

Posted: September 23, 2025 at 3:45 p.m.
MHTC Central Office
105 West Capitol
Jefferson City, Missouri 65101

Copies of this notice may be obtained by contacting:
Jennifer Jorgensen
Secretary to the Commission
(573) 751-2824

Missouri Highways and Transportation Commission Tentative Agenda

This meeting will be available to watch live stream at www.modot.org/mhtc/live.

Kirkwood Performing Arts Center (KPAC)
Strauss Black Box Theatre and Event Space
210 East Monroe Avenue
Kirkwood, MO

October 1, 2025

Open Meeting 9:00 a.m.

	<u>Est. Time</u>
COMMISSION ITEMS.	
1. <u>Action Item</u> – <u>Consideration of Minutes</u> : Regular Meeting on September 4, 2025, and Special Meeting on September 3, 2025.	9:05 – 9:10
2. <u>Action Item</u> – Consideration of Items on the Consent Agenda.	9:10 – 9:15
a. Removals. <i>Items removed from the consent agenda will be discussed under “Items Removed from the Consent Agenda” below. All items not removed from the consent agenda will be approved, without discussion, by a single action taken by the Commission.</i>	
b. Abstentions. <i>A Commissioner may abstain from voting on an item on the consent agenda without removing it by specifying the item number and his desire to abstain prior to the vote.</i>	
3. <u>Non-Action Item</u> – Committee and Board Reports.	9:15 – 9:30
a. Audit (Boatwright, Slay, and Baker)	
b. Legislative (Boatwright and Erdman)	
c. Missouri Transportation Finance Corporation Board of Directors (Smith, Erdman, and Baker)	
d. MoDOT and Patrol Employees’ Retirement System Board of Trustees (Boatwright, Erdman, and Hegeman)	
e. Missouri Coalition for Roadway Safety Executive Committee (Boatwright)	
4. <u>Non-Action Item</u> – <u>MoDOT Director’s Report</u> .	9:30 – 9:45

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| <p>-- <u>Welcome by City of Kirkwood.</u>
 <i>Elizabeth Gibbons, Mayor</i></p> | <p><u>Est. Time</u>
 9:45 – 9:50</p> |
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PUBLIC PRESENTATIONS.

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| <p>1. <u>Non-Action Item – Missouri Rail Passenger Advisory Committee (MORPAC).</u>
 <i>David Pearce, UCM Executive Director for Governmental Relations; Liz Gibbons, Mayor of Kirkwood; and Tammy Bruckerhoff, Hermann Tourism and Economic Development Director</i></p> | <p>9:50 – 10:05</p> |
|--|---------------------|

<p>University of Central Missouri (UCM) 116 West South Street Administration Building 106 Warrensburg, MO 64093 (660) 543-4365</p>	<p>City of Kirkwood 139 South Kirkwood Road Kirkwood, MO 63122 (314) 822-5800</p>
<p>City of Hermann, Visitor Information Hermann Amtrak Station 301 Wharf Street Hermann, MO 65041 (573) 486-5400</p>	

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| <p>2. <u>Non-Action Item – Great Rivers Greenway & Missouri Department of Transportation: Collaborating for Community Impact.</u>
 <i>Todd Antoine, Chief of Planning and Projects, and Emma Klues, Vice President of Communications and Outreach</i></p> | <p>10:05 – 10:20</p> |
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Great Rivers Greenway
 3745 Foundry Way, Suite 253
 St. Louis, MO 63110
 (314) 436-7009

MODOT PRESENTATIONS.

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| <p>3. <u>Action Item – Consideration of Bids for Transportation Improvements.</u>
 <i>Sarah Kleinschmit, State Design Engineer</i></p> | <p>10:20 – 10:35</p> |
| <p>4. <u>Non-Action Item – Update from MoDOT’s St. Louis District.</u>
 <i>Thomas Blair, St. Louis District Engineer</i></p> | <p>10:35 – 10:50</p> |
| <p>5. <u>Non-Action Item – Vulnerable Road Users in Missouri.</u>
 <i>Katy Harlan, Traffic Safety Engineer</i></p> | <p>10:50 – 11:05</p> |
| <p>6. <u>Non-Action Item – High Priority Unfunded Needs Update.</u>
 <i>Llans Taylor, Transportation Planning Director</i></p> | <p>11:05 – 11:20</p> |

-- Items Removed from the Consent Agenda, if any.
 (Taken in numerical order.)

PUBLIC COMMENT PERIOD.

Members of the public who have not scheduled presentations before the Commission may speak to the Commission on transportation-related issues by signing in at the registration desk by 9:30 a.m. Comments will be limited to five minutes per person, ten minutes per topic.

COMMISSION CONCERNS.

ADJOURN.

-- CONSENT AGENDA --**All items on the Consent Agenda require Commission Action.**

Items on the Consent Agenda are taken up by the Commission as the first order of business. Any items removed from the Consent Agenda are taken up by the Commission in numerical order under “Items Removed from the Consent Agenda”. (See previous page.) All items not removed from the Consent Agenda are approved with a single action by the Commission.

BUSINESS ISSUES.1. **Medical and Life Insurance Plan: Appointment of Board Member.**

Consideration to approve the appointment of David Silvester as a Missouri Department of Transportation retired employee representative for a term ending November 2031.

Brandon Denkler, Assistant to Chief Administrative Officer – Employee Health & Wellness, Medical and Life Insurance Plan Board Chairman

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP).2. **Approval of Plans for Condemnation.**

Request for ratification of staff approval of detailed right of way plans on various routes.

Sarah Kleinschmit, State Design Engineer

<u>County</u>	<u>Route</u>	<u>Job Number</u>
St. Louis	100	J6P3274
Greene	65	J8S3158

3. **Request for Approval of Location and/or Design of Highways.** Consideration for the following roadways location and/or design.**Route MM, Greene County from Haile Street in Brookline to Route 60 in Republic.**

This project includes the relocation of Route MM and add railroad grade separation extended from Haile Street in Brookline to intersection of County Road 160 to Route 60 in Republic, Greene County. The proposed alignment includes improvements to a signalized intersection, a roundabout, lane widening, a grade separated overpass bridge, and a tie-in connection. The project also includes at-grade railroad crossing closures. Curb and gutter will be constructed along the realignment, with sidewalks and accommodations for multi-use paths as a cost-share with the City of Republic.

Stacy Reese, Southwest District Engineer

PROPERTY ACQUISITION AND CONVEYANCES.4. **Consideration of Disposal of Excess Property, Route 50 in Jackson County, Excess Parcel Number KC-10591.**

Convey 3.26 acres of excess property to City of Lee’s Summit, located in northwest side of Route 50 and Route 291 North interchange in the City of Lee’s Summit.

Greg Bolon, Kansas City District Engineer

-- REPORTS --

Written reports pertaining to the items listed below are presented for Commission information and do not require action.

1. **MoDOT Improve I-70 Program Report.**
Eric Kopinski, I-70 Project Director
2. **Medical and Life Insurance Plan Report.**
Brandon Denkler, Assistant to the Chief Administrative Officer-Employee Health and Wellness, Medical and Life Insurance Plan Board Chairman
3. **MoDOT Briefing Report.**
Ed Hassinger, Director
4. **Missouri Department of Transportation Financial Report – Fiscal Year 2026.**
Year-to-Date. Period ending August 31, 2025.
Doug Hood, Financial Services Director
5. **Consultant Services Contract Report.**
Sarah Kleinschmit, State Design Engineer



Minutes



MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN BRANSON, MISSOURI,
THURSDAY, SEPTEMBER 4, 2025**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Thursday, September 4, 2025, at Branson Convention Center, Short Creek 1 & 2, 200 South Sycamore Street, Branson, 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 to the Commission; and Jennifer Jorgensen, Secretary to the Commission, were present on Thursday, September 4, 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 meetings held on July 9, 2025 and August 6, 2025, and the special meetings held July 8, 2025 and August 5, 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 September 4, 2025, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Slay, seconded by Commissioner Hegeman, 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 September 4, 2025, meeting.

Audit Committee – Commissioner Slay stated there was no report. The next audit committee meeting is scheduled for September 15, 2025.

Legislative Committee – Commissioner Boatwright reported the Governor has called a special session that started yesterday. During this special session the General Assembly will be addressing congressional redistricting and initiative petition reform. Additionally, the General Assembly will hold its annual veto session on September 10. Looking beyond this month, the department is preparing for the upcoming legislative session. Initially, MoDOT will be focusing on the passage of the supplemental budget.

Last session, the legislature passed authorization of appropriations in a Federal Road Fund. The Governor line item vetoed the portions related to the Federal Road Fund. However, in conjunction with this action, the legislature also reduced the corresponding appropriations from the State Road Fund by \$642,999,000. As a result, MoDOT does not have enough spending authority in the State Road Fund for the full fiscal year to make contractor payments, purchase materials to maintain roadways, and pay employees. A supplemental budget will need to be passed by the legislative Spring Break to have the spending authority in place to continue operations. The total amount that the Commission is requesting in a supplemental budget is \$642,699,000, the same amount that was reduced.

Commissioner Boatwright introduced MoDOT's proposed 2026 legislative agenda that is focused on two areas, safety and memorial highways. During the 2026 legislative session, MoDOT must continue to make safety the top priority. MoDOT proposes adopting safety initiatives that will reduce deaths and serious injuries on Missouri's highway system.

One safety proposal will modify the law regarding ignition interlock. Current law requires any person guilty of a second or subsequent intoxication-related traffic offense to install an ignition interlock device on any vehicle they operate before driving privileges are reinstated. This policy change would require an individual found guilty of a first offense to install an ignition interlock device.

The other safety proposal will address changes to child passenger restraints for children from birth through 8 years old. MoDOT will propose legislation to require infants and toddlers to remain in a rear-facing child restraint system in the rear seat from birth through age two or longer. Booster Seats will be required depending on the height and age of the child. Children who outgrow the height and weight limits of forward-facing safety seats should still be protected. Requiring them to be placed in booster seats until they are 57 inches tall and age 8 or older would be an effective way to do this.

The other area MoDOT wants to modify is related to memorial highways. This proposal will expand the Missouri Medal of Honor Recipient Fund to include honorees killed under the circumstances outlined in Section 227.296, RSMo and rename the fund to the Fallen Heroes Memorial Sign Fund. This fund would include memorial designations for members of the Armed Forces killed in the line of duty, members of the Armed Forces who are missing in action, Missouri recipients of the medal of honor, emergency personnel killed while performing duties relating to their employment, or state employees killed while serving the state.

Another provision will simplify the committee process and encourage memorial designations to go through the joint committee process rather than the legislative process. This provision will remove the requirement that an individual be deceased for two years and eliminate the 100-signature requirement to apply for a designation. MoDOT will continue to have two proposals that should the opportunity arise to advance these policy measures they could be pursued.

One proposal is associated with the huge societal issue surrounding litter. MoDOT must approach this problem from several angles to help keep Missouri beautiful. Litter along Missouri's roadways is a concern for the traveling public, lawmakers, and road users alike. One of the top customer complaints the department receives daily is the need to pick up and remove trash along the roadways. This trash problem is mostly generated from unsecured loads by commercial and non-commercial haulers to individuals driving down the highways who throw their discarded waste materials from their automobiles.

MoDOT's reduced workforce have focused their efforts on important safety-related matters such as filling potholes and replacing road signs and have not been able to keep up with the litter along roadsides. MoDOT cannot take on the enormous task alone. While there are laws for addressing litter violations, there must be other practices considered as well to combat this issue. The following three-fold approach looks to address roadside litter at its source and provide additional funds to remedy the problem:

One policy change would add fees per ton on the trash moved or deposited through transfer stations or landfills. The funds collected would be used by MoDOT to pay for litter pick-up services.

Another modification to the law addresses securing loads that travel on the roadways. Blowing debris from the trucks of trash haulers is a major contributor to roadside litter. This is despite state laws requiring their loads to be fully secured. To hold those who choose not to secure their loads accountable, this proposal would levy points against their license when they are found to be in violation of these laws.

The final litter proposal will remove barriers to littering enforcement. It changes the level of the offense from a Class A misdemeanor to a minor offense. Currently, a Class A misdemeanor requires a person to be taken into custody and fingerprinted, whereas a minor offense allows law enforcement to simply issue a ticket. This change would streamline the process, lead to more impactful enforcement, and deter future littering offenses.

Another safety proposal that needs to continue to be championed is to strengthen Missouri's Hands-Free Law. In 2023, Missouri passed the Siddens-Bening hands-free law, which prohibits drivers from using a handheld cell phone or other electronic communication device while driving. While a welcome addition, the law could be strengthened from a secondary to a primary law for more effectiveness. Additionally, the proposed change would allow cities and counties to pass an ordinance that mirrors state law so local law enforcement agencies can enforce the law and issue municipal tickets.

Commissioner Boatwright acknowledged that this is a rather lofty legislative agenda for the 2026 legislative session. However, with safety being the focus of the department it is necessary for the department to continue to promote safe driving behaviors. In closing, the department is willing to provide additional information and data to any elected officials hoping to advance good transportation legislation.

The department is seeking the Commission's consensus on pursuing the ignition interlock, child safety seats, and memorial highways legislative proposals with the understanding these initiatives will be shared with the Governor to be considered as part of their legislative agenda for the 2026 session

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report. The next MTFC meeting will be in October.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Hegeman stated there was no report. The next board meeting is September 18, 2025.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported on Saturday, August 23, approximately 400 Missouri law enforcement officers joined together to participate in the Mothers Against Drunk Driving Saturation Saturday campaign. This annual event started in Missouri several years ago and brings a focused awareness to impaired driving by “saturating” Missouri roadways with officers seeking to do one thing: get impaired drivers off the road.

While the final numbers are still being reported, it is estimated more than 100 Driving While Intoxicated (DWI) arrests were made during this one evening of work. The Missouri Coalition for Roadway Safety is grateful for the dedication of our law enforcement partners and look forward to a day when such an event will result in 0 arrests.

More than 540 people have registered for the 2025 Missouri Highway Safety and Traffic Conference being held later this month in Columbia. The conference brings together safety advocates from multiple disciplines to discuss best practice and new strategies for making Missouri roads safer.

Commissioner Boatwright concluded by stating there are record levels of road work being done throughout the state, meaning more workers along the roadway every day. So far in 2025, there have been 11 people killed in a work zone crash. Last year, there were a total of 24 work zone fatalities. If the trend holds, this would be two years in a row of lower work zone fatalities in Missouri.

Total traffic fatalities remained down 2 percent compared to last year. The Coalition is asking all Missourians to finish the year strong by buckling up, putting the phone down, slowing down, and driving sober.

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DIRECTOR'S REPORT

During the September 4, 2025, Commission meeting, Director Ed Hassinger provided the following report:

State Design Engineer Announcement – Assistant Chief Engineer Mark Croarkin stated it was his pleasure to introduce the newest members of the Senior Management Team. Mr. Croarkin announced Sarah Kleinschmit as the new State Design Engineer. Ms. Kleinschmit has been with the department for 25 years in various roles, most recently as the assistant construction and materials director but with vast experience in highway design, standards, and policy administration. She has a civil engineering degree from South Dakota School of Mines and Technology, and she is a licensed professional engineer in the state of Missouri. The department is thrilled to bring her back into the Design division and into this new role.

Financial Service Director Announcement – Chief Financial Officer Brenda Morris was pleased to introduce Doug Hood as the department’s new Financial Services Director. Mr. Hood has been with the department for 30 years and has served as the Assistant Financial Services Director for the last six years. He is a graduate of the University of Missouri, where he obtained his Bachelor of Science degree in accounting. He has served in many roles with the department, including within Information Systems and Transportation Planning in addition to his time in Financial Services. Ms. Morris noted that Mr. Hood brings a tremendous amount of experience working with MoDOT’s partners, and she looks forward to working with him in his new role.

Southeast District Engineer Announcement – Deputy Director and Chief Engineer Eric Schroeter welcomed Donnie Brown as the new Southeast District Engineer. Mr. Brown comes to MoDOT after spending the last two years representing the 149th district in the Missouri House of Representatives. He has also worked as an engineer for New Madrid County for 30 years, most recently overseeing its road and bridge department. Mr. Brown is also a lifelong resident of southeastern Missouri, so he has a deep understanding of the needs and challenges of the area, as well as established relationships in the communities. Mr. Schroeter stated the department is looking forward to having him on board and helping lead the charge for our team southeast. The director reported that with Mr. Schroeter’s announcement, MoDOT senior management team is fully staffed.

Lester Woods AASHTO Recognition – Director Hassinger recognized that Lester Woods, Chief Administrative Officer, was recognized recently by American Association of State Highway and Transportation Officials’ (AASHTO) leadership for his three years of distinguished service as the vice chair of the AASHTO Equity Task Force. The task force focuses on ensuring the benefits and burdens of transportation systems, services, policies, and investments are fair and just for all individuals. The Director noted that Mr. Woods is one of the best minds in the country to help facilitate those efforts and MoDOT is lucky to have him leading the way for the team here in Missouri.

AASHTO Regional Awards – Director Hassinger noted a few MoDOT staff attended the Mid-America Association of State Transportation Officials (MAASTO) Annual Meeting last week in Minneapolis. It is always a great opportunity to see what other departments are doing across the Midwest and share and learn from each other. The Director reported that MoDOT submitted a few projects for AASHTO’s regional America’s Transportation Awards competition and received three trophies this year.

The Buck O’Neil Bridge Design-Build project won in the “Quality of Life/Community Development” category. The Focus on Bridges project won in the “Operations Excellence” category. And the U.S. Route 160 Intersection project tied for first in the “Best Use of Technology and Innovation” category. Those projects will now go on to compete at the national level in those categories and be eligible for the grand prize and the people’s choice award.

The Director noted he would love to be able to report back to the Commission in December with even more good news. He stated this recognition is well-deserved and MoDOT has some incredible team members and partners across the industry who help bring truly amazing things to life for Missouri’s infrastructure. These nominations and subsequent awards reflect a lot of innovative thinking, sweat, and dedication from this team of public servants. They have absolutely earned this moment of recognition.

Improve I-70: Columbia to Kingdom City Traffic Switch – Director Hassinger shared a brief update from MoDOT’s Improve I-70 Program. The team working on the first project from Columbia to Kingdom

City reached a big milestone this past month, switching traffic onto the new pavement of the eastbound lanes on a stretch through Callaway County. A video was shown. A little more than a year into this massive construction project and there is traffic moving on three lanes of brand-new pavement. The team is working at incredible speed to bring these improvements to life, but there is a lot of work to be done. The Director reminded everyone that as football season is here, it is a good time to remind everyone traveling across the state – whether heading to Faurot or Arrowhead – plan ahead and leave early. Count on construction, reduced speeds, and reduced lanes. Build that extra time into a trip and count on heavier gameday traffic. And please stay alert and take it slow through the work zone.

State Fair Recap – Director Hassinger reported on the MoDOT presence this summer at the Missouri State Fair. MoDOT has its own section at the fair called the “Highway Gardens.” MoDOT has a large outdoor area and an indoor space. That space offers air conditioning and bathrooms, so as imagined, it is a popular spot for visitors to stop in. The Director had the chance to be at the fair a handful of days this summer and was impressed with the operation the MoDOT team pulled together each day to provide visitors with a full experience. First, the maintenance team responsible for the upkeep of the gardens really knocked it out of the park. A rainy summer sure helped, but the Director has never seen the gardens look better than they did this year.

MoDOT takes each day of the fair as an opportunity to engage directly with customers, and the volunteers who take the time to make that a positive experience for those customers deserve a shout-out. It was a steady flow of visitors checking out MoDOT’s various stations, where they learned more about materials used on the roads, MoDOT’s Buckle Up Phone Down initiative, some of the departments ongoing major projects, and so much more.

MoDOT also put visitors to work – the department had a big state map and asked them to place a sticker where they were from, but the color of the sticker they used indicated which driver behavior they saw as most concerning where they were. Maybe unsurprisingly, distracted driving and speeding were the most common concerns reported, so that information is going to be worked into the department’s highway safety planning. Director Hassinger highlighted how MoDOT takes these 11 days to really engage with Missourians and provide them with information, experiences, and positive customer service.

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PUBLIC PRESENTATIONS

SOUTHWEST MISSOURI COUNCIL OF GOVERNMENTS

Jason Ray, Executive Director for the Southwest Missouri Council of Governments (SMCOG), described their regional planning commission. SMCOG has a large footprint that covers a ten-county region and is one of nineteen regional planning commissions across the state. SMCOG is unique in that it is administered by Missouri State University Center for Resource Planning and Management. That partnership was established in 1989 and provides access to lots of opportunity, research faculty, and

students, but also resources such as software facilities and other assets that can be incorporated into regional planning efforts.

The Council that makes up the Board of Directors represents 88 units of local government. The Board consists of the following: 12 non-governmental appointed members, 18 associate members which represent various industry sectors in the region, 24 state legislators (state representatives or state senators) whose districts overlap with the region, and the Missouri Office of Administration Commissioner.

