.00	\$0.00	No Bidders	Bridge Washing
B02	I-70	Montgomery, Warren	JNE0128	\$840,000.00	\$0.00	N.B. West Contracting Company	Job Order Contract for Asphalt Pavement Repair
B03	Various	Lincoln, Macon, Montgomery, Ralls	JNE0131	\$2,309,600.00	\$0.00	CSD Environmental Services, Inc.	Job Order Contract for Guard Cable Repair

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
B04	Various	Various	JNE0132	\$5,456,000.00	\$0.00	Collins & Hermann, Inc.	Job Order Contract for Guardrail Repair
B05	I-70 S. OR	St Charles, Warren	JNE0167B	\$785,358.47	\$0.00	Magruder Paving, LLC	Resurfacing
C01**	50, 291	Jackson	J4P3196	\$24,850,054.41	\$0.00	Clarkson Construction Company	Bridge Replacement, Road Realignment, And ADA Improvements
C02	Various	Clay, Platte	J4P3268E	\$4,187,914.19	\$0.00	Leavenworth Excavating & Equipment Company, Inc.	ADA Improvements
C03	1	Clay	J4S3412	\$12,288,356.43	\$0.00	Ideker, Inc.	Reconstruct Pavement and ADA Improvements
C05	Various	Johnson, Lafayette, Pettis, Saline	JKR0163	\$3,322,140.00	\$0.00	Superior Rail System, LLC	Job Order Contract for Guardrail and Guard Cable Repair
C06	Various	Johnson, Lafayette, Pettis, Saline	JKR0305	\$1,600,000.00	\$0.00	Realm Construction Inc.	Job Order Contract for Concrete Pavement Repair
C08	Various	Johnson, Lafayette, Pettis, Saline	JKR0413	\$1,100,000.00	\$0.00	James H. Drew Corporation	Job Order Contract for Sign Replacement
C09	169	Clay	JKU0039	\$2,098,818.82	\$0.00	Louis-Company, LLC	2 Bridge Deck Replacements
C10	Various	Cass, Jackson, Platte	JKU0063	\$343,803.60	\$0.00	Custom Lighting Services, LLC DBA Black & McDonald	Signal Improvements
C11	291	Cass, Jackson	JKU0065	\$2,231,336.76	\$0.00	Superior Bowen Asphalt Company, LLC	Coldmill And Resurface
C13	291	Clay	JKU0121	\$498,268.72	\$10,000.00	Realm Construction Inc.	Signals and Add Turn Lane
C14	Various	Various	JKU0307	\$6,591,706.20	\$0.00	Mar-Jim Contracting, LLC	Job Order Contact for Guard Cable Repair
C15	Various	Jackson	JKU0310	\$3,400,000.00	\$0.00	Concrete Strategies, LLC	Job Order Contract for Bridge Repair

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
C17	I-435	Jackson	JKU0444	\$407,000.00	\$0.00	Collins & Hermann, Inc.	Sign Truss Replacement
C18***	D	Cass	JKU0447	\$284,951.74	\$0.00	Custom Lighting Services, LLC DBA Black & McDonald	Signals
D01	Various	Boone, Callaway, Cole, Cooper, Gasconade, Howard, Moniteau	J5P3487	\$3,234,000.00	\$0.00	Collins & Hermann, Inc.	Job Order Contract for Guardrail and Guard Cable Repair
D02	I-44	Camden, Crawford, Dent, Laclede, Maries, Miller, Phelps	J5P3488	\$4,263,000.00	\$0.00	Collins & Hermann, Inc.	Job Order Contract for Guardrail and Guard Cable Repair
D03	42	Maries	J5P3565	\$2,167,454.97	\$0.00	Louis-Company, LLC	2 Bridge Deck Replacements
	AA		J5S3543				
D07	Various	Cole, Osage	JCD0126	\$1,293,885.30	\$0.00	Concrete Solution LLC	ADA Improvements
F01	100	St Louis	J6P3274	\$19,043,650.94	\$0.00	Gershenson Construction Co., Inc.	Coldmill, Resurface, ADA Improvements, Signals, 2 Bridge Replacements, and 2 Bridge Rehabilitations
			J6P3274B				Bridge Rehabilitation
F02	Various	Franklin, Jefferson, St Charles, St Louis, St Louis City	J6P3447	\$2,552,000.00	\$0.00	Concrete Strategies, LLC	Job Order Contract for Bridge Repair
F03	Various	St Charles	J6P3459	\$2,750,000.00	\$0.00	Collins & Hermann, Inc.	Job Order Contract for Guardrail Repair
F04	Various	Franklin, Jefferson	J6P3462	\$2,625,000.00	\$0.00	J M Scheidle, LLC	Job Order Contract for Guardrail Repair
F05	Various	St Louis, St Louis City	J6P3639	\$3,712,500.00	\$0.00	Collins & Hermann, Inc.	Job Order Contract for Guardrail Repair
F06	370	St Charles, St Louis	J6P3649	\$17,095,678.97	\$0.00	Magruder Paving, LLC	Resurface And Median Barrier