Mr. Ray highlighted the services provided by the regional planning commission such as transportation planning, comprehensive planning, regional coordination, regional policy, economic development, public engagement, grant writing and administration, and information for local governments. The most popular service offered is transportation planning services in coordination with MoDOT.

SMCOG facilitates a regional Transportation Advisory Committee (TAC) made up of representatives from each of their ten counties that is tasked with prioritizing road and bridge projects, particularly projects or needs that are of regional significance. They are asked to prioritize bike and pedestrian projects, which helps capture some of the funding through MoDOT funding. Every five years, SMCOG is also tasked with updating the Public Transit – Human Services Transportation Plan. This plan brings together regional transit service providers in rural parts of the area, along with human service providers such as senior centers, sheltered workshops, and other similar organizations. Through the latest update process, they received public feedback about the need for rural transit services and other transportation modes throughout the region. As a result, a new multimodal Transportation Advisory Committee (TAC) separate from the existing TAC.

Mr. Ray explained the planning process and recognized that Missouri's planning process is a model throughout the nation. Partnerships, which include a strong relationship with MoDOT, especially the Southwest District, make the regional planning commission's efforts successful. Transportation is

truly regional, and each organization needs to make sure that priorities are aligned. MoDOT meets regularly with all the planning partners in the Southwest District to ensure this collaboration occurs.

Mr. Ray shared a couple of examples where good partnerships with cities and counties led to successful projects. For example, Webster County wanted transportation improvements on a 22-mile stretch of the US 60 corridor, including 49 at-grade intersections, 36 at-grade rail crossings, and safety improvements. SMOG contributed to the project and Webster County Commission matched that amount with local funds to be able to hire CMT to complete a corridor master plan. The plan was adopted in May 2020, and by September 2020, over \$10 million has been secured for improvements for the corridor. He also noted they have been partnering with the U.S. Economic Development Administration to complete the environmental assessment for a new interchange at Highway A and U.S. 60, which has led to additional planning and grant applications on this corridor. Mr. Ray stated, “Funding follows planning.”

Mr. Ray explained that another importance is active transportation networks throughout the county for bicycles and pedestrians. They partnered with several county level partners and transit providers and held over 18 public meetings in less than a year to put together a plan. Lots of public feedback was received that showed citizens in the region are thinking about the future and what might be needed, which translates to thinking about the regional future needs. As a result, the Webster County Transit and Active Transportation Plan was developed, which received an award of excellence in Regional Transportation Awards from the National Association of Development Organizations (NADO).

Mr. Ray concluded by reviewing a few high priority unfunded needs such as a planning study for Highway 76, also referred to as the Silver Dollar City Corridor; Highway 13 improvements; Highway 65 intersection improvements in Dallas and Christian Counties; Highway 76 and Lakeshore Drive; Highway 86 Improvements; and multimodal needs. The Southwest Missouri Council of Governments is assisting the City of Branson with updating their comprehensive plan, and also just received funding for the Taney

County Master Plan, which will include a lot of transportation components and housing components as well. The goal is to enhance the quality of our communities through regional cooperation.

Commissioner Baker thanked Mr. Ray for his presentation and appreciated the focus on collaboration, partnership, and shared goals.

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MODOT PRESENTATIONS

CONDITION OF THE STATE SYSTEM

On behalf of the Director, Mark Croarkin, Assistant Chief Engineer, provided to the Commission a presentation regarding the continual investment of the state system, such as 34,000 miles of pavement, which is the seventh largest state system in the nation. This system is a great asset, but maintenance of the system does not happen by accident, it takes constant effort.

MoDOT categorizes the system based upon major, minor, or low volume. Major roads are made up of 5,560 miles, are only about 16 percent of the system, and sustains roughly 77 percent of the travel throughout Missouri. These are the roads that connect the centers of population. With the highest amount of traffic, these roads can deteriorate the fastest. MoDOT sets the condition goal the highest for major roads at 90 percent good; current conditions are 1 percent below the goal at 89 percent in good condition. He noted the condition across the state does vary by district. Major roads are also the most expensive miles to maintain per mile. Treatments range from full replacement to minor treatments, but on average it costs about \$161,000 a lane mile when contracting work on a major road.

The minor system is roughly 18,000 miles, which makes up about 53 percent of the system, and accommodates 22 percent of total travel. These are the roads that bring Missourians to major roads. The goal for these roads is 80 percent in good condition; current conditions are at 83 percent. The average costs for maintaining minor roads is roughly one third of the cost of major roads at \$63,000 per lane mile.

Low volume roads that have less than 400 vehicles per day. The roads make up 31 percent of the system with more than 10,000 miles but accommodate only 2 percent of the total travel. These roads are basically the end of the system, often referred to as the farm to market roads. These roads are primarily maintained by MoDOT forces. The goal for low volume roads is 70 percent good condition. Over the last year, low volume road conditions increased 4 percent to 83 percent good condition. Low volume roads are not spread evenly across the state, and it shows as condition ranges across districts planning areas from 56 percent to 91 percent. In the last few years, the department has made tremendous strides under the Governor's Rural Route Program and the asset management deficit program. Before the contract work was completed last year, more than \$100 million of contract work was carried over to the current year, and the legislature provided another \$20 million in general revenue for work on low volume roads.

Mr. Croarkin noted that the condition of roads has improved since 2004, when major roads were only 50 percent good condition. To make the progress between 2000 and 2010, the Commission borrowed approximately \$2 billion to bring the conditions up to better standards. While necessary, this was an expensive undertaking that will be completely paid off in May of 2029. He then provided a quintile report, which is similar to a report card for the 34,000 miles of roadway.

Becky Allmeroth, Chief Safety and Operations Officer, highlighted another aspect of the state systems, signs. MoDOT currently has almost 700,000 individual signs across the state, which is about 7.3 million square feet of signs. This is a very large investment that also needs to be maintained on a regular basis. If the department had to replace every sign today including installing, assembling, and the overhead structures, that value is about \$750 million. The 700,000 signs across the state range anything from small stop signs and delineators all the way up to some of the enormous signs across the highway. Installing these signs is a huge task for crews because of their size, and some of the larger signs are contracted out when replaced. The size and mounting height of signs varies depending on the type of roadway they are installed on and the speed limit of the roadway. Since drivers may only have a few seconds to see,

understand, and react to sign messages, it is important that highway signs are clearly designed and properly installed. MoDOT follows the national standard for sign size, legend size, and sign mounting to achieve this goal.

Unfortunately, highway signs do not last forever. The average effective life from a sign is about 15 years. In ideal conditions, this could extend as high as 20 years. However, the inverse can also be true in harsher conditions, and sometimes, the life of a sign can be cut short significantly from other external factors, such as a crash or vandalism. In terms of natural wear and tear, the most noticeable indicators of sign aging are the peeling or cracking of letters and symbols or the failure to reflect headlights at night. Sometimes, a sign may look fine in the day, but completely disappear at night. If the average life of a sign is 17 years, this means MoDOT needs to replace about 7 percent of the total signs each year to keep pace with the aging infrastructure. It also means MoDOT should expect approximately 7 percent of the total signs to be in need of replacement at any given time. As of today, approximately 11 percent of total signs in the state have been identified as needing replaced. This is above the 7 percent threshold, an indicator there is work to be done in this area. The good news is signing efforts have significantly increased over the past 5 years, both from internal efforts by MoDOT crews and from contracts programmed in the Statewide Transportation Improvement Program (STIP). Also, by continuing to include sign replacements in projects, especially those large, green structural signs, this gap can be closed sooner.

Bryan Hartnagel, State Bridge Engineer, provided to the Commission a presentation regarding the effort to minimize the deterioration of the state's 10,427 bridges, which is 35 more than last year. Using MoDOT's Asset Management Plan, investments are being made in bridge replacements, rehabilitations, and preventive maintenance.

Mr. Hartnagel provided an overview about bridge inspections. The Bridge Division has 16 staff members dedicated to under-bridge inspections. About every two years there are about a thousand bridges that need under-bridge inspection vehicles, the special snooper vehicles. The remaining 9,000 bridges are

inspected by district personnel. St. Louis City, St. Louis County, Kansas City, and Greene County inspect their own local system, but MoDOT district personnel also inspect nearly 14,000 local bridges as well.

Mr. Hartnagel reviewed the health of Missouri's bridge inventory. Bridges are rated good, fair, or poor. Poor bridges are safe, but they take a lot more maintenance, must be inspected more frequently, and may have weight limits on them. Currently, there are 752 poor bridges on the state system compared to 759 last year. The department is getting to the point where it is more difficult to make progress in this area because the average age of the structures is about 50 years, and most of them were designed to be 50-year bridges. The department has 825 weight restricted bridges and those are the bridges that have a sign on them stating the weight that can be hauled across the structure. Mr. Hartnagel explained there are 249 bridges that are considered both in poor condition and weight restricted.

Additional funding from the Senate Bill 262 statewide fuel tax and the Bipartisan Infrastructure Law (BIL) or Infrastructure Investment and Jobs Act (IIJA) as well as Governor Parson's Focus on Bridges Program has had a positive impact on reducing the number of poor bridges. Additionally, the bridge bundle in the Northwest District, the Kaysinger Bridge Bundle design-build project, and the FARM bridge bundle across the northern half of the state has helped reduce the number of poor bridges.

Bridges are categorized as typical or major and subsequently have different impacts on cost, detours, and public convenience. A typical bridge is less than 1,000 feet long and a major bridge is over 1,000 feet long. Missouri has 209 major bridges. Mr. Hartnagel reviewed the major bridge replacement projects funded in the current Statewide Transportation Improvement Program (STIP). The funded projects include the following: Route 291 over Missouri River in Kansas City year 2026; Route 62 over St. Francis River year 2026; I-64 over Vandeventer Avenue in St. Louis year 2027; I-229 removal in St. Joseph year 2028; I-29 North and South Viaduct approaches to the kcICON bridge in Kansas City over the Missouri River year 2028; payment for Route 92 Centennial Bridge over Missouri River in Kansas City year 2028; and payment for Route 24 over the Mississippi River in the Northeast District. He

highlighted the unfunded major bridge replacements: Route 136 over the Missouri River in the Northwest District year 2031, and Martin Luther King over the Mississippi River in St. Louis year 2032.

Commissioner Hegeman appreciated the progress on signing and noted the safety importance of good, clear signage along state roadways. He noted this really moves the needle on what we can do statewide on asset management. Commissioner Smith thanked Mr. Hartnagel, Mr. Croarkin, and Ms. Allmeroth for their presentation on roadway condition, asset management, and bridges. It is an incredible task to do the right amount of work at the right time to maintain good conditions and to do that on the nation's 7th largest state highway system.

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UPDATE ON HUMAN RESOURCES DIVISION

On behalf of the Director, Ashley Halford, Human Resources Director, reported on human resources strategies, succession planning, policy review, compensation, and developing employees. The Central Office Human Resources (HR) team is comprised of 25 employees who have expertise in the areas of Administration, Employment, Compensation, Employee Development, and Human Resources Services.

The Administration section has oversight of HR policies, practices, and compliance. This team sets the vision and priorities for our team largely driven by the desires of the Commission and Executive Team, state and federal laws, and industry best practices. This group has also initiated a formal succession planning exercise earlier this year and plan to complete this exercise in the coming months. Succession planning ensures a pipeline of talent to deliver agency strategies and goals. It also safeguards the department against the loss of critical institutional knowledge. It is important that the hard work of the team is recognized as an organization. Human Resources coordinates the efforts to make that happen with programs like the high achiever awards, leadership coins, including coordinating the annual banquet to

recognize those who have been awarded three or more coins, as well as service awards to recognize milestone years of service with gifts and/or a banquet.

The Employment section conducts policy reviews on topics such as Family Medical Leave Act (FMLA) and Americans with Disabilities Act (ADA) to relocation expenses and tuition reimbursement. They are continually reviewing policies for compliance and update as needed, and ensure all employees have the resources or accommodations needed to be successful. This section also provides data analysis for Tracker measures including the Annual Turnover report. Most recently, the Employment team worked through the implementation of an ECM or enterprise content management solution. This is a tool used to transition from paper files into an electronic format.

The Compensation team ensures the compensation structure is equitable and competitive, and applied consistently throughout the organization. They manage all aspects of the over 400 job descriptions utilized by the department. Ms. Halford noted when she presented in September 2023, the following items were identified as the next steps for the Compensation team: the fiscal year 2025 appropriations request, implementation of a full salary structure, continued within grade movement, and additional staffing for major projects. She reported that all of these items have now been completed. In addition, the Compensation team has implemented a 3.2 percent cost of living adjustment (COLA) effective July 1, 2024, implemented position control to better account for all authorized positions; completed the annual market analysis of anchor job titles, completed the analysis for the fiscal year 2026 pay plan that was implemented July 1, 2025, and have begun working on the fiscal year 2027 pay plan.

The Employee Development section facilitates leadership training such as High Performance for Supervisors, Accelerated Leadership Development, Professional Development Institute, and Crew Leader/Maintenance Leadership Academy training for new employees and new supervisors, as well as the apprenticeship program. In July 2024, the Learn module of MOVERS was implemented. This module is the department's new learning management system for team members, providing training transcripts,

online courses, automatic course enrollment capabilities and more. Looking at ways to provide valuable training to employees, this team developed an Introduction to Leadership training, which was designed to provide individuals who are interested in becoming a leader at MoDOT with insight into the responsibilities that come with being a leader. Two hundred and one attendees in the past year completed this training. Another need amongst leaders within the department was a better understanding of the state's performance management process and MoDOT's expectation of documentation as supervisors. This need resulted in the creation of the Performance Management and Documentation training that was provided to all supervisors and managers statewide (about 750 employees) in the fall of 2024. Human Resources facilitated the professional development of 191 MoDOT team members through other MoDOT employee development programs such as Management Development Institute (MDI), High Performance Supervision (HPS), Professional Development Institute (PDI), and Accelerated Leadership Development (ALD).

The Human Resources Services section provides daily assistance to the Central Office divisions regarding hiring, performance management, and leave usage. This group is charged with recruiting for Central Office divisions but are also tasked with coordinating the statewide civil engineering recruiting. This team now has two dedicated full-time positions to focus on recruiting strategies statewide and several of the districts have also dedicated a full-time position to recruiting, since it is a priority for the organization. MoDOT team members were able to attend over 150 recruiting and community outreach events in the last year. They attended events at colleges and universities such as University of Missouri, Missouri State, Oklahoma State, and Purdue; technical and trade schools like Rankin, State Tech, Ozarks Technical Community College, Jobs for America's Graduates (JAG), and St. Mary's High School; as well as community outreach events such as Skills USA, Build My Future, Goodwill, and HALO. MoDOT's intern program is a wonderful way to provide students an opportunity to get real-world, hands-on experience, while also showing them what a great place MoDOT is to work. The goal is for every

graduating senior to leave their summer internship with a job offer. Once hired, employees are put through an extensive training and onboarding process. MoDOT believes the better employees are educated and trained, there will a direct correlation to increased retention.

In April 2018, MoDOT procured the services of TransPro/Advanced Management Consulting to provide the department with an organizational assessment and succession plan. This report confirmed several things about MoDOT, but one of the biggest concerns the report confirmed was that MoDOT was in the middle of a workforce crisis. Thanks to the Commission's leadership and support, MoDOT has been able to take steps to reduce turnover and increase employee retention and engagement.

Ms. Halford noted while the department has hired over 1,600 new employees during the last two fiscal years, there have also been 1,358 employees separate from the department during the same timeframe. While there were over 500 vacancies at the end of calendar year 2022, that number of vacancies has been cut nearly in half. She noted there is still more work to do, but continued support of the market pay plan will be a critical element in recruiting efforts going forward.

MoDOT's separation rate for calendar year 2024 was 13.8 percent, which is a decrease from 2023's rate of 14.6 percent and 2022's rate of 16.7 percent. In 2024, resignations accounted for 56.9 percent, retirements for 29.2 percent, and releases for 12.5 percent. She noted employees with less than one year of service accounted for 32.3 percent of the 2024 separations. In comparison, in 2023, employees with less than one year of service accounted for 23.8 percent of the separations. Ms. Halford reviewed the top reasons for leaving the department included salary (53 percent, down from 73 percent in 2022) and retirement (39 percent, up from 28 percent in 2022). The department is on pace to have nearly 250 retirements in 2025.

Ms. Halford then shifted the focus of the presentation from the tools to monitor employment to what is being done for recruitment and retention efforts with the department. In order to meet the needs of customers, MoDOT needs to focus on the retention of staff. The importance of finding employees who

model the MoDOT values and preferred employee qualities starts with the selection process. The department is now able to better compete with the current compensation and benefits package. During the recruiting process an interactive tool that highlights the total compensation package and puts into perspective the benefit of retirement and medical coverage is for employees. A tone is set during onboarding of what it means to be a MoDOT employee and stress the opportunities provided to grow and develop employees. A tremendous amount of time is spent to train and equip supervisors with the knowledge and skills to be effective in their roles. Also, there are numerous opportunities to recognize and reward employees for a job well done. This provides them opportunities to be proud of the work they do and serve their communities. It is a privilege to be a MoDOT employee. A great deal of time is spent reinforcing that message and building a welcoming and inclusive work environment.

Ms. Halford concluded her presentation stating the Human Resources team is and has worked to implement new technology to better collaborate with partners and to work more efficiently. They are working to be more proactive and provide supervisors with the tools they need to be successful through increased training and employee resources. The team has ramped up focus on recruiting and retention to reduce vacancies and hire and retain people who model the MoDOT values and have a desire to be a public servant in their communities. The department is intentional to hire people who choose to make MoDOT a career choice and not just a steppingstone in their career. Ms. Halford thanked the Commission for their steadfast support and noted their commitment to recognizing the value of the workforce is deeply appreciated. She noted the Commission's actions with the pay plan help strengthen morale and reinforce a culture of appreciation across the organization and makes MoDOT a preferred employer around the state.

Commissioner Slay thanked Ms. Halford for her presentation and appreciate the recruitment and retention efforts. The team has done a tremendous job in reducing vacancies in the past years and

becoming truly competitive in the market. There is still work to be done to find those employees who can model the MoDOT values.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

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

Ms. Kleinschmit recommended: (1) Award of contracts to the lowest responsive bidders for bids received at the August 15, 2025, letting, as recommended, and noted in Table I below; (2) Rejection of Calls B01, C04, C05, and C06 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction; and (3) Ratification of the award of Job Number JSLM0112 that was awarded by the Deputy Director and Chief Engineer on August 18, 2025 for the urgent bridge rehabilitation on I-270 over I-44 noted in Table III below.

**Table I
Award of Contracts
August 15, 2025, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	D, KK, JJ, B	Carroll, Chariton, Livingston	JNW0010	\$2,489,470.46	\$0.00	E & C Bridge, LLC	4 Bridge Deck Replacements
A02	Various	Atchison, Holt, Nodaway	JNW0103	\$2,614,738.97	\$0.00	Capital Paving & Construction, LLC	29 Bridge Rehabilitations
B02	C	Lewis	JNE0027	\$1,513,151.02	\$0.00	W. L. Miller Company	Resurface
B03	15	Scotland	JNE0056	\$1,390,127.70	\$0.00	W. L. Miller Company	Seal Coat
		Knox, Scotland	JNE0057				

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
B04	36	Macon	JNE0120	\$8,199,897.69	\$0.00	Magruder Paving, LLC	Coldmill, Resurface, Guardrail, and 4 Bridge Rehabilitations
	63		JNE0137				Grading, Pavement, Bridge Rehabilitation, Signing, and Lighting
B05	V	Lewis	JNE0146	\$749,178.56	\$0.00	Ti-Zack Concrete, LLC	ADA Improvements
C01	B	Platte	J4S3492	\$1,804,738.33	\$2,500.00	Louis-Company, LLC	Bridge Replacement
C02	Z	Clinton, Platte	JKU0047	\$1,554,461.43	\$0.00	Herzog Contracting Corp.	Resurface
C03	2	Cass, Johnson	JKU0049	\$2,634,120.08	\$0.00	Emery Sapp & Sons, Inc.	Resurface
D01	17, LP 44, Z	Pulaski	JCD0128	\$3,135,427.42	\$0.00	Ti-Zack Concrete, LLC	ADA Improvements
D02	135	Cooper	JCD0192	\$783,774.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal Coat
D03	A	Boone	JCD0197	\$995,862.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal Coat
	J, O, UU, OR 70		JCD0196				
F01	D	St Louis	J6S3215B	\$9,632,342.77	\$0.00	N.B. West Contracting Company	Resurface, Signals, ADA Improvements, and Bridge Rehabilitation
F02	231	St Louis	J6S3632	\$15,901,777.00	\$0.00	Pace Construction Company, LLC	Coldmill, Resurface, ADA Improvements, and Signals
F03	I-44	Franklin, St Louis	JSLM0072	\$1,756,519.94	\$0.00	Lamke Trenching & Excavating, Inc.	Pavement Repair
F04	Various	Various	JSLM0085	\$423,334.18	\$0.00	Diamond Fence, LLC	Job Order Contract for Sign Repair
F05	50	Franklin	JSLM0063	\$158,568.20	\$0.00	Courtney Construction, LLC dba Courtney Excavating & Construction	Pipe Replacement
F06	I-270	St Louis	JSLM0112	\$481,000.00	\$0.00	Kozeny-Wagner, Inc.	Bridge Rehabilitation
G02	LP 44	Greene	J8P3144	\$1,480,862.35	\$4,200.00	D & E Plumbing and Heating, Inc.	Signal Upgrades and Add Turn Lane and ADA Improvements
G03	43	Jasper	JSR0073	\$3,192,000.00	\$0.00	West Plains Bridge & Grading, LLC dba West Plains Bridge & Grading	2 Bridge Rehabilitations
	M		JSR0074				Bridge Deck Replacement

H03	Y	Scott	JSE0150	\$2,339,999.00	\$0.00	RL Persons Construction, Inc.	Roundabout
H04	62	Dunklin	JSE0155	\$11,532,500.00	\$0.00	West Plains Bridge & Grading, LLC dba West Plains Bridge & Grading	Grading, Drainage, Resurface, and Bridge Replacement
H05	KK	Wayne	JSEM0106	\$148,840.00	\$0.00	H.R. Quadri Contractors, LLC	Replace Low Water Crossing
			TOTAL:	\$74,912,691.10	\$6,700.00		

**Table II
Rejection of Bids
August 15, 2025, Bid Opening**

Call	Route	County	Job No.	Description
B01	P	Adair	JNE0025	Coldmill and Resurface
			JNE0209	Resurface
	H		JNE0212	
C04	Various	Cass, Clay, Jackson, Platte, Ray	JKU0308	Job Order Contracting for Lighting Repair
C05	Various	Cass, Clay, Jackson, Platte, Ray	JKU0424	Job Order Contract for ITS System Repairs
C06	Various	Johnson, Lafayette, Pettis, Saline	JKR0309	Job Order Contract for Asphalt Repair

**Table III
Award of Emergency Project
August 15, 2025, Bid Opening**

Route	County	Job No.	Bid Amount	Contractor	Description
I-270	St. Louis	JSLM0112	\$481,000.00	Kozeny-Wagner, Inc.	Urgent Bridge Rehabilitation
		TOTAL	\$481,000.00		

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received at the August 15, 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 B01, C04, C05, and C06 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II above.

3. Ratified the award of Job Number JSLM0112 that was awarded by the Deputy Director and Chief Engineer on August 18, 2025, for an emergency project as noted in Table III above.
4. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Erdman abstained from voting on Call A01. Commissioner Hegeman abstained from voting on Call C02.

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2026-2030 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

On behalf of the Director, Eric Schroeter, Deputy/Director Chief Engineer, requested approval to revise the 2026-2030 Statewide Transportation Improvement Program (STIP) that was approved in July 2025, for the implementation of twenty-three highway and bridge projects, as noted in Table I below, and two projects that have already been let and awarded therefore the additional funds will be considered at project closeout, as noted in Table II below.

Table I
2026 – 2030 STIP
Highway and Bridge Construction Schedule
September Amendment
Project Additions and Modifications

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds <i>(Dollars in Thousands)</i>	Change in Engineering Funds <i>(Dollars in Thousands)</i>
KC Cass JKU0299	MO 2	Culvert replacement over Muddy Creek.	2026 CN	\$1,046	\$15
KC Clay J4S3507	MO 33	Payment to Kearney to add turn lanes, pedestrian signals, traffic signals, sidewalks, and bike lanes at 19th Street.	2026 CN	\$1,225	\$0
KC Jackson J4I3470	CST View High Drive	Payment to I-470 Western Gateway Transportation Development District to modify interchange configuration at I-470.	2026 CN	\$5,195	\$275

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds <i>(Dollars in Thousands)</i>	Change in Engineering Funds <i>(Dollars in Thousands)</i>
CD Dent JCD0338	MO 119	Scour repair at Pigeon Creek.	2026 CN 2026 RW	\$205	\$74
CD Dent JCD0336	MO 19	Repair slide 0.3 mile south of County Road 4050.	2026 CN 2026 RW	\$715	\$259
CD Dent JCD0337	MO 32	Repair bank erosion at Spring Creek.	2026 CN 2026 RW	\$129	\$46
CD Dent JCD0339	MO 72	Scour repair at Dry Fork Creek.	2026 CN 2026 RW	\$307	\$111
CD Dent JCD0340	RT B	Scour repair at Dry Branch.	2026 CN 2026 RW	\$409	\$148
CD Dent JCD0341	RT FF	Scour repair at Dry Fork Creek.	2026 CN 2026 RW	\$562	\$204
CD Osage JCD0060	RT E	Bridge rehabilitation over Town Creek.		-\$110	-\$14
SW Jasper J7S2185C	MO 66	Rebuild pavement, upgrade signals, and upgrade pedestrian facilities to comply with the ADA Transition Plan on 7th Street from Maiden Lane to Rte. 43 (Main Street) and construct a new culvert from Byers Avenue to Wall Avenue in Joplin.	2026 CN 2026 RW	\$5,299	\$0
SE Ripley J9S3806	US 160	Pavement and bridge resurfacing from south intersection of Rte. 21 to Rte. JJ.	2026 CN	\$1,362	\$30
ST Boone JST0017	IS 70	Safety and capacity improvements from the Missouri River near Rocheport to Columbia.	2026 CN	-\$39,000	-\$11,498
ST Callaway JST0018	IS 70	Safety and capacity improvements from Kingdom City to Warrenton.	2027 CN 2026 RW	\$98,309	-\$21,999
ST Chariton JST0131	RT UU	Pavement resurfacing from Rte. 5 to Scribner Road.		\$0	\$0
ST Franklin JST0115	IS 44	Interchange and pavement improvements at Rte. 50.	2027 CN	\$38,220	\$3,675

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
ST Lafayette JST0016	IS 70	Safety and capacity improvements from Rte. H east of Odessa to Concordia.	2027 CN	-\$469,418	\$500
ST Lafayette JST0016C	IS 70	Safety and capacity improvements from Concordia to Boonville.	2027 CN 2026 RW	\$551,995	\$5,000
ST Montgomery JST0018B	IS 70	Safety and capacity improvements from Rte. F at High Hill to east of Rte. Y at Jonesburg.		-\$71,712	-\$3,000
ST Various JST0138	Various	Guardrail improvements at various locations in the Northwest District.	2026 CN	\$3,800	\$266
ST Various JST0143	Various	Guardrail improvements at various locations in the urban Southwest District.	2026 CN	\$161	\$50
ST Various JST0143B	Various	Guardrail improvements at various locations in the rural Southwest District in Barton, Bates, Benton, Cedar, Dade, Dallas, Henry, Hickory, Polk, St. Clair, and Vernon counties.	2026 CN	\$2,239	\$699
ST Various JST0143C	Various	Guardrail improvements at various locations in the rural Southwest District in Barry, Christian, Greene, Jasper, Lawrence, McDonald, Newton, Stone, Taney, and Webster counties.	2026 CN	\$1,778	\$556
			TOTAL:	\$132,716	(\$24,603)

Table II
2026 – 2030 STIP
Highway and Bridge Construction Schedule
September Amendment
Project Additions and Modifications

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
ST Jackson J4I1486D	IS 70	Bridge replacement, removal and rebuild pavement, and replace median barrier from Paseo to I-435.	2025 CN	\$8,691	\$0

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds <i>(Dollars in Thousands)</i>	Change in Engineering Funds <i>(Dollars in Thousands)</i>
ST Warren JST0020	IS 70	Safety and capacity improvements from Warrenton to I-64 in Wentzville.	2025 CN	\$1,080	\$0
			TOTAL:	\$9,771	\$0

Via approval of the consent agenda, the Commission unanimously approved the amendment to the 2026 – 2030 STIP as noted in the tabulation above. Commissioner Erdman abstained from voting on Job Number 7S2185C, Route MO 66 E, in Jasper County and Job Number 4I1486D, Route I-70 E, in Jasper County. Commissioner Hegeman abstained from voting on Job Number NI1486D, Route I-70 E, in Jackson County.

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APPROVAL OF PLANS FOR CONDEMNATION

On behalf of the Director, Sarah Kleinschmit, 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>
St. Charles/St. Louis	340/DD/30/K	J6P3510C
St. Louis	67	J6S3557
St. Louis	67	J6S3625
Ste. Genevieve County	61	J9P3855

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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REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN ON HIGHWAYS

Route 54, Callaway County

Job No. JCD0170

Public Hearing May 6, 2025

Online Public Comments Received Between April 22 and May 27, 2025

This project will provide for the improvement of westbound U.S. Route 54 in Callaway County from U.S. Route 63 to the Missouri River Bridge by constructing an additional westbound lane and relocating the westbound entrance ramp from Route W. The project has an estimated cost of \$4.5 million. The project will be constructed in various stages under traffic using temporary lane closures, lane shifts, and detours. The project will have fully controlled and normal access right-of-way. The project is 1.5 miles in length.

On behalf of the Director, Machelles Watkins, Central District Engineer, recommended approval of the location and design as presented at the public hearing.

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

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-- **REPORTS** --

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 2026

Doug Hood, Financial Services Director, submitted a written financial report for fiscal year to date July 31, 2025, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Sarah Kleinschmit, State Design Engineer, submitted a written report of consultant contracts executed in the month of July 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 722 active contracts held by individual engineering consultant firms prior to August 1, 2025. Twenty-one engineering consultant services contracts were executed in July 2025, for a total of \$7,587,963. There were zero non-engineering consultant contracts executed in July 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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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes

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September 3, 2025

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**MINUTES OF THE SPECIAL HIGHWAYS AND TRANSPORTATION
COMMISSION MEETING HELD IN BRANSON, MISSOURI,
WEDNESDAY, SEPTEMBER 3, 2025**

A special meeting of the Missouri Highways and Transportation Commission was held on Wednesday, September 3, 2025, at Branson Convention Center, Short Creek 3, 200 South Sycamore Street, Branson, Missouri. Warren K. Erdman, Chair, called the meeting to order at 1:00 p.m. The following Commissioners were present: Gregg C. Smith, Daniel J. Hegeman, Francis G. Slay, and Ann Marie Baker.

W. Dustin Boatwright, P.E. was absent.

The meeting was called pursuant to Section 226.120 of the Revised Statutes of Missouri, as amended. The Secretary verified that notice of the meeting was posted in keeping with Section 610.020 of the Revised Statutes of Missouri, as amended.

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Ed Hassinger, Director of the Missouri Department of Transportation; Terri Parker, Chief Counsel to the Commission; and Jennifer Jorgensen, Secretary to the Commission, were present on Wednesday, September 3, 2025.

* * * * *

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

-- CLOSED MEETING --

VOTE TO CLOSE MEETING

The agenda of the closed meeting was posted in keeping with Sections 610.020 and 610.022, RSMo, including the following statutory citations allowing the meeting to be closed:

1. Section 610.021(1) – Legal actions and attorney-client privileged communications.
2. Section 610.021(3), (13) – Personnel administration regarding particular employees.
3. Section 610.021(11), (12) – Competitive bidding specs, sealed bids, or negotiated contracts.

Upon motion duly made and seconded to convene in closed session, the Chairman called for a voice vote of the members. The vote was as follows:

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

The Commission met in closed session on Wednesday, September 3, 2025, at 3:00 p.m. and adjourned at 4:45 p.m.

* * * * *

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

-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

COMMISSION WORKSHOP: DEBT AND BONDING PROGRAM

The Commission held a special meeting to discuss the Commission’s outstanding debt and proposed bond issuance for the Improve I-70 program. The Governor and Missouri General Assembly recognized the need for the expansion of Interstate 70 across the state by passing and signing Conference Committee Substitute for Senate Committee Substitute for House Committee Substitute for House Bill No. 4 during the 2023 legislative session. House Bill 4 authorized the Office of Administration and the Commission to execute a financing agreement to pledge sufficient State moneys to be the first recourse for payment of the debt service on Commission bonds issued to finance the planning, designing, constructing, reconstructing, rehabilitating, and significant repair of Interstate 70 on the State Highway System to provide three lanes of traffic going east to west and going west to east across the state of Missouri. This workshop reviewed the department’s debt management history, the current events that provided additional funding, and what steps will need to be taken to issue bonds for transportation projects.

Bond financing allows the department to provide much needed infrastructure improvements to the traveling public sooner than pay-as-you-go funding allows. Building projects sooner results in cost savings by reducing project inflation costs, while at the same time advancing economic development, improving safety, and easing congestion. The Commission has a three-lien structure in place: Amendment 3 bonds (First Lien and Third Lien), Federal Reimbursement bonds (Grant Anticipation Revenue Vehicle [GARVEE] Bonds), and Mega Projects Bonds, for specific projects like the Improve I-70 Program and the Forward 44 project.

The Commission currently has \$1.128 billion in outstanding bonds. Between December 2000 and December 2023, the Commission borrowed \$4.9 billion through new money bonds and \$1.5 billion through refunding bonds. The current outstanding bonds are projected to be paid in full on May 1, 2033.

History

The following is a summary of the recent history of Commission bond issuances. During the 2000 legislative session, the Missouri General Assembly passed legislation authorizing the Missouri Highways and Transportation Commission (MHTC) to borrow up to \$2.25 billion of bonds. The intent was to jumpstart road and bridge construction prior to passing a statewide tax increase for transportation. From December 2000 through November 2003, the Commission borrowed a total of \$907 million for statewide construction projects through four bond series. The Commission did not utilize the entire bonding authority after Proposition B, a proposal to increase the state motor fuel tax by four cents per gallon and the general sales tax by one-half percent, was defeated by voters by a 3-to-1 margin in 2002. The funds borrowed under this authority are referred to as Senior Lien Bonds. A portion of these bonds were refunded in December 2006 and November 2010, resulting in savings of \$27 million and \$13 million, respectively. On two occasions the Commission authorized the calling of Senior Lien Bonds; first in December 2010 and again in December 2016. These bonds were called in February 2011, February 2017, and May 2017, resulting in savings of \$0.6 million, \$12.8 million, and \$9.8 million, respectively. These bonds are paid off and this lien is closed.

In November 2004, Amendment 3 was voter-approved as a constitutional amendment and redirected a portion of the statewide sales tax on motor vehicle purchases from the state's General Revenue Fund to a newly created State Road Bond Fund. The law mandated the redirected revenue be used to repay bonds until January 1, 2009. After January 1, 2009, the amount not needed for debt service or to maintain a reserve would require a General Assembly appropriation of the unused funds from the State Road Bond Fund to the State Road Fund, which would then be used on pay-as-you-go projects. Using the new revenue

for bond repayment allowed the Commission to deliver projects faster. The Commission borrowed a total of \$2.7 billion through nine series of Amendment 3 Bonds. A significant decrease in the annual debt service payment occurs in fiscal year 2027 as a result of the First Lien Bonds being paid in full. The final payment date for the Amendment 3 Bonds is May 1, 2033. A portion of these bonds were refunded in June 2014 resulting in savings of \$123 million. The Commission borrowed \$178.4 million in December 2019 and \$89 million in December 2021 in bonds for the Focus on Bridges Program. The Focus on Bridges Program constructs, reconstructs, rehabilitates, or significantly repairs 250 bridges around the state. These bonds were issued under the third lien of Amendment 3.

From 2008 to 2010, three major projects utilized debt financing: the New I-64 in St. Louis, the Safe and Sound Bridge Improvement Program, and the Stan Musial Veterans Memorial Bridge in St. Louis. The Commission used GARVEE Bonds, which is debt used to finance federal transportation improvements, to pay for all or a portion of the projects. The Commission borrowed a total of \$928 million through five GARVEE Bond series. The final payment date for the GARVEE Bonds is May 1, 2033. A portion of these bonds were refunded in May 2019 resulting in savings of \$9.5 million.

The Commission borrowed funds using various types of bonds. The largest percentage was tax exempt fixed rate debt (\$941.5 million outstanding). In 2009 and 2010, the MHTC utilized Build America Bonds (BABs), which are sold as fixed rate taxable bonds that receive an interest subsidy payment from the U.S. Treasury. The BABs utilized by the Commission resulted in lower net interest rates when compared to the traditional tax-exempt bonds. The Commission currently has \$307.2 million of BABs outstanding. Due to sequestration (spending cuts mandated under the 2011 federal budget resolution), the Commission may not receive the full amount of the interest subsidy payments due from the federal government on the BABs. The interest subsidy payments were reduced by \$500,000 in fiscal year 2025.

Events

The following is a review of recent events that have led to additional funding and bonding authority. Governor Mike Parson recognized the need for additional funding for infrastructure projects in Missouri and in January 2023 put forth a proposal to improve Interstate 70 by adding a third lane across the state. As passed by the 2023 General Assembly and signed by the Governor, \$1.4 billion was appropriated from State General Revenue to pay a portion of the costs to improve I-70. House Bill 4 also authorized \$1.4 billion of bonding authority to pay another portion of the costs to improve I-70. The legislation set some limits on the bonding authority. The fiscal year debt service cannot exceed \$136 million, each bond series should not exceed fifteen years. MoDOT will receive state appropriations to pay annual debt service. The Improve I-70 program will result in the addition of three lanes from Wentzville to Blue Springs and is funded with \$1.4 billion in general revenue and \$1.4 billion from bonding authority.

Policy

The issuance of new debt by the Commission will be in accordance with the Commission's Debt Management Policy. The Commission first approved its Debt Management Policy in May 2000, with the latest revision approved by the Commission in October 2023. The Commission adopted a Debt Management Policy to ensure each debt financing is completed in the most efficient and effective manner and in accordance with the best practices of the industry to achieve the Commission's fiscal management goals and objectives. The Debt Management Policy limits the amount of debt the Commission can borrow by capping annual debt service to no more than five percent of the annual Total Road and Bridge Revenue, not including Amendment 3 revenues. New or additional funding sources, such as Amendment 3 or General Revenues, may be designated for the exclusive purpose of covering debt service to advance construction projects and these may be considered beyond and apart from the five percent limit. Debt obligations include debt service on bonds; loan repayments to the State Infrastructure Bank; leases of one year or longer; and repayment to local entities for accelerated program payments. The accelerated program

is MoDOT's reimbursement to other entities, usually local governments, for proceeds they provided to accelerate construction projects. When comparing the Commission's estimated debt obligations compared to the estimated debt limitations, the Commission is in compliance with the Debt Management Policy. The Commission's policy is conservative and allows the department to focus on preserving the existing system through asset management and continue to be able to operate and maintain the system.

Proposed Bond Program and Issuance

New debt may be issued with the authority granted by Conference Committee Substitute for Senate Committee Substitute for House Committee Substitute for House Bill 4 passed during the 2023 legislative session. House Bill 4 authorizes the Office of Administration and the Commission to execute a financing agreement to pledge sufficient state moneys to be the first recourse for payment of the debt service on Commission bonds issued to finance the planning, designing, construction, reconstruction, rehabilitation, and significant repair of Interstate 70 on the State Highway System to provide three lanes of traffic each direction across the state of Missouri. House Bill 4 authorized \$1.4 billion of bonding proceeds available for I-70 projects with the term of each bond issue not to exceed 15 years and total annual debt service not to exceed \$136 million. The debt service will be paid from future appropriations made by the General Assembly from the state General Revenues to the State Road Fund. This bond issuance is unique because the Commission is using its constitutional authority to borrow, but the legislature has authorized the payment of debt service through general revenue.

The department proposed adding a new bonding program titled "State Appropriations Mega Projects State Road Bonds." This program is specifically created for when the Governor and General Assembly appropriate state revenues for specific projects like the Improve I-70 program.

Eric Schroeter, Deputy Director, provided an overview of the Improve I-70 program. He noted it has been two years since the money was authorized for this program, and MoDOT is moving at lightening speed. The project is currently two years in and there is \$1.3 billion worth of work under contract.

Kingdom City to Columbia is well underway with contractors currently paving. Wentzville to Warrenton is also underway with paving, railroad bridge construction, and interchange modifications. Blue Springs to Odessa will begin construction within the next month. For Columbia to Rocheport, the design-build teams are submitting proposals.

The department recommended proceeding with a competitive sale for the State Appropriations Mega Projects State Road Bonds, Series A 2025. This issuance is projected to be in compliance with the Debt Management Policy and below the debt limitations. The proposed bond sale schedule will begin with a presentation to the rating agencies on October 23. On October 31, the Series A 2025 ratings will be released. On November 6, the department will seek Commission approval of the resolution authorizing the sale of the bonds. At the December 3 Commission meeting, the department will report the final sale results, with anticipated delivery of the funds on December 16. The Commission's current credit rating remains high with each credit rating agency. These good ratings are anticipated to continue with this new debt issuance. Brenda Morris, Chief Financial Officer, noted for this transaction the department is planning to issue \$481.8 million of bonds to get approximately \$500 million in bond proceeds. She also highlighted the need to issue additional bonds in fiscal year 2026 and fiscal year 2028. After the sale, the department will file the necessary Continuing Disclosure/Post-Issuance Compliance reports. The department will also continue to produce its annual debt management report for the July Commission meeting and summarize any debt activity for the year.