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
F07	267	St Louis	J6S3397	\$14,762,303.05	\$0.00	N.B. West Contracting Company	Coldmill, Resurface, and ADA Improvements
F09	21, N	Jefferson	JSL0044	\$5,999,998.90	\$0.00	Pace Construction Company, LLC	Coldmill, Resurface, Guardrail, Signals, Signage and ADA Improvements
F10	100	St Louis City	JSL0073	\$6,946,936.21	\$0.00	Byrne & Jones Enterprises, Inc. DBA Byrne & Jones Construction	Coldmill and Resurface
F11****	I-64 NOR	St Charles	JSL0112	\$3,820,735.50	\$0.00	Gershenson Construction Co., Inc.	Bridge Replacement, 2 Bridge Rehabilitations and Shared Use Trail
F12	Various	Jefferson, St Charles, St Louis, St Louis City	JSL0202	\$929,121.48	\$605,000.00	Gerstner Electric, Inc.	Dynamic Message Sign Replacements
F13	Various	St Louis, St Louis City	JSL0240	\$448,153.00	\$0.00	Gerstner Electric, Inc.	Rectangular Rapid Flashing Beacon And Pedestrian Push Button Repair
F14	I-44	Franklin	JSLM0057	\$1,778,938.66	\$0.00	Raineri Construction, LLC DBA Raineri Construction	Weigh Station Improvements
F15	I-64	St Louis City	JSLM0066	\$429,931.00	\$0.00	Concrete Strategies, LLC	Bridge Rehabilitation
G01	FF	Jasper	J7S3059B	\$2,930,000.00	\$3,800.00	Hartman And Company, Inc.	Realignment, Intersection and ADA Improvements
G02	160	Barton	J7S3531B	\$2,332,661.48	\$0.00	Hartman And Company, Inc.	ADA Improvements
	Various	Barton, Dade	J7S3531				
	Various	Newton	J7S3506				
G03	MO744, 60, 65, BU 65, LP 44	Greene	J8P3236	\$1,968,083.63	\$0.00	Midwest Traffic Signal Services, LLC	Signal Updates

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
G04	160	Christian	JSR0283	\$928,831.00	\$0.00	Louis-Company, LLC	Bridge Rehabilitation
	CC, J		J8S3245				Bridge Rehabilitation and Add Turn Lanes
G05	I-49 LP, K	Vernon	JSR0170	\$1,024,112.40	\$0.00	Realm Construction Inc.	Pavement Repair
G06	I-49, 13	Henry, Vernon	JSR0184	\$1,571,523.54	\$0.00	Mera Excavating, LLC	Slide Repair and Guardrail
G08	David Dr.	Newton	JSRM0088	\$348,764.00	\$0.00	Built Right Construction, LLC DBA Built Right Construction of Oklahoma, LLC	Bridge Repair
H01	Various	Various	J9P3632	\$0.00	\$0.00		Job Order Contract for Asphalt Pavement Repair
H02	34	Bollinger	J9P3745	\$1,685,115.40	\$0.00	Fronabarger Concreters, Inc.	Intersection Improvements and ADA Improvements
H03	49	Iron, Wayne	J9P3796	\$3,347,121.76	\$0.00	Apex Paving Co.	Scrub seal, Resurface and Add Shoulders
H08	M	Oregon	JSE0108	\$3,722,369.35	\$0.00	H.R. Quadri Contractors, LLC	Scrub Seal and Add Shoulders
H10	AA	Scott	JSE0248	\$4,428,372.70	\$0.00	Penzel Construction Company, Inc.	Bridge Replacement
H11	95	Ozark	JSEM0081	\$196,429.11	\$0.00	Courtney Construction, LLC DBA Courtney Excavating & Construction	Slope Repair
H12	I-55, I-57	Various	JSEM0086	\$1,042,404.43	\$0.00	Reynolds Sealing and Striping, Inc.	Interstate Striping
H5A and H5B	Y	Dunklin	JSE0102	\$8,055,913.86	\$0.00	Magruder Paving, LLC	Resurface
	164	Dunklin, Pemiscot	J9S3780				
	YY	Dunklin	JSE0103				
			TOTAL:	\$203,558,142.16	\$618,800.00		