Following discussion, the Commission commended the department and its excellent stewardship of the Commission's debt. Commissioner Erdman also noted the professionalism and great work to make the organization a better place. No action was taken at this meeting as recommendations for action will be made by the department at a later date.

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

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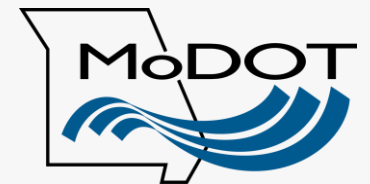
The Mission of the Missouri Highways and Transportation Commission is to:

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* * * * *

Director's Report

OCTOBER 1, 2025

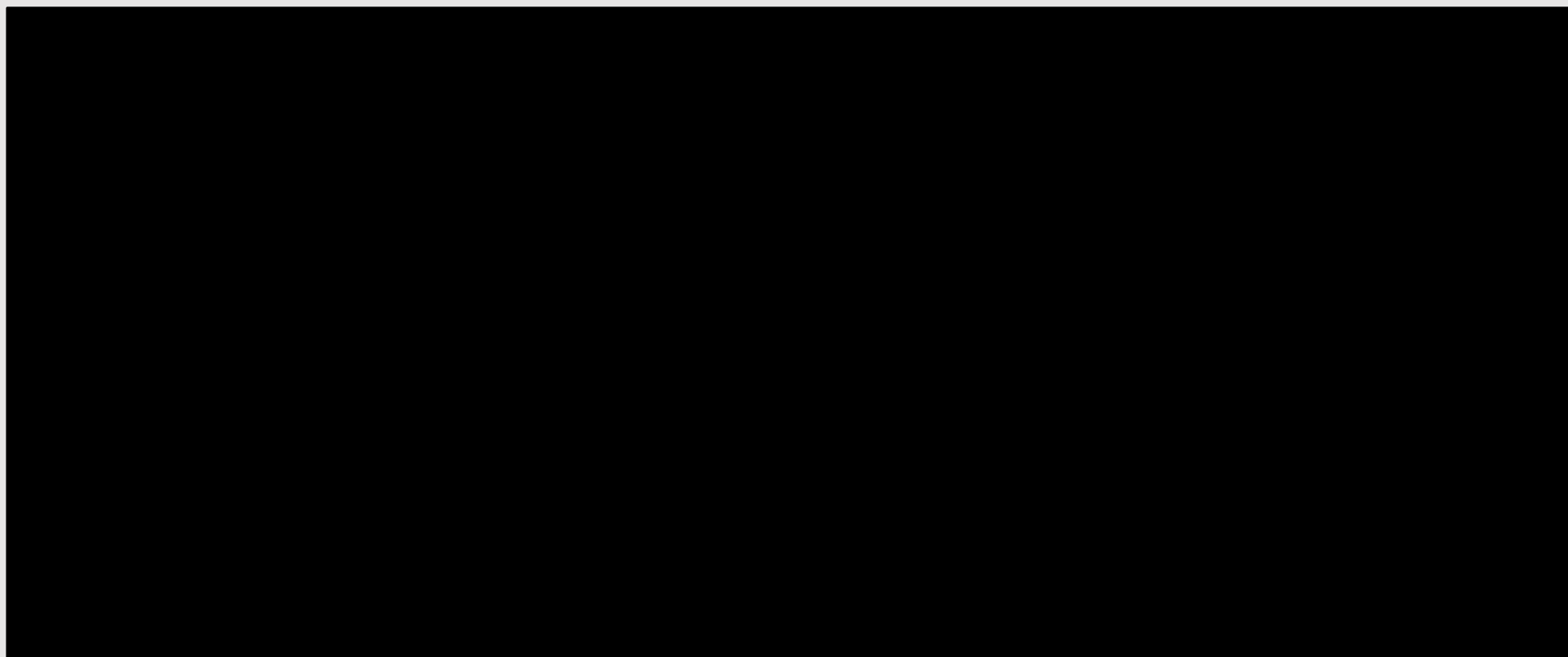


Improve I-70: Blue Springs to Odessa

Video to be played during the meeting.

***The video can be viewed by playing the recording of the entire meeting
located at***

<https://www.modot.org/past-meeting-recordings>



A2048 4/28/2025
Rt AF over I-44
Franklin
Girder 4 Collision Damage



St. Louis Bridge Maintenance Repairs

Highway Safety Conference





Day of Remembrance



**Slow Down
Phone Down
in Work Zones**



AASHTO Awards



AASHTO Awards





Welcome

Kirkwood, Missouri

Transportation: Past, Present, Future





**28,715
Residents**



**9.2 Square
Miles**



**Nearly 300
Acres of Park**



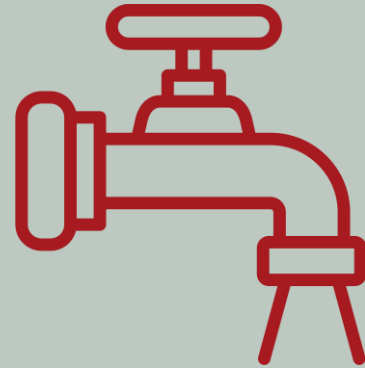
**Historic Train
Station Since
1893**

City of Kirkwood by the Numbers





**Kirkwood
Electric: 9,100
Customers**



**Kirkwood
Water: 10,200+
Customers**



**Sanitation:
100% City-
Operated**



**Fire & EMS:
Avg. Response
Time of 5:55**

City Services Snapshot

Engaged Community



**64 Years
of the Greentree
Festival**



**16 Active
Boards &
Commissions**



**Partnerships with
Schools & Library**



**Hundreds of
Volunteers
Annually**

Financial Stewardship



**Annual
Operating
Budget:**

~\$60M+



**½ Cent
TDD for
Streets:**

~\$6M Annually
Allocated for Street
Maintenance



Bond Rating:

Strong Credit
Rating of AA+

Vision for the Future



Vision Zero:

Goal of Zero
Fatalities or
Serious Injuries
from Traffic-
Related Crashes
by 2042



Electrical Grid:

Complete
Modernization
Over the Past
Decade



Downtown Business District:

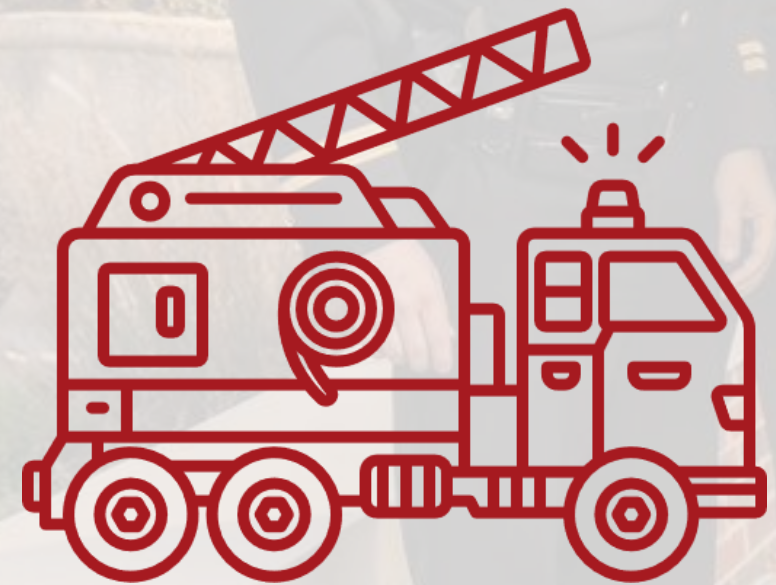
Business Growth &
Redevelopment



61 Police Officers



**9-1-1 Dispatch:
24/7 Coverage**



**55 Firefighter/
Paramedics**



**ISO Class 3
Fire Rating**

Public Safety



**14 Parks &
Green Spaces**



**Aquatic Center:
Popular Summer
Swimming
Destination**



**Ice Arena:
Community
Staple Since 1967**



**Performing Arts
Center: 525-Seat
Theater**

Parks & Recreation

Infrastructure Investment



Over 200 Lane-Miles of Streets Maintained



Over 2,100 Streetlights Maintained

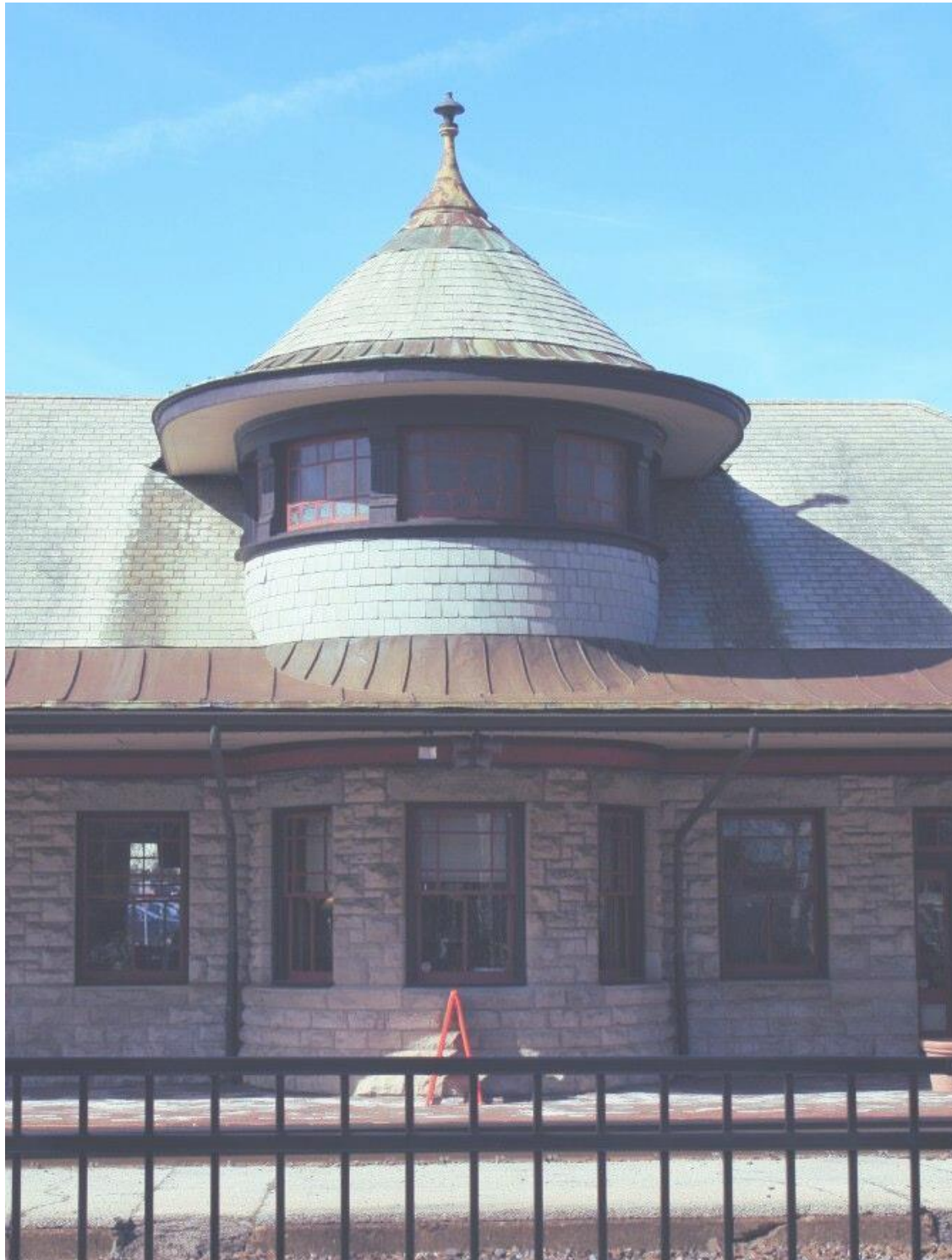


148 Miles of Water Mains



5 Electric Substations Modernized

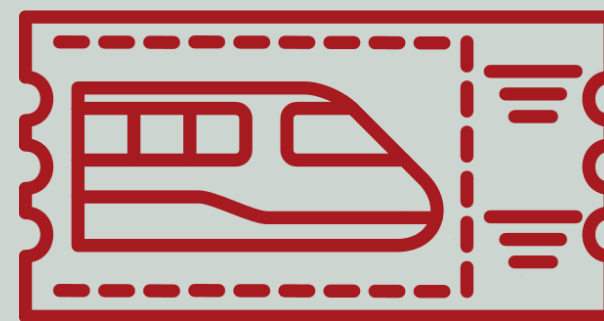
TRANSPORTATION HUB



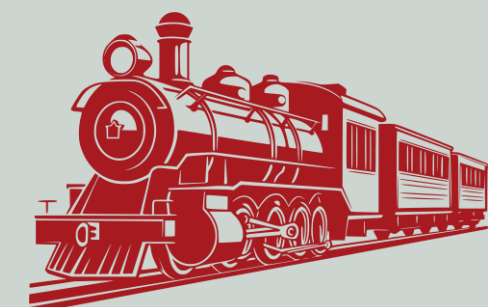
**3rd Busiest Amtrak
Station in Missouri**



**56,828 Riders in
FY2024 (+31.8% YOY)**



**\$2.16M Ticket
Revenue**



**Freight Lines through
Kirkwood: Union Pacific
& BNSF**

Major Transportation Projects



Route 100 Corridor (Manchester Road)

- *ADA sidewalks, crossings, drainage improvements, resurfacing (Completed in Kirkwood in 2025)*



Train Station Historic Renovation

- *\$5.7M project – ADA upgrades, geothermal HVAC, plaza design (estimated completion in June 2026)*



Grant's Trail Extension

- *Phase 1 construction begins Winter 2027, connecting downtown to regional trail system*

Economic Vitality



**Downtown
Kirkwood:
300+ Local
Businesses**



**100+ Shops &
Restaurants**



**16-Block Historic
Business District**



**Multiple Active
Development
Projects**

Community Engagement



**40,000+
Social Media
Followers**



**Coffee with
the Mayor:
Monthly**



**Eye on
Kirkwood: 12
Issues Annually**



**25+ Community
Events Annually**

Sustainability & Stewardship



**Focusing on
Expanding
Tree Canopy
City-wide**



**150+ Native
Trees
Planted
Annually**



**Recycling
Rate: 20%**



**LED
Streetlight
Conversion
In Progress**

Kirkwood: A City for People



One Community, United by Tradition



300+ Acres of Parks to Explore



A Historic Past, A Connected Future



Welcoming All as Our Foundation

Thank you to the Missouri Highways
& Transportation Commission for
joining us in Kirkwood and taking the
time to experience our community.

*Honoring Our Past.
Building Our Future.*





1

MISSOURI RAIL PASSENGER ADVISORY COMMITTEE (MORPAC)

-- Presented by David Pearce, University of Central Missouri (UCM) Executive Director for Governmental Relations; Liz Gibbons, Mayor of City of Kirkwood; and Tammy Bruckerhoff, Director of Economic Development and Tourism in Hermann.

ISSUE: Passenger rail service provides an option for connecting rural communities and smaller cities to major economic centers and promotes commerce and economic development, particularly in the areas surrounding stations. The *Missouri River Runner* passenger train operates two daily round trips across 283 miles of track between the Gateway Transportation Center in St. Louis and Union Station in Kansas City, providing connections to the *Southwest Chief*, *Texas Eagle*, and *Lincoln* routes. The *Missouri River Runner* provides an alternative travel mode along the heavily traveled I-70 corridor between St. Louis and Kansas City.

The *Missouri River Runner* gives rise to significant benefits in Missouri through travel/transportation, reduced energy consumption, safety, and tourism/visitor spending. The communities with stations along the *Missouri River Runner* route include St. Louis, Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit, Independence, and Kansas City. Communities along the corridor are economically impacted by travel and tourism.

MORPAC believes it is important to have two daily round trip trains on the *Missouri River Runner* and looks for opportunities to improve services, including adding a third-round trip, and possible additional stops. They also support the *Missouri River Runner* mascot, Ollie, who hops aboard as Amtrak's newest conductor, welcoming riders to scenic travel on the *Missouri River Runner*.

MoDOT STAFF POSITION:

- MoDOT supports all modes of transportation. There is a need for passenger rail in Missouri and providing a service that benefits travelers and promotes economic development in the state.
- MoDOT supports providing two daily round trips if adequate funding is available.

Missouri River Runner



- Economic Impact
- 3rd Daily Round-trip Train - World Cup
- Marketing





2

**GREAT RIVERS GREENWAY & MISSOURI DEPARTMENT OF
TRANSPORTATION: COLLABORATING FOR COMMUNITY IMPACT**

-- Presented by Todd Antoine, Chief of Planning and Projects, and Emma Klaus, Vice President of Communications and Outreach.

ISSUE: Presentation will provide information regarding St. Louis region's past, present, and future transportation priorities.

The Great Rivers Greenway (GRG) is a public agency created by a vote of the people in St. Louis City, St. Louis County, and St. Charles County in the year 2000 to develop a sales tax dedicated to parks and greenways. This allows GRG to collaborate with partners and communities to build, care for, and bring to life a network of greenways (140 miles and counting!), creating healthy habitats and watersheds along the way. GRG's mission is to make the St. Louis region a more vibrant place to live, work and play by developing a regional network of greenways.

The greenways are planned, brought to life, and cared for in partnership with the 100+ municipalities and institutions they connect. These projects transcend political boundaries and unite the communities based on watersheds, not zip codes or city limits.

Great Rivers Greenway is governed by a 12-member appointed Board of Directors that represent the region, is led by a staff of 44 people, works with 265+ partners, and is accountable to the taxpayers through annual reports, collaborative regional plans every five years, and ongoing community engagement

MoDOT STAFF POSITION:

- MoDOT works with planning partners to create transportation facilities that work for all users because we value bicycle and pedestrian travel. Accommodating for bicyclists or pedestrians may be as simple as providing a well-designed road that all road users share or as complex as a separate-grade structure, such as a bridge. Developing appropriate facility design for non-motorists depends on a variety of geometric and operational factors that are inter-related, such as available right-of-way, projected traffic counts and adjacent roadway design speeds.
- MoDOT strives to integrate non-motorized travel into the existing system to provide connections where none exist to promote efficiency and to focus on a primary concern—the safety of those who depend on walking or bicycling to reach their destinations.



&



**COLLABORATING FOR
COMMUNITY IMPACT**

MEET US: GREAT RIVERS GREENWAY



140 MILES OF GREENWAYS

3+ MILLION VISITS/YEAR

LOTS OF PROJECTS

250+ PARTNERS

14K+ VOLUNTEER HRS/YEAR

94¢ RETURNED TO YOU



Great Rivers Greenway

What is a greenway?

Greenways are outdoor spaces connecting people & places, reflecting the communities they connect.

trail + amenities + conservation + destinations

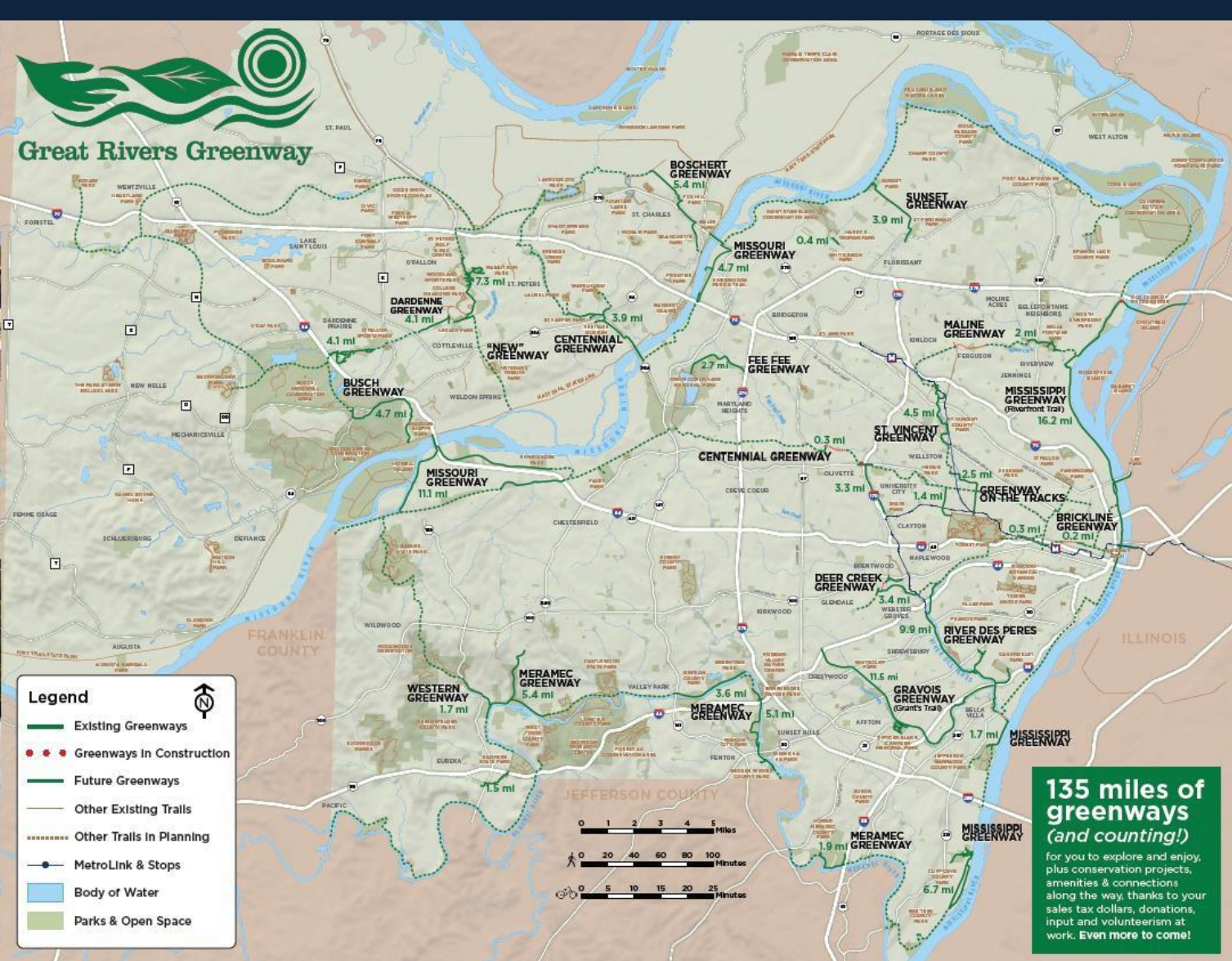


GREENWAYS BENEFIT OUR PERSONAL WELL-BEING IMMEDIATELY

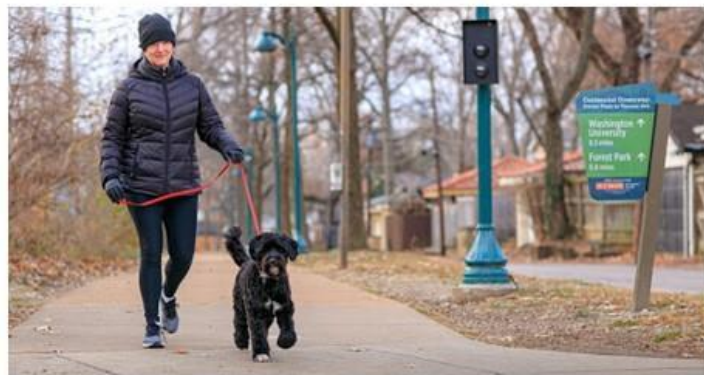


THE GREENWAY NETWORK STRENGTHENS OUR CIVIC WELL-BEING NOW AND FOR THE FUTURE





for you to explore and enjoy, plus conservation projects, amenities & connections along the way, thanks to your sales tax dollars, donations, input and volunteerism at work. **Even more to come!**



Partnerships Are Critical

- » Municipalities
- » State, Regional and Transit agencies
- » County Governments
- » Nonprofit Organizations
- » Businesses
- » Religious, Cultural and Art Institutions
- » Neighborhood Associations

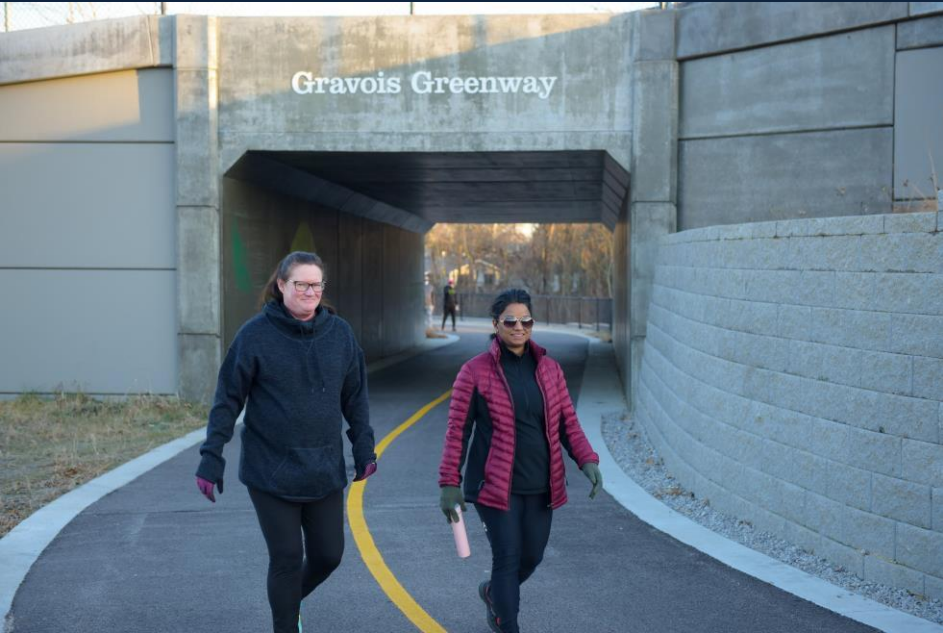


Centennial Greenway: Along I-170





**Centennial
Greenway:
Bridges
over
364/94**



Gravois Greenway: (Grant's Trail) Along I-55



St. Vincent Greenway: St. Charles Rock Road

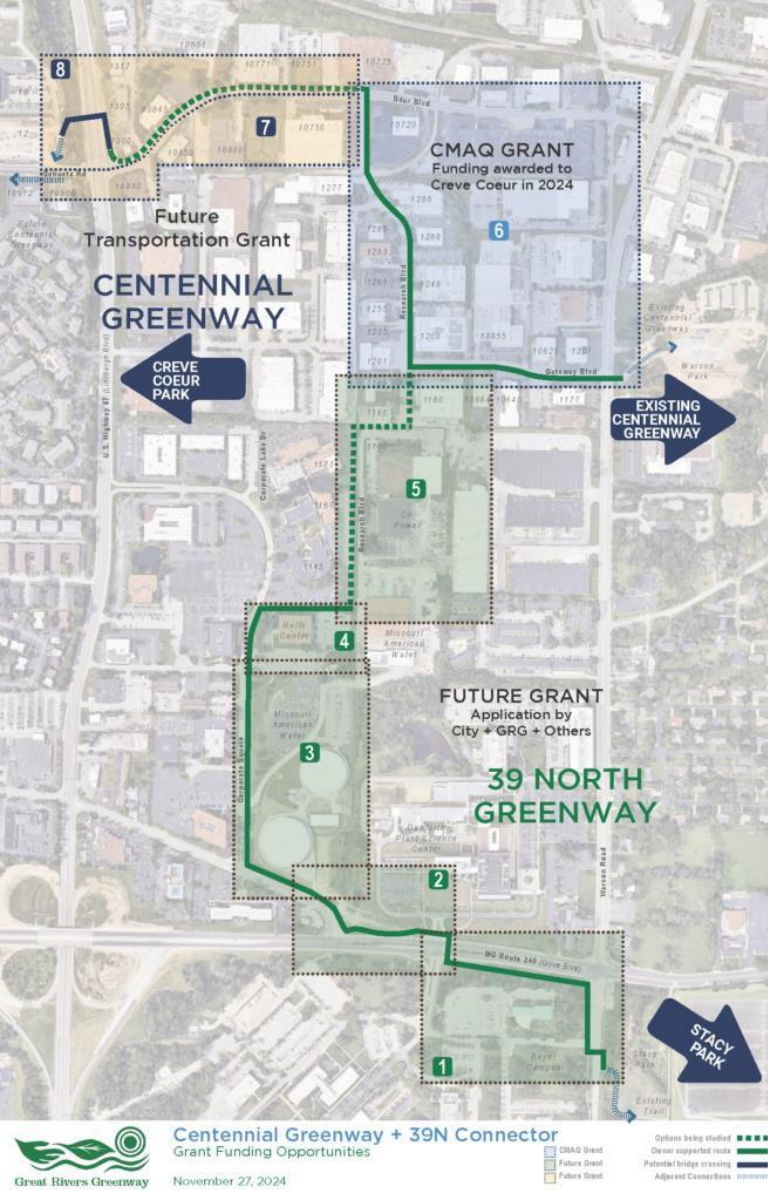




Meramec Greenway River Bridge along I-44

Centennial Greenway:

- 39 North Ag Tech Innovation District
- US 67 Bridge
- Creve Coeur





CITY ARCH RIVER





S. 7th STREET

N. 7th STREET

N. 6th STREET

S. BROADWAY

N. BROADWAY

SPRUCE STREET

CLARK STREET

WALNUT STREET

MARKET STREET

CHESTNUT STREET

PINE STREET

OLIVE STREET

LOCUST STREET

ST. CHARLES STREET

WASHINGTON AVENUE

S. 4th STREET

N. 4th STREET

S. MEMORIAL DRIVE

N. 3rd STREET PUNCHTHROUGH

N. 2nd STREET

N. 1st STREET

N. COMMERCIAL STREET

LEONOR K SULLIVAN BOULEVARD

S. 2nd STREET

1st STREET

30' 15' 0' 15' 0'

Public-Private Partnership



Before



After

\$380M:

- \$69M city, state, federal funds
- \$90M Prop P
- \$221M private funds



BRICKLINE GREENWAY

Project of



Great Rivers Greenway



**A VISION THIS BOLD
TAKES ALL OF US**

MEET THE **BRICKLINE GREENWAY**

Made for St. Louis, by St. Louis

- EXCEPTIONAL EXPERIENCE
- CIVIC WELL-BEING
- CONNECTIVITY
- ECONOMIC GROWTH
- ENVIRONMENTAL LEADERSHIP
- HEALTHY LIFESTYLES



BRICKLINE GREENWAY



BRICKLINE GREENWAY

RANKEN
TECHNICAL COLLEGE

**Advanced
Manufacturing
Innovation District**

AMICSTL

CORTEX
innovation community

**FOREST
PARK**

Central West End

**FAIRGROUND
PARK**

**Gateway
Global**

NGA

70

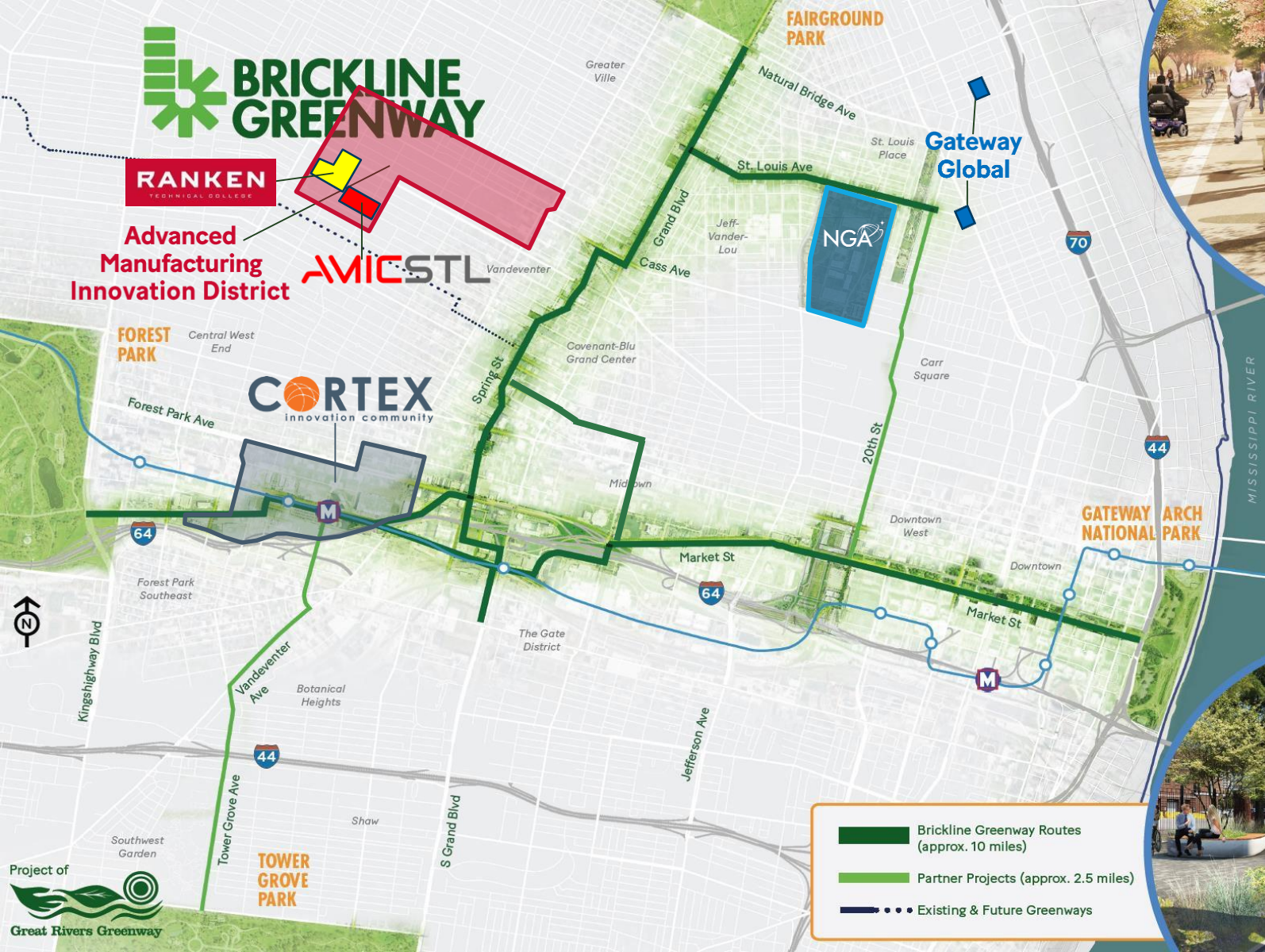
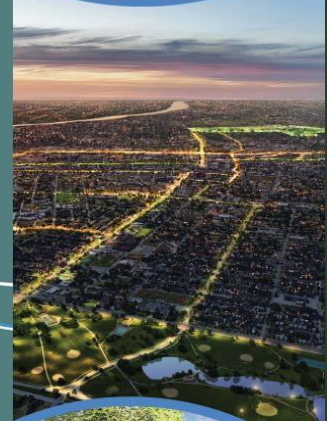
44

**GATEWAY ARCH
NATIONAL PARK**

MISSISSIPPI RIVER

**TOWER
GROVE
PARK**

- Brickline Greenway Routes (approx. 10 miles)
- Partner Projects (approx. 2.5 miles)
- Existing & Future Greenways



HOW GREENWAYS CAN CATALYZE GROWTH



At $\frac{1}{2}$ mile, typically no effect is observed. $\frac{1}{2}$ mile is typically used only in highly car-dependent cities.

Up to $\frac{1}{4}$ mile, a limited increase in property value is possible. $\frac{1}{4}$ mile is typically used in denser pedestrian areas.

At the greenway's edge, the strongest effects emerge.

$\frac{1}{2}$ Mile
8 blocks

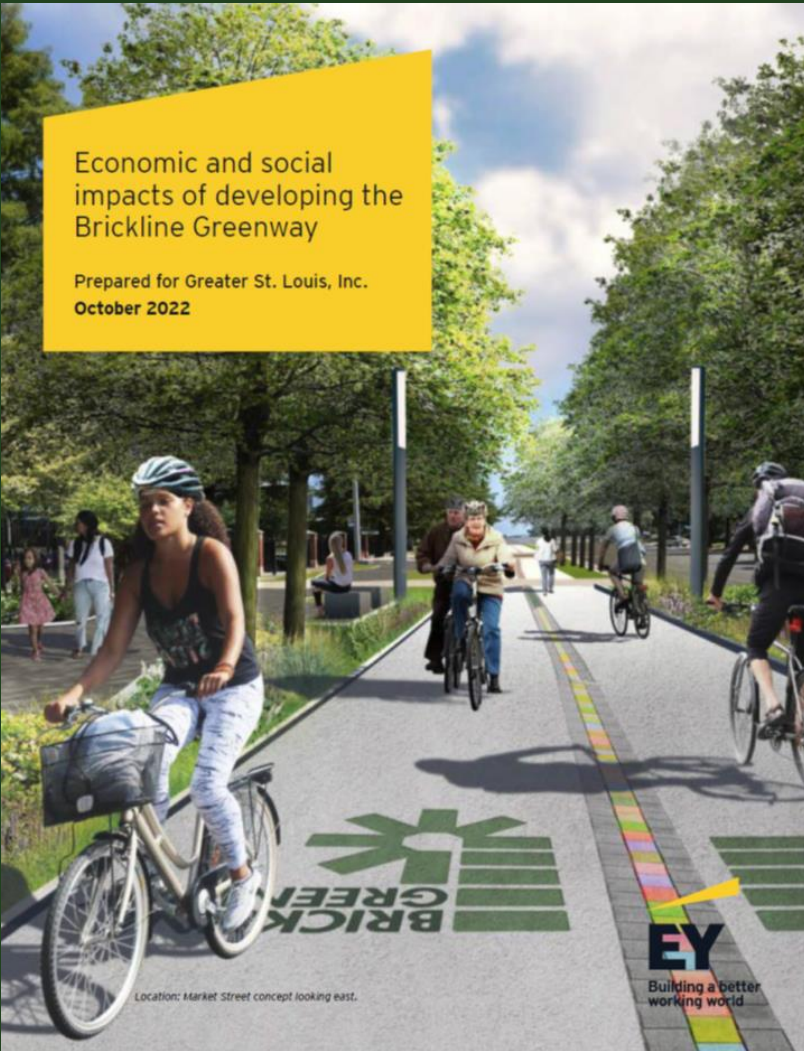
$\frac{1}{4}$ Mile
4 blocks
**NATIONAL
STANDARD**

500 Feet
1.5 blocks

Greenway

Economic and social
impacts of developing the
Brickline Greenway

Prepared for Greater St. Louis, Inc.
October 2022



Location: Market Street concept looking east.

EY
Building a better
working world

BRICKLINE GREENWAY PROJECTED ECONOMIC IMPACT

(from Ernst & Young study with Greater St. Louis, Inc.)

\$462M
Trail construction
(230 ANNUAL JOBS)

UP TO
\$126M
Total residential
property value increase

\$53M
Total tax impact of
construction,
operations, maintenance

UP TO
\$10M
New walking /
biking trips

UP TO
\$12M
Decline in vehicle
miles traveled

EQUIVALENT TO
1,003-1,146
Fewer cars per year,
reducing emissions

\$5M
In economic output
from operations,
maintenance

UP TO **\$4M**
Aggregated avoided
health costs to
residents

UP TO **\$82M**
Associated local
business activity
(906 JOBS!!)

 **BRICKLINE
GREENWAY**

Project of

Great Rivers Greenway



A VISION THIS BOLD TAKES ALL OF US





3

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

-- Presented by Sarah Kleinschmit, State Design Engineer, 573-751-2876.

ISSUE: The Commission approves contracts for transportation improvements.

RECOMMEND that the Commission:

- A recommendation for award or rejection of bids on individual projects will be presented orally.

DEPARTMENT VIEW:

- Approval of the award by the Commission is necessary to construct the improvements contained in the current year of the Statewide Transportation Improvement Program.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Highways – Construction – Contract Awards.

OTHER PERTINENT INFORMATION:

- Low Bid Summary of the September 19, 2025, Bid Opening (Attachment 1).
- Project location map (Attachment 2).
- A summary of the Official MoDOT Awards (Attachment 3).

SOURCE OF FUNDING: Funds required for these projects will come from the State Road Fund and will appear in the applicable budgets under the category of contractor payments.