*Call B01 – Funding by IDOT - \$46,000
 **Call C01 – Funding by City of Lee’s Summit - \$8,452,019.76
 ***Call C18 – Funding by Village of Loch Loyd - \$142,475.87
 ****Call F11 – Funding by City of O’Fallon - \$546,299
 *****Call G03 – Funding by City of Springfield - \$28,900

Table II
Rejection of Bids
May 16, 2025, Bid Opening

Call	Route	County	Job No.	Description
C04	Z	Ray	JKR1003	Bridge Replacement
C07	Various	Johnson, Lafayette, Pettis, Saline	JKR0309	Job Order Contract for Asphalt Pavement Repair
C19	Various	Various	JKU0306	Job Order Contract for Fence Repair
D04	E	Osage	JCD0060	Bridge Rehabilitation
D05	5,40	Howard	JCD0110	Intersection Improvement

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 May 16, 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 C07, C19, D04, and D05 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction and Call C04 due to contract documents not including all intended evaluation factors per Section 102.15(e) of the Missouri Standard Specification for Highway Construction as noted in Table II above.
3. 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 Call H5A. Commissioner Erdman abstained from voting on Calls C02, C17, G01, G02, and D07. Commissioner Smith abstained from voting on Calls D07

and G01. Commissioner Hegeman abstained from voting on Calls C01, C02, and C096. Commissioner Slay abstained from voting on Call F10.

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APPROVAL OF PLANS FOR CONDEMNATION

On behalf of the Director, Danica Stovall-Taylor, Assistant 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>
Lincoln	47	JNE0003

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 them to be filed as necessary for the condemnation of right of way.

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IMPROVE I-70 PROJECT CONTRACT AUTHORIZATIONS

On behalf of the Director, Eric Kopinski, I-70 Program Coordinator, explained Interstate 70 (I-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 \$1,609,848 from the existing professional services contract 2023-02-75992 with Hg Consult, Inc. Services for this contract include environmental reevaluation, survey, utility coordination, and preliminary design for the project on I-70 in this area.

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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PROPERTY ACQUISITION AND CONVEYANCES

CONSIDERATION OF EXCESS PROPERTY DISPOSAL, ROUTE MM IN CAMDEN COUNTY, EXCESS PARCEL NUMBER CD-274388

In keeping with the Commission's, policy regarding disposition of Commission-owned property or property rights, the sale of all properties owned by the Commission with appraised or sale values of \$200,000 or more must be approved by specific Commission action.

On behalf of the Director, Machele Watkins, Central District Engineer, recommended conveyance of 1.19 acres of land located at the south side of the former Lake of the Ozarks Community Toll Bridge along Route MM, to Four Seasons Land Holding Company for a consideration of \$193,000.

Via approval of the consent agenda, the Commission unanimously approved the property conveyance described above.

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CONSIDERATION OF EXCESS PROPERTY DISPOSAL, ROUTE 100 IN ST. LOUIS COUNTY, EXCESS PARCEL NUMBERS SL-270488, SL-276093, SL-270517 AND SL-276094

In keeping with the Commission's, policy regarding disposition of Commission-owned property or property rights, the sale of all properties owned by the Commission with appraised or sale values of \$200,000 or more must be approved by specific Commission action.

On behalf of the Director, Tom Blair, St. Louis District Engineer, recommended conveyance of 1.66 acres of land located on the north and south sides of Route 100, east of Mary and Dorothy Avenues in the City of Brentwood, to the City of Brentwood for a consideration of \$97,460.

Via approval of the consent agenda, the Commission unanimously approved the property conveyance described above.

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-- REPORTS --

REPORTS

The Commission received the following written reports.

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 April 30, 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 April 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 614 active contracts held by individual engineering consultant firms prior to May 1, 2025. Twenty-three engineering consultant services contracts were executed in April 2025, for a total of \$10,806,100. There was no non-engineering consultant contracts executed in April 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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