SUMMARY OF BID OPENING

September 19, 2025

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
NW	A01	GRUNDY, LINN	B, U, E	JNW0013	109	3 BRIDGE DECK REPLACEMENTS		0.195		80%			
	LOW	LOUIS-COMPANY, LLC EMERY SAPP & SONS, INC.					\$1,996,563.70 \$2,229,627.20				\$1,956,000.00	2	3
NW	A02	BUCHANAN	I-29	JNW0051	40,501	RESURFACE		8.532		90%			
	LOW	HERZOG CONTRACTING CORP. IDEKER, INC. EMERY SAPP & SONS, INC. SUPERIOR BOWEN ASPHALT COMPANY, LLC					\$6,302,999.97 \$6,975,174.23 \$7,425,666.91 \$8,096,476.65				\$6,200,000.00	4	5
NE	B01	MARION	I-72	J213367	16,416	BRIDGE WASHING		0.850		90%			
	LOW	AAD CONTRACTING, INC. INTERSTATE MAINTENANCE INCORPORATED OMEGA COATINGS & CONSTRUCTION, LLC					\$194,500.00 \$248,998.98 \$537,500.00				\$90,000.00	3	0
NE	B02	PIKE	B	JNE0052	428	BRIDGE REPLACEMENT		0.123		80%			
		PIKE	W	JNE0152	228	BRIDGE REPLACEMENT		0.152		80%			
NE	LOW	BLEIGH CONSTRUCTION COMPANY LOUIS-COMPANY, LLC E & C BRIDGE, LLC EMERY SAPP & SONS, INC.					Steel \$2,246,714.60 Steel \$2,425,331.77 Steel \$2,428,035.18 Steel \$2,875,889.49				\$2,437,000.00	4	0
NE	B03	MACON	D	JNE0061	2,444	RESURFACE		0.899		STATE			
		MACON	YY	JNE0058	390	RESURFACE		6.265		STATE			
NE	LOW	MAGRUDER PAVING, LLC CAPITAL PAVING & CONSTRUCTION, LLC W. L. MILLER COMPANY EMERY SAPP & SONS, INC.					\$770,491.39 \$843,082.85 \$882,090.88 \$1,060,339.24				\$1,008,000.00	4	N/A
NE	B04	MARION	A	JNE0066	569	SEAL COAT		8.367		80%			
		MARION, RALLS	H	JNE0070	972	SEAL COAT		13.536		80%			
NE	LOW	W. L. MILLER COMPANY BMC ENTERPRISES, INC. DBA MISSOURI PETROLEUM PRODUCTS COMPANY					\$738,337.20 \$765,042.19				\$739,000.00	2	0
KC	C01	CLAY	I-435	JKU0030	71,695	RESURFACE		3.200		90%			
	LOW	IDEKER, INC. SUPERIOR BOWEN ASPHALT COMPANY, LLC EMERY SAPP & SONS, INC.					\$3,609,495.59 \$4,247,586.21 \$4,497,487.29				\$4,066,000.00	3	4

SUMMARY OF BID OPENING

September 19, 2025

CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
KC	C02	PLATTE	I-635	JKU0095	57,000	BRIDGE REHABILITATION		0.801	90%			
	LOW	COMANCHE CONSTRUCTION, INC.					\$2,499,448.82			\$1,920,000.00	1	0
		FUNDING BY KDOT - \$1,224,724.41 (50%)										
	C03	JACKSON	24	JKU0226	19,000	PAVEMENT WIDENING AND ADA IMPROVEMENTS		0.572	80%			
CD	LOW	LEAVENWORTH EXCAVATING & EQUIPMENT COMPANY, INC. J. M. FAHEY CONSTRUCTION CO.					\$8,814,024.33 \$8,901,645.40			\$6,374,000.00	2	5
		FUNDING BY CITY OF INDEPENDENCE - \$1,117,142.33										
	D01	BOONE, CALLAWAY, COOPER	I-70	JCD0011	Various	JOB ORDER CONTRACT FOR CONCRETE PAVEMENT REPAIR		0.000	90%			
	LOW	GEROMINI CONCRETE PAVING, LLC DBA GC PAVING PUTZ CONSTRUCTION, LLC					FACTOR 1.35 1.89	AMOUNT OF WORK \$250,000.00	2	\$500,000.00	1	0
CD	D06	MILLER, PULASKI	U	JCD0147	1,376	SEAL COAT		15.345	80%			
	LOW	VANCE BROTHERS, LLC BLEVINS ASPHALT CONSTRUCTION COMPANY, INC. BMC ENTERPRISES, INC. DBA MISSOURI PETROLEUM PRODUCTS COMPANY					\$569,949.25 \$574,150.00 \$617,182.75			\$547,000.00	3	0
	D08	GASCONADE, PHELPS	B	JCD0153	1,177	SEAL COAT		22.196	80%			
	LOW	BLEVINS ASPHALT CONSTRUCTION COMPANY, INC. VANCE BROTHERS, LLC BMC ENTERPRISES, INC. DBA MISSOURI PETROLEUM PRODUCTS COMPANY					\$744,975.00 \$776,365.78 \$786,459.93			\$719,000.00	3	0
CD	D09	MORGAN	J	JCD0179	951	SEAL COAT		7.957	80%			
	LOW	BLEVINS ASPHALT CONSTRUCTION COMPANY, INC. VANCE BROTHERS, LLC BMC ENTERPRISES, INC. DBA MISSOURI PETROLEUM PRODUCTS COMPANY					\$271,040.00 \$282,510.14 \$300,382.20			\$234,000.00	3	0
	D2A	CALLAWAY	O	JCD0144	4,501	SEAL COAT		15.317	80%			0
		CALLAWAY	UU	JCD0143	913	SEAL COAT		6.313	80%			0
CD	D2B	CALLAWAY	I-70 OR	JCD0145	546 / 640	SEAL COAT		7.724	STATE			N/A
		CALLAWAY	JJ	JCD0146	739	SEAL COAT		6.573	STATE			N/A
	LOW	VANCE BROTHERS, LLC BMC ENTERPRISES, INC. DBA MISSOURI PETROLEUM PRODUCTS COMPANY BLEVINS ASPHALT CONSTRUCTION COMPANY, INC.					\$1,214,824.43 \$1,303,535.22 \$1,322,135.00			\$1,195,000.00	3	

SUMMARY OF BID OPENING

September 19, 2025

CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
F01	ST LOUIS, ST LOUIS CITY	I-70, I-64, I-255	J6I3662	58,687 / 58,735 / 30,251	BRIDGE WASHING		2.260		90%			
LOW	INTERSTATE MAINTENANCE INCORPORATED					\$739,999.99				\$1,130,000.00	3	0
	AAD CONTRACTING, INC.					\$1,072,070.00						
	SOUTHERN ROAD & BRIDGE, LLC					\$4,290,000.00						
	FUNDING BY IDOT - \$369,999.99 (50%)											
F02	ST CHARLES	370	J6P3554	24,138	BRIDGE PAINTING AND REHABILITATION		1.109		80%			
	ST CHARLES	370	JSL0248	58,791	BRIDGE REHABILITATION		0.113		80%			
LOW	MILLSTONE WEBER, LLC					Poly, System I	\$41,032,209.45			\$58,234,000.00	6	0
	KOZENY-WAGNER, INC.					Poly, System I	\$41,950,000.00					
	CONCRETE STRATEGIES, LLC					Poly, System I	\$42,239,439.21					
	KCI CONSTRUCTION COMPANY					Poly, System I	\$46,437,094.94					
	CEKRA, INC.					Asphalt, System L	\$57,728,059.10					
	SOUTHERN ROAD & BRIDGE, LLC					Asphalt, System I	\$63,065,266.15					
F03	ST CHARLES	61 OR	JSL0014	1,386	RESURFACE		0.557		STATE			
LOW	BYRNE & JONES ENTERPRISES, INC. DBA BYRNE & JONES CONSTRUCTION					\$124,631.00				\$149,000.00	7	N/A
	PACE CONSTRUCTION COMPANY, LLC					\$139,054.60						
	GERSHENSON CONSTRUCTION CO., INC.					\$155,377.50						
	MID-RIVER ASPHALT, INC.					\$169,143.42						
	MAGRUDER PAVING, LLC					\$183,593.35						
	BREWSTER COMPANIES INC.					\$185,106.50						
	EMERY SAPP & SONS, INC.					\$203,477.25						
F04	ST CHARLES	67	JSL0246	26,002	LANDSCAPING, GUARDRAIL INSTALLATION		2.367		80%			
LOW	KCI CONSTRUCTION COMPANY					\$590,367.67				\$414,000.00	2	0
	CSD ENVIRONMENTAL SERVICES, INC.					\$2,378,200.20						
F05	ST LOUIS	231	J6S3631	10,531	COLDMILL, RESURFACE, ADA IMPROVEMENTS		2.925		80%			
LOW	N.B. WEST CONTRACTING COMPANY					\$13,545,000.00				\$16,445,000.00	4	8
	BYRNE & JONES ENTERPRISES, INC. DBA BYRNE & JONES CONSTRUCTION					\$13,999,736.85						
	GERSHENSON CONSTRUCTION CO., INC.					\$14,551,427.38						
	RAINERI CONSTRUCTION, LLC DBA RAINERI CONSTRUCTION					\$17,653,641.46						
G02	HENRY	13	JSR0031	16,927	RESURFACE		7.426		80%			
	HENRY	7, 13	JSR0024	24,820	RESURFACE		21.640		80%			
LOW	CAPITAL PAVING & CONSTRUCTION, LLC					\$5,621,746.88				\$4,285,000.00	3	3
	APAC-CENTRAL, INC.					\$5,861,007.96						
	EMERY SAPP & SONS, INC.					\$6,427,907.48						

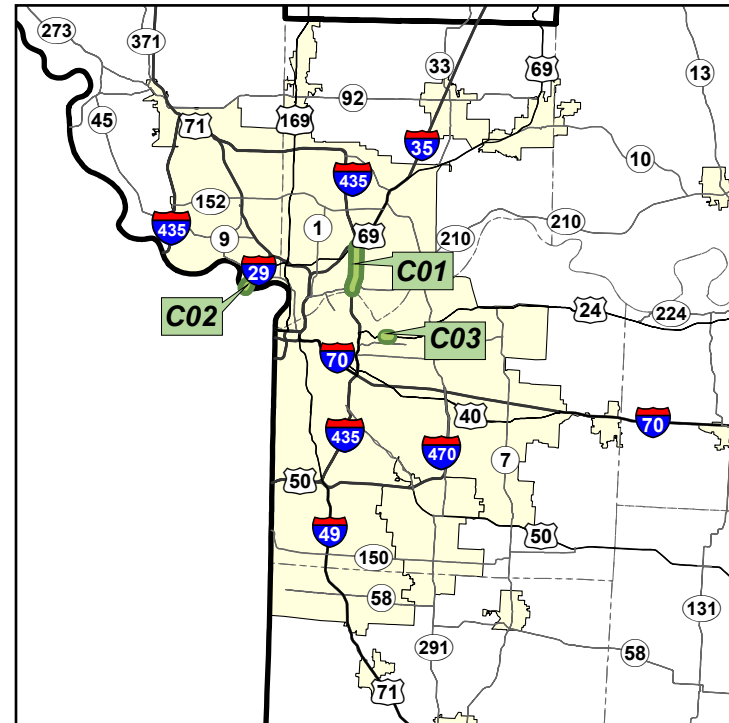
SUMMARY OF BID OPENING

September 19, 2025

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
SW	G3A	BATES	52	JSR0310	7,255	RESURFACE		27.132		80%			3
	G3B	BATES, VERNON	AA, J	JST0162	309 / 223	COLDMILL AND RESURFACE		16.730		STATE			N/A
	LOW	APAC-CENTRAL, INC.					\$6,138,405.38				\$6,388,000.00	3	
		EMERY SAPP & SONS, INC.					\$6,640,879.01						
		CAPITAL PAVING & CONSTRUCTION, LLC					\$7,384,173.38						
SE	H01	BUTLER	AA	J9S3677	1,038	2 BRIDGE REPLACEMENTS		0.160		80%			
	LOW	ROBERTSON CONTRACTORS, INC.					\$1,878,592.60				\$1,437,000.00	3	5
		JOE'S BRIDGE & GRADING, INC.					\$1,890,209.50						
		PENZEL CONSTRUCTION COMPANY, INC.					\$2,157,776.79						
SE	H02	WAYNE	67	JSE0083	3,270	BRIDGE REPLACEMENT		1.570		80%			
	LOW	ROBERTSON CONTRACTORS, INC.					\$2,833,659.89				\$3,237,000.00	3	5
		JOE'S BRIDGE & GRADING, INC.					\$2,839,390.33						
		PENZEL CONSTRUCTION COMPANY, INC.					\$3,238,196.32						
SE	H03	WRIGHT	AF	J9S3691	178	BRIDGE REPLACEMENT		0.172		80%			
	LOW	GENE HAILE EXCAVATING, INC.					\$1,925,438.35				\$2,567,000.00	8	0
		WEST PLAINS BRIDGE & GRADING, LLC					\$1,993,000.00						
		MERA EXCAVATING, LLC					\$2,053,698.74						
		HARTMAN AND COMPANY, INC.					\$2,217,000.00						
		LOUIS-COMPANY, LLC					\$2,232,407.02						
		CAPITAL PAVING & CONSTRUCTION, LLC					\$2,557,688.85						
		ROBERTSON CONTRACTORS, INC.					\$2,564,192.40						
		KCI CONSTRUCTION COMPANY					\$3,192,950.00						
LOW BID TOTAL							\$104,653,415.49				\$122,271,000.00	80	
NOTE: AWARD AMOUNT FOR JOB ORDER CONTRACTS (PROGRAM CAP)							\$500,000.00						
NOTE: TOTAL AWARD AMOUNT CHANGED TO REFLECT PROGRAM CAP ON JOB ORDER CONTRACTS							\$104,903,415.49						
							% DIFFERENCE		-14.2%				

SEPTEMBER 2025 LETTING PROJECT LOCATIONS

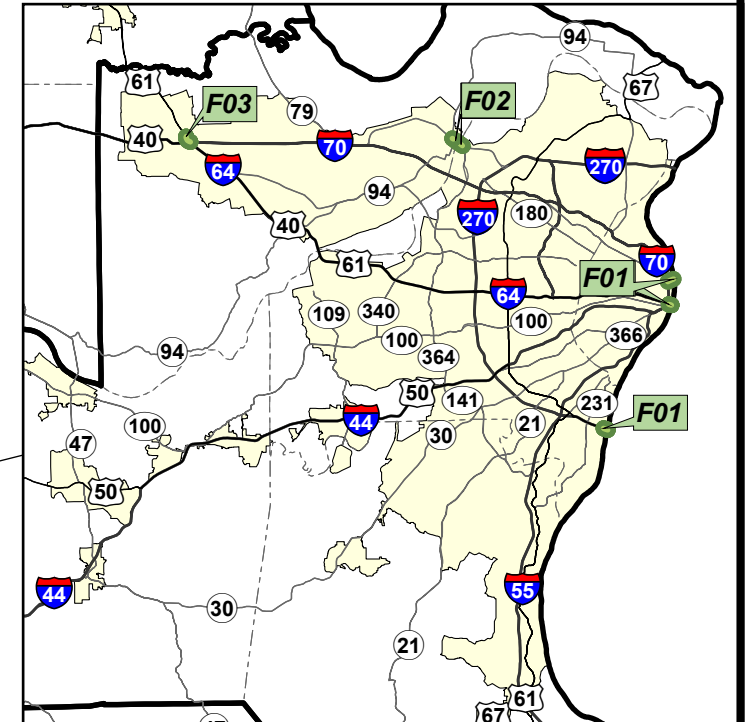
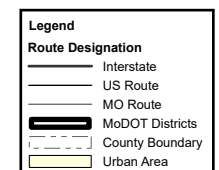
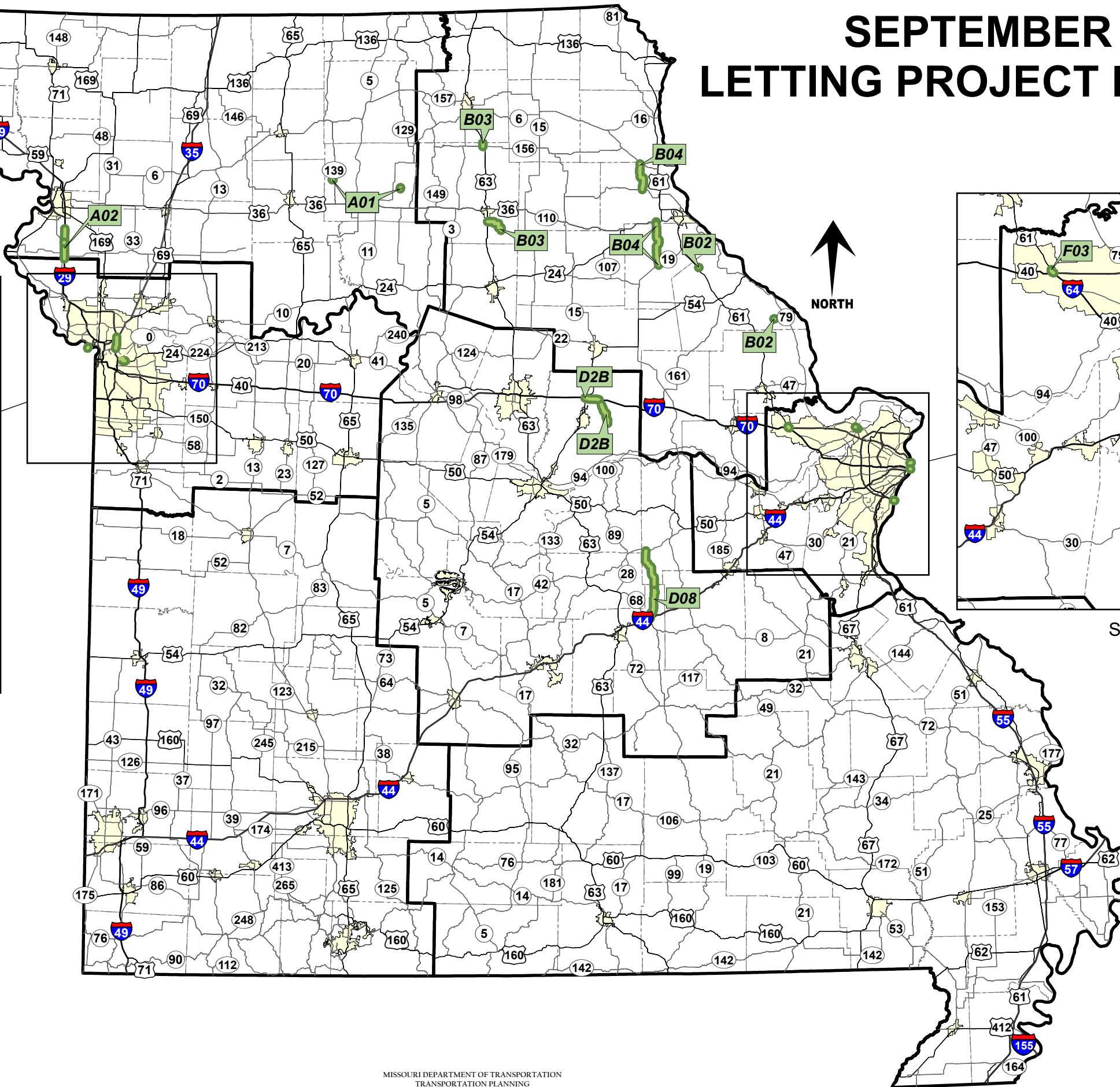
ATTACHMENT 2



KANSAS CITY

CALL NUMBERS AND ASSOCIATED
PROJECT NUMBERS WITHOUT A
SPECIFIC LOCATION

CALL NUMBER	JOB NUMBER
C01	KU0030
C03	KU0226
A01	NW0013
G02	SR0024
G02	SR0031
G3A	SR0310



ST. LOUIS



OFFICIAL MoDOT AWARDS

The summary below represents the status of this month's awards, design-build project awards, state-fiscal-year-to-date awards and completed project costs. "STIP Projects" represents the projects included in the Highway & Bridge Construction Schedule portion of the Statewide Transportation Improvement Program. "Total all projects" includes all "STIP projects" and any of the following: contract maintenance projects funded with operations funds, Corps of Engineer access road projects or park road projects. All program and award amounts include 2% for construction contingencies.

August 15, 2025 Letting (September 4, 2025 Awards, SFY 2026)				
	Number of Projects	Program Construction Estimate with Contingencies	Award Amount with Contingencies	% Difference
TOTAL ALL PROJECTS	27	\$88,251,420	\$76,489,144	-13.3
STIP PROJECTS	22	\$85,400,520	\$73,383,317	-14.1
FUNDING BY OTHERS	1	\$298,140		
	Number of Projects	Program Construction Estimate	Award Amount	% Difference
DESIGN BUILD PROJECTS				
PROJECTS LET BY OTHERS				
PROJECTS LET BY DISTRICT	1	\$300,000	\$99,300	-66.9
Awards Year-to-Date for SFY 2026				
	Number of Projects	Program Construction Estimate with Contingencies	Award Amount with Contingencies	% Difference
TOTAL ALL PROJECTS	51	\$178,917,420	\$150,275,438	-16.0
STIP PROJECTS	39	\$165,277,980	\$136,798,383	-17.2
FUNDING BY OTHERS	2	\$401,705		
* Includes Design Build Projects				
Completed Projects Year-to-Date for SFY 2026				
	Program Constr. Est.	Final Project Cost	Difference	% Difference
STIP PROJECTS	\$204,913,000	\$229,031,000	\$24,118,000	11.8

Completed Projects as Reported in the Annual Accountability Report

	No. of Projects	Program Construction Estimate	Final Project Cost	Difference	% Difference
STIP PROJECTS SFY 2025	461	\$1,220,317,000	\$1,317,531,000	\$96,925,000	7.9
STIP PROJECTS SFY 2024	389	\$794,917,000	\$813,402,000	\$18,485,000	2.3
STIP PROJECTS SFY 2023	377	\$859,306,000	\$834,472,000	(\$24,834,000)	-2.9
STIP PROJECTS SFY 2022	505	\$972,133,000	\$928,421,000	(\$43,712,000)	-4.5
STIP PROJECTS SFY 2021	440	\$997,692,000	\$954,892,000	(\$42,800,000)	-4.3
STIP PROJECTS SFY 2020	458	\$947,494,000	\$860,529,000	(\$86,965,000)	-9.2
STIP PROJECTS SFY 2019	368	\$763,405,000	\$732,075,000	(\$31,330,000)	-4.1
STIP PROJECTS SFY 2018	381	\$897,599,000	\$843,780,000	(\$53,819,000)	-6.0
STIP PROJECTS SFY 2017	385	\$1,245,006,000	\$1,238,314,000	(\$6,692,000)	-0.5
STIP PROJECTS SFY 2016	514	\$1,094,935,000	\$1,065,982,000	(\$28,953,000)	-2.6
ALL PROJECTS TOTAL	4278	\$9,792,804,000	\$9,589,398,000	(\$203,695,000)	-2.1

Program vs. Award SFY 2016 to SFY 2025 (STIP PROJECTS ONLY)

	No. of Projects	Program Construction Estimate	Award Amount	Difference	% Difference
STIP PROJECTS SFY 2025	429	\$2,615,828,983	\$2,514,056,445	(\$101,772,538)	-3.9
STIP PROJECTS SFY 2024	416	\$1,513,886,000	\$1,544,214,165	\$30,328,165	2.0
STIP PROJECTS SFY 2023	440	\$1,541,154,038	\$1,829,466,011	\$288,311,973	18.7
STIP PROJECTS SFY 2022	378	\$1,196,528,100	\$1,334,617,879	\$138,089,779	11.5
STIP PROJECTS SFY 2021	417	\$947,553,080	\$886,655,637	(\$60,897,443)	-6.4
STIP PROJECTS SFY 2020	483	\$1,140,034,580	\$1,123,411,535	(\$16,623,045)	-1.5
STIP PROJECTS SFY 2019	425	\$754,917,088	\$725,101,495	(\$29,815,593)	-3.9
STIP PROJECTS SFY 2018	443	\$924,996,126	\$831,467,050	(\$93,529,076)	-10.1
STIP PROJECTS SFY 2017	389	\$768,067,900	\$706,240,778	(\$61,827,122)	-8.0
STIP PROJECTS SFY 2016	299	\$559,268,280	\$516,418,575	(\$42,849,705)	-7.7
STIP PROJECTS TOTAL	4119	\$11,962,234,175	\$12,011,649,570	\$49,415,395	0.4



4

UPDATE FROM MODOT'S ST. LOUIS DISTRICT

-- Presented by Tom Blair, St. Louis District Engineer, 314-453-1801.

ISSUE: This presentation will provide a brief overview of the current state of roads, bridges, projects, operations and other critical issues in the St. Louis (SL) District.

RECOMMEND that the Commission:

- This item is for information only and no action is required.

DEPARTMENT VIEW:

- The St. Louis District is focusing its STIP funds on maintaining roads and bridges, advancing MoDOT's ADA Transition Plan, enhancing safety, and making limited system improvements. Its operating budget supports essential services including maintenance, mowing, litter removal, sweeping, traffic operations, winter response, and emergency management.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Commission – Staff Presentation.
- Organization – District Structure.
- STIP – General.
- STIP – Funding Allocation.

OTHER PERTINENT INFORMATION:

St. Louis District Snapshot

- Serves ~2.5M residents in St. Louis City, St. Louis, St. Charles, Jefferson, and Franklin counties.
- Maintains 6,000 lane miles; 1,714 are interstate (most in Missouri).
- 26% of statewide vehicle miles traveled occur here (~14B annually).

Traffic & Work Zone Safety

- 2025 Fatalities: 157 (25% involve pedestrians/bicyclists).
- Work Zone Crashes (YTD): 1,508; 22 serious injuries, 3 fatalities.
- TMA Strikes: 2025 YTD – 12 strikes; 48% of statewide total.
 - Common during sweeping, patching, mowing.

Operations & Asset Conditions

Pavement

- Major Routes: 81% Good (3,642 lane miles)
- Minor Routes: 79% Good (2,165 lane miles)
- Low Volume Routes: 79% Good (130 lane miles)
- STIP (2026–30): 58 projects, 2,155 lane miles.

Bridges

- 1,167 total: 70% Fair, 26% Good, 4% Poor.
- STIP: 71 projects, 377 structures (21 of 44 Poor bridges addressed).

Mobility Infrastructure

- 1,100 traffic signals (42% of MoDOT total)
- 168 DMS, 709 CCTVs, 289 radar detectors
- 1,579 communication devices (1,100 mi fiber, 329 wireless, 50 cellular)

Signage & Roadside Safety

- 84,000 sign faces, 279 mi concrete barrier, 149 mi guard cable, 36+ mi sound walls

Maintenance & Visible Results

- Litter: 70,850 bags, \$1.5M cost
- Sweeping: 8,800 tons of debris, \$1.5M cost
- Potholes: 46,625 filled
- Graffiti: 1,636 hours (83% of statewide)
- Encampments: 2,038 hours (89% of statewide)

Permits, Reviews & Staffing

- Utility Locates: 20,000 requests/year; 9,100 hours YTD
- Permits: 1,350 in 2025 (25% increase from 2024)
- Development Reviews: 107 complex reviews, 9 RSAs, 9 TS&O reports
- Staffing challenges persist; Signals & Lighting crews assist with locates.

Delivering the Program – St. Louis District

Active Construction

- Nearly **100 active projects** totaling **\$922M**.
- Advancing high-priority, high-visibility projects across the region.

Major Projects

- **I-55 (St. Louis City/County):** \$63M bridge rehab + \$28M resurfacing; completion by end of 2026.
- **I-55 (Jefferson County):** \$246M project adding a lane over 8 miles; 27 bridges, three interchanges; on schedule for 2026.
- **I-270 at Conway:** \$38.5M bridge replacement and ramp/intersection upgrades; completion by end of 2025.
- **I-64 Daniel Boone Bridge:** \$16.8M rehab of westbound bridge; structural repairs and repainting; completion spring 2026.
- **Improve I-70 (Warrenton–Wentzville):** \$600M design-build; 3rd lane in each direction, full-depth pavement, interchange upgrades; completion late 2028.
- **Route D over US 67:** \$10.5M bridge replacement; cloverleaf ramps closed ~18 months; completion Dec 2026.
- **Route 109/CC Roundabout:** \$4.7M project completed in 2024; final improvements underway.

STIP (2026–2030) Highlights

- **207 projects** totaling **\$1.4B**
 - **71 bridge projects** (377 structures, incl. 21 of 44 Poor bridges)
 - **58 pavement projects** (553 centerline mi / 2,155 lane mi)
 - **132 mi contract striping, 125 mi structural sign replacements**

Right-of-Way (R/W) Leadership

- FY24: 304 parcels cleared (21 projects); FY25: 404 parcels (20 projects)
- 27 excess parcels conveyed (FY24–25), generating nearly **\$1M**

ADA-Focused Investments

- Last 5 years: **32 projects**, 149 centerline miles, **\$286M** total (\$70M for pedestrian improvements)
- Remaining: **14 projects**, 40 centerline miles, **\$143M** investment (\$55M ADA-specific)
- On track to meet MoDOT’s ADA Transition Plan by **late 2027**

St. Louis District – Customer Focused Operations

Transportation Management Center (TMC)

- MoDOT’s 24/7 statewide hub for after-hours calls and incident management.
- St. Louis handles more lane-blocking events than any other Midwest TMC.
- 2025 YTD shows above-average increases in events, calls, and emergency responses.

Traffic Incident Management

- Traffic Incidents (2025 YTD): 27,177 (already exceeds 2024 total of 26,870)
- Lane-Blocking Incidents: 6,399 (22% monthly increase; ~36/day)
- Work Zones: 6,159 (5% monthly increase; ~25/day)

Emergency Response

- 2024 Total: 16,329 (avg. 1,360/month)
- 2025 YTD: 14,966 (avg. 1,870/month) → **37% increase**

Customer Calls & Reports

- **Calls Taken:**
 - 2024: 51,002 (avg. 141/day)
 - 2025 YTD: 34,720 (avg. 231/day) → **63% increase**
- **Call Reports:**
 - 2024: 13,928 (avg. 38/day)
 - 2025 YTD: 10,948 (avg. 46/day) → **17% increase**

Staffing & Community Engagement

- **91% staffed** in FY25 with 118 new hires and 98 separations.
- Attends ~40 hiring events/year (career fairs, college visits, community events).
- Focused on developing future leaders, empowering staff, and delivering safe, efficient, and responsive service.

SOURCE OF FUNDING: Not applicable.

MoDOT St. Louis DISTRICT UPDATE

Tom Blair
District Engineer

Tom Evers & Michelle Forneris
Assistant District Engineer





2.5 Million



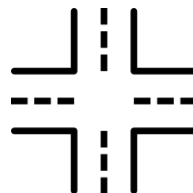
Roadways

6,000 lane miles and 26% of all vehicle miles traveled



Bridges

1,167 non-major bridges
55 major bridges (> 1,000 feet)



Signalized Traffic Intersections

1,070 locations



Highway Tunnel

1,420 feet, first in Missouri



Lambert International Airport

16 Million passengers annual

WELCOME TO ST. LOUIS



1. SAFETY FOR ALL

- The Pledge
- Safety for the Traveling Public
- Safety for Employees



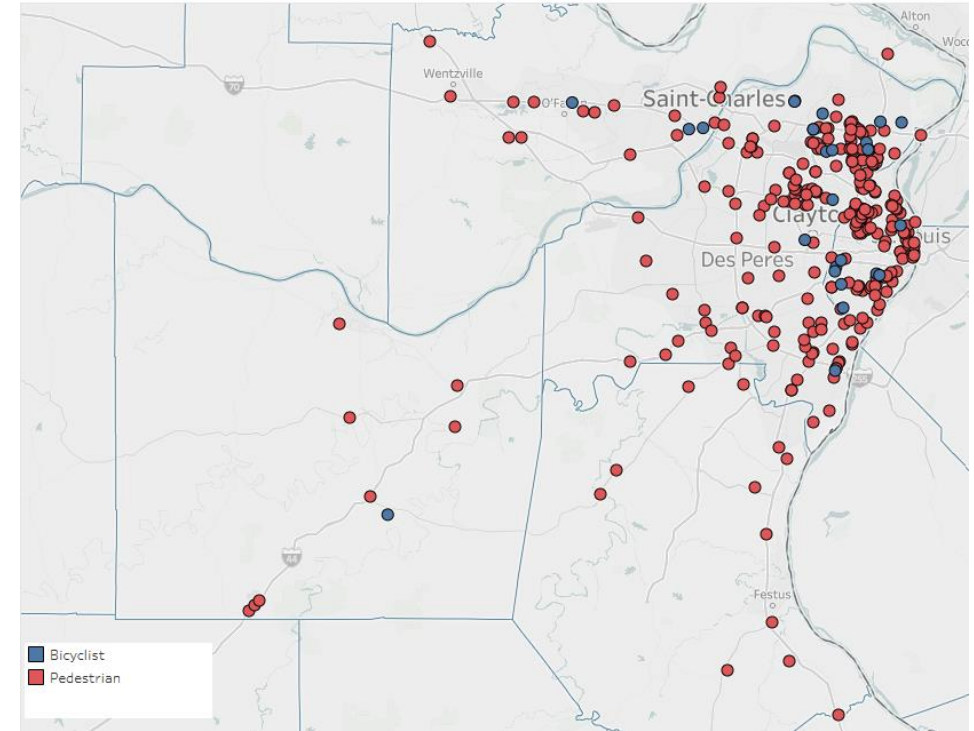
SAFETY: CUSTOMERS

- **Traffic Crash Summary**

- 157 fatalities (similar to 2024)
- 25% of fatalities involved bicyclist or pedestrians (38)
- Continued issues with seatbelt use, helmet use, speeding, and distracted driving.

- **Work Zone Traffic Crashes**

- 1,508 crashes (527 occurred on MoDOT system)
- 3 fatalities and 22 serious (slightly better than 2024)



Non-Motorized Fatalities 2020-2024



SAFETY: EMPLOYEES

- 48% of all MoDOT TMA strikes happen in St. Louis

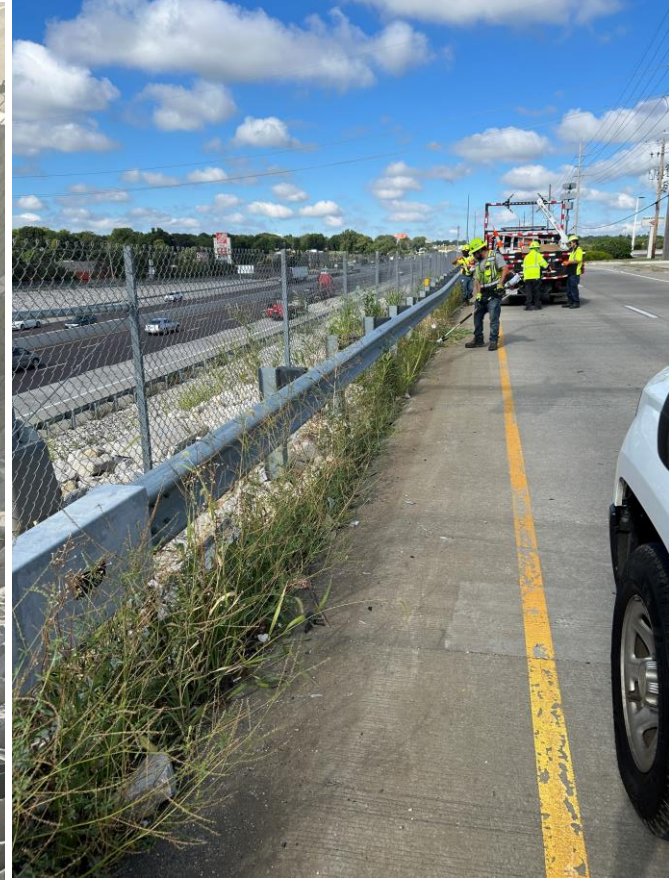
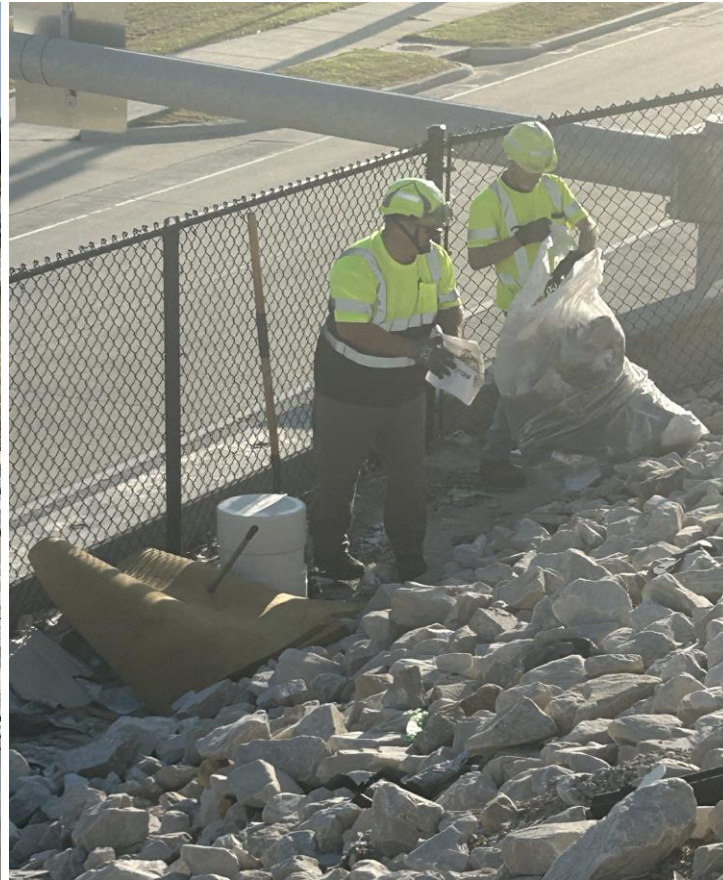


SAFETY: EMPLOYEES

- **Hands-Free Law** prohibits drivers from holding a cell phone while operating a vehicle.
- TMAs with **Enhanced Visibility** Through Changeable Message Signs (CMS)
- All St. Louis District TMAs are equipped with a **third brake light**
- Deployment of **DVR Cameras** on TMAs



2. REBUILD OPERATIONS CAPABILITIES



Rebuild Operations Capabilities

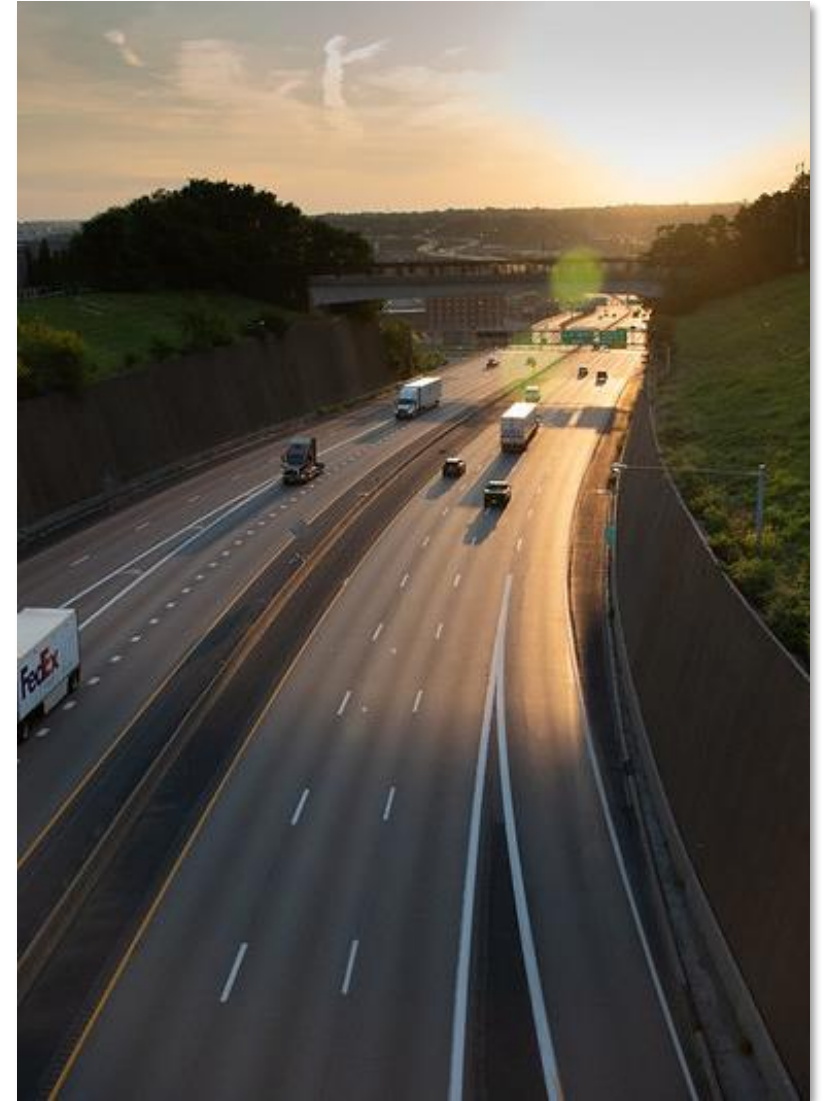
– Asset Conditions

- **Pavement Conditions**

- Major Routes/Interstates: 3,642 lane miles
 - **81% Good**
- Minor Routes: 2,165 lane miles – **79% Good**
- Low Volume Routes: 130 lane miles – **79% Good**

- **Bridge Conditions**

- Total Bridges Maintained: 1,167
 - 70% Fair
 - 26% Good
 - 4% Poor



Rebuild Operations Capabilities

– Asset Conditions

- **Mobility Assets**

- 42% MoDOT's traffic signals (1,100)
- Majority of MoDOT's Dynamic Message Signs (168)
- Majority of Closed-Circuit Television cameras (709)
- 1,100 miles of fiber optic cable
- 84,000 sign faces on 59,000 assemblies

- **Additional Assets**

- 279 miles of concrete barrier
- 149 miles of guard cable
- 36+ miles of sound walls



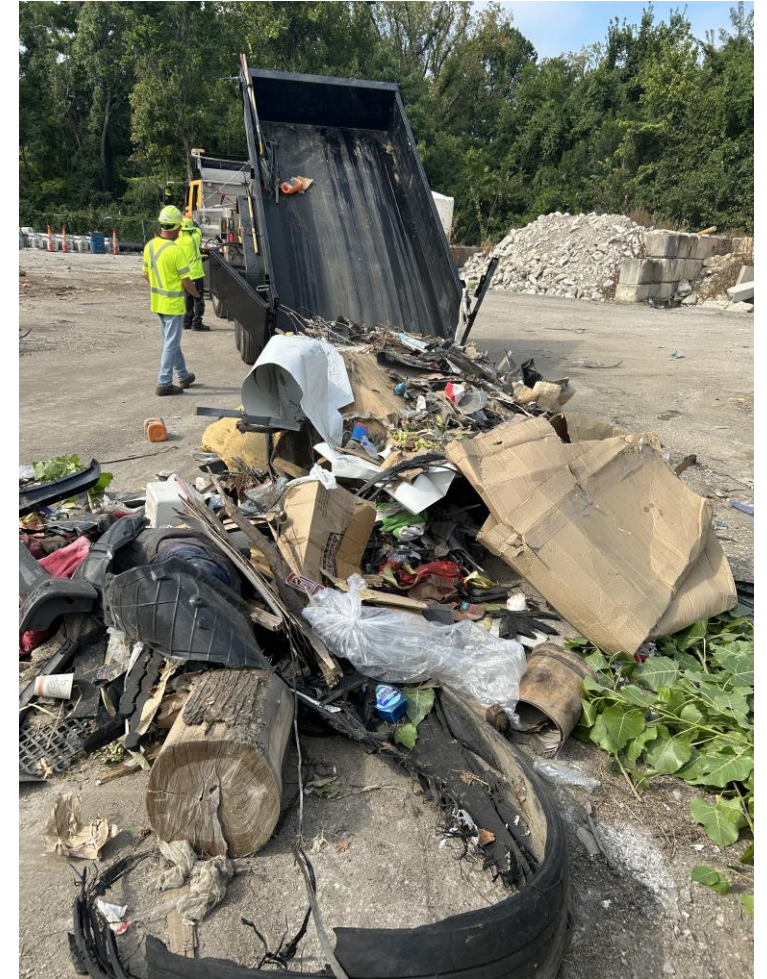
Rebuild Operations Capabilities – Visible Results

- **Litter Pickup**

- 14,384 hours spent
- 70,850 bags collected
- Estimated cost YTD: \$1.5 million

- **Shoulder Sweeping**

- 16,465 hours of sweeping
- 8,800 tons of debris — equivalent to 64,000 sofas
- Total cost YTD: \$1.5 million



Rebuild Operations Capabilities

– Visible Results

- **Pothole Patching**

- Estimated 46,625 potholes filled
- 44,700 hours worked
- 1,865 tons of patching material used

- **Bridge Maintenance**

- Deck Sealing: 1,466,563 sq. ft on 101 structures in 2024 (16% increase)
- Deck Repair: 2,693 sq. ft.



Rebuild Operations Capabilities – Visible Results

- **Graffiti Removal**

- 1,635 hours spent in the St. Louis urban core
- 83% of statewide graffiti removal occurs in St. Louis

- **Encampment Cleanup**

- 2038 hours dedicated
- Cost estimated at \$155,000
- 89% of statewide encampment cleanup efforts are concentrated in the St. Louis region



3. DELIVER THE PROGRAM

- Construction: **100 active projects** worth **\$922 million**
- Ongoing Major Projects:
 - I-55 St. Louis City & County: Bridges
 - I-55 Jefferson County: Expansion, interchange improvements
 - I-270 at I-64: Major Bridge Work
 - I-64 Boone Bridge: Rehabilitation
 - Improve I-70: Warrenton to Wentzville
 - Page Avenue (Route D) over Lindbergh Blvd (Route 67) Bridge Replacement
 - ADA projects



I-55 St. Louis City & County: Bridges

- Awarded Spring 2022 -- \$63 million
- 14 Bridges – between Lindbergh and Arsenal
- Spring 2024 -- \$28 million resurfacing project awarded
- Completion – early 2026
 - Upcoming bridge replacement project on Loughborough over I-55, in conjunction with the city bridge over railroad – Fall 2028



I-55 Jefferson County: Expansion, interchange improvements

- I-55 from Route Z to US 67 interchange (12 miles)
- Awarded July 2023 -- \$246 million
- Additional lane on 8-mile section
- 27 bridges that will be addressed
- December 2026 -- expected completion



I-270 at I-64: Major Bridge Work

- I-270 Bridge Replacement at Conway Road
- Awarded for \$38.5 million
- Two-year construction project
- Conway roundabout complete and road reopened, late 2025
- Work on I-270 complete spring 2026



MoDOT ADA STL Projects

- Over the past five years, the St. Louis District has **delivered 32 arterial ADA and pavement focused projects**, improving 149 centerline miles of roadway.
- These investments totaled **\$286 million**, including **\$70 million dedicated to pedestrian improvements**.
- **14 remaining projects** covering 40 centerline miles, with an estimated investment of **\$143 million**, including **\$55 million dedicated to ADA upgrades**.



SL Program Delivery

Other Projects COMING SOON:

- Route 47 in Franklin County
- Complete ADA Transition Plan
- I-64 in the City of St. Louis
- I-44 Bridge Bundle (32 bridges)
- Route 370: Bridges & Paving
- Route 67 J-Turns at Route 94
- I-270 between Route 367 and Mississippi River
- I-270 Bridge Rehab package (I-44 to I-55)



St. Louis Highlights

- **Total Projects:** 207 valued at \$1.4 B
- **Bridge Work:** 71 bridge projects affecting a total of 377 structures
- **Pavement Improvements:** 58 projects, addressing 553 centerline miles and 2,155 lane miles
- **Structural Sign Replacements:** 125 centerline miles (678 lane miles)



4. CUSTOMER FOCUSED

MoDOT's Mission Statement

Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to **serving customers** for a prosperous Missouri.



CUSTOMER FOCUSED

- The St. Louis TMC serves as MoDOT's 24/7 statewide hub for after-hours calls and incident management.
- Our TMC handles more lane-blocking incidents than any other in the Midwest.
- Above-average increases in events, calls, and emergency responses.
 - Lane Blocking Incidents: 36/day (22% increase)
 - Work Zones: 25/day (5% increase)
 - Customer Phone Calls: 231/day (**63% increase**)





St. Louis TEAM

- 91% staffed
- Connection to the Community
- Investing in Leaders





5

VULNERABLE ROAD USERS IN MISSOURI

-- Presented by Katy Harlan, Traffic Safety Engineer, 573-526-4293.

ISSUE: Over the last decade Missouri has seen a higher rate in vulnerable road user (VRU) fatalities and serious injuries. This trend has been seen nationally as well. To address this there is now a federal requirement to complete a VRU Safety Assessment, along with your Strategic Highway Safety Plan (SHSP). MoDOT is in the process of finalizing this assessment. In addition to the assessment MoDOT has been working to address these crash types through various activities. This presentation will showcase some of the initial findings from the assessment, showcase the work that has been done, and discuss next steps to address VRU concerns.

RECOMMEND that the Commission:

- This report is for information only and no action is required.

DEPARTMENT VIEW:

- In 2024 there were 143 pedestrian fatalities. Unlike total fatalities which have been decreasing in recent years, pedestrian fatalities have been increasing.
- Starting in FY2026 the department began designating 15 percent of Highway Safety Improvement Program (HSIP) funds to VRU projects.
- There were over 760 million miles walked in Missouri in 2024.
- The ADA transition plan is 66% complete as of August of 2025.
- Over 70 percent of projects in the first three years of the STIP have a safety improvement included from the efforts of the Safety Assessment For Every Roadway (SAFER) program.
- The department continues to develop more robust guidance for VRUs.

OTHER VIEWS:

- All users, including VRUs, expect a transportation system that is safe and reliable.
- The department has received an increased amount of requests related to VRU safety across the state.

MHTC POLICY:

- Statewide Transportation Improvement Program – Commitment.
- Statewide Transportation Improvement Program – Funding Allocation.

OTHER PERTINENT INFORMATION:

- Not applicable.

SOURCE OF FUNDING: Not applicable.

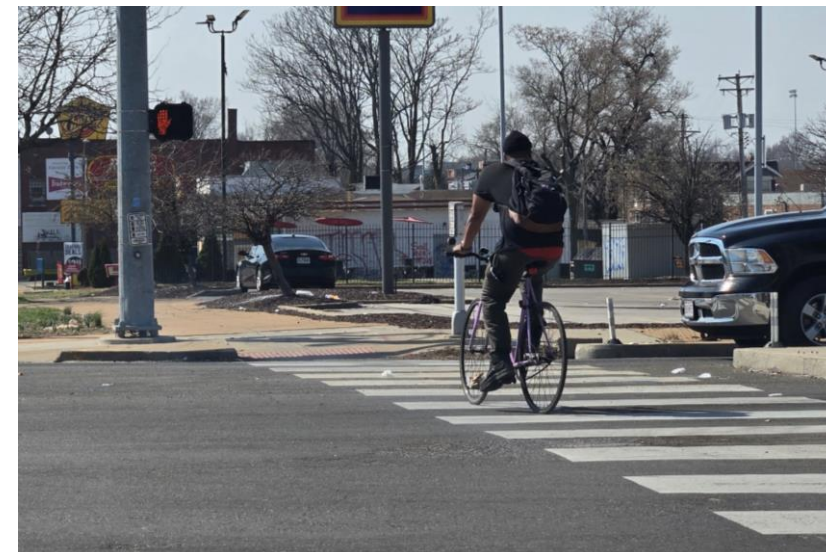
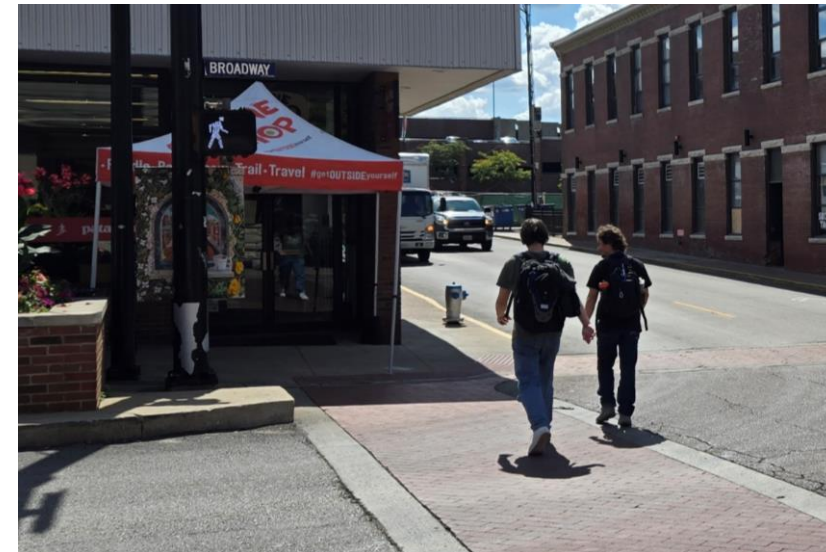
Missouri Vulnerable Road Users

Katy Harlan

Traffic Safety Engineer



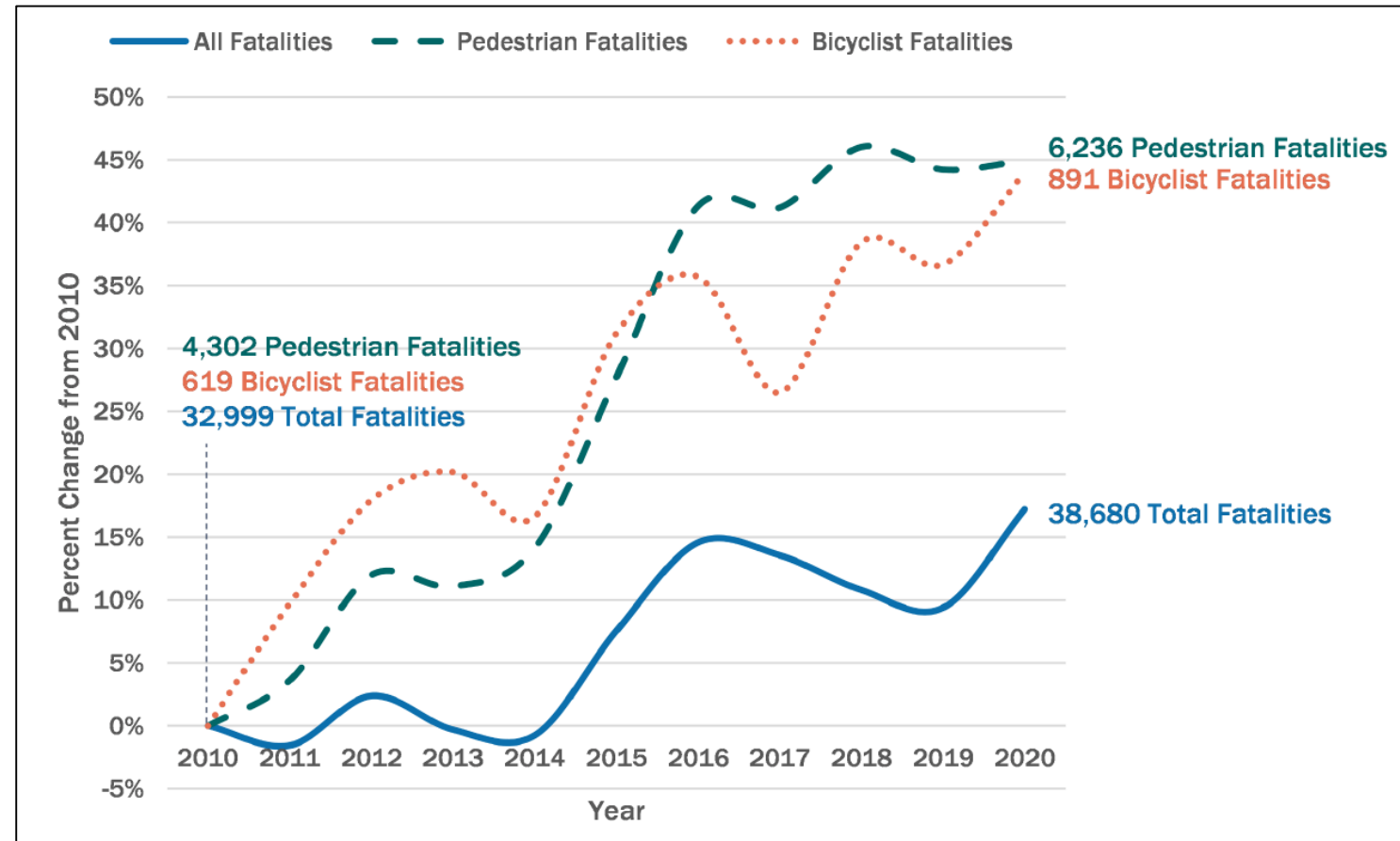
What is a Vulnerable Road User?



National Roadway Safety Strategy



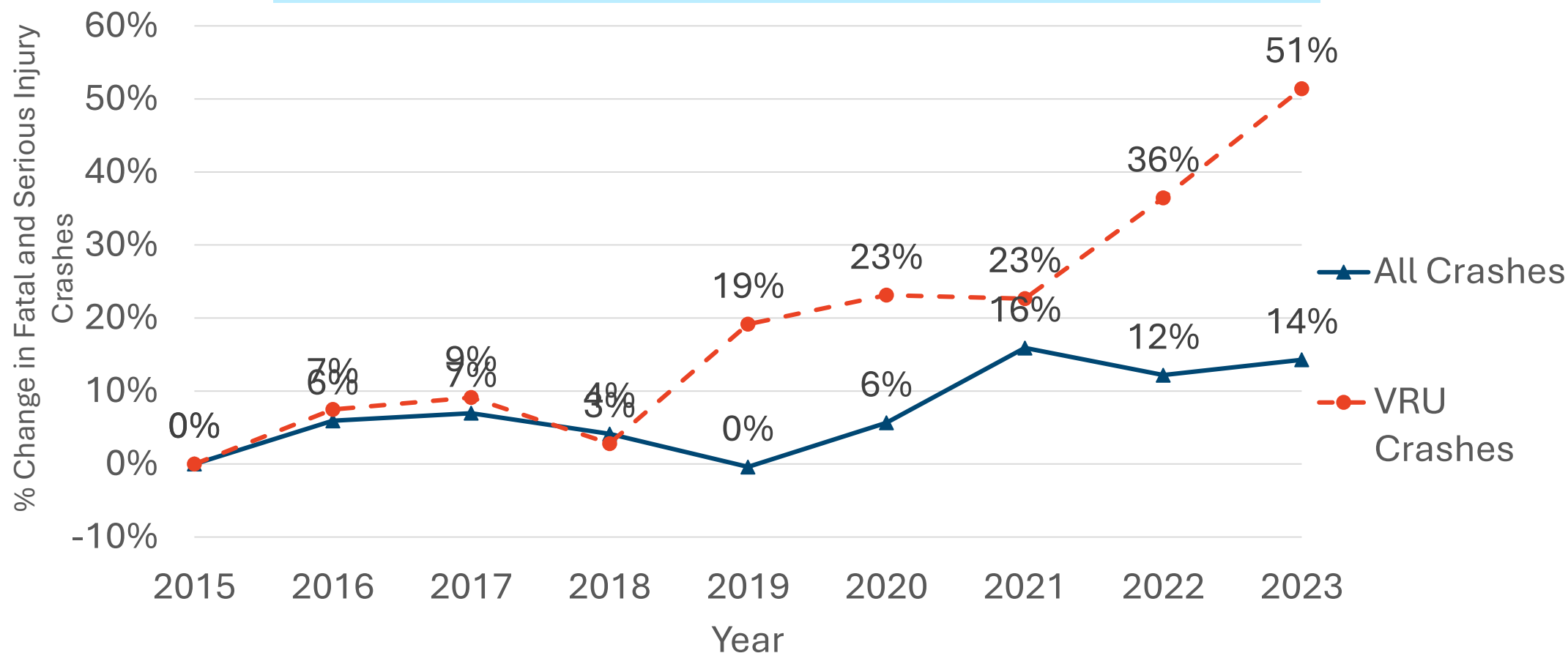
- USDOT developed National Road Safety Strategy in 2022
- Strategy noted:
 - Fatalities among all users have been increasing.
 - **Fatalities among pedestrians and cyclists have been increasing even faster.**
 - Formalized the support for the Safe System Approach.



VRU Crash Trends

VRU Fatal and Serious Injury crashes are increasing faster than all Fatal and Serious Injury crashes.

Percent Change All Crashes vs VRU Crashes



Bipartisan Infrastructure Law


- Vulnerable Road User Safety Assessment described in 23 U.S.C. 148(l), as amended by the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the “Bipartisan Infrastructure Law” (BIL)).
- **All States are required to develop a Vulnerable Road User Safety Assessment** as part of their Highway Safety Improvement Program (HSIP) in accordance with 23 U.S.C. 148(l).



Memorandum

Subject: **ACTION:** Vulnerable Road User Safety Assessment Guidance (Due date: November 15, 2023)

Date: October 21, 2022

From: Cheryl J. Walker 
Associate Administrator, Office of Safety

In Reply Refer To:
HSSP

To: Division Administrators

Purpose

The purpose of this memorandum is to provide background and guidance to clarify the requirements for the Vulnerable Road User Safety Assessment as described in 23 U.S.C. 148(l), as amended by the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the “Bipartisan Infrastructure Law” (BIL)). All States are required to develop a Vulnerable Road User Safety Assessment as part of their Highway Safety Improvement Program (HSIP) in accordance with 23 U.S.C. 148(l).

This guidance also incorporates principles consistent with the Federal Highway Administration’s (FHWA) [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#), dated December 16, 2021.

Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the States or the public in any way. This document is intended only to provide information regarding existing requirements under the law or agency policies.

The Numbers

761,854,000

Estimate of miles walked

110,590,000

Estimate of miles biked



(Source: Replica, Missouri, 2024)

The Numbers

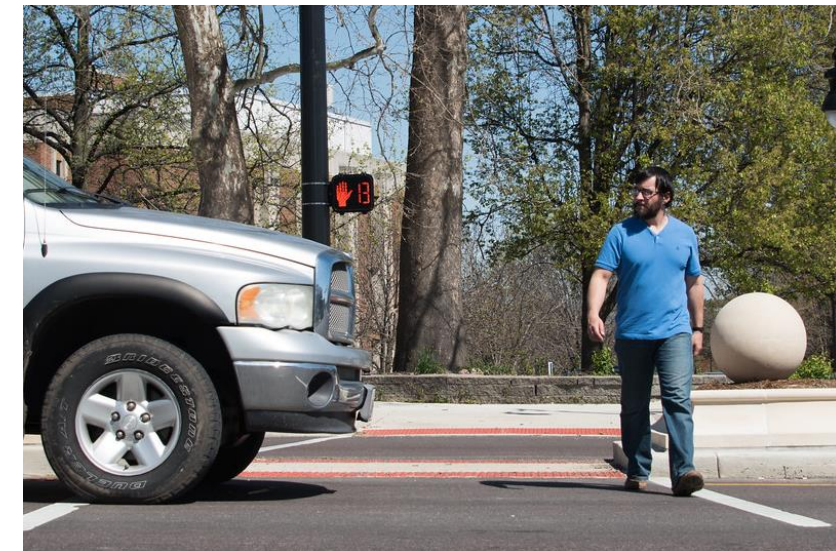
1,144 Fatal VRU crashes

Serious Injury VRU crashes **3,445**

12,331 Minor Injury VRU crashes

(Missouri, 2015 – 2023)

These are NOT just Numbers



VRU Safety Assessment



Conditions - Lighting

A higher proportion of VRU fatal and serious injury crashes happen just after sunset.

Hour	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
12 AM	0.3%	0.3%	0.1%	0.3%	0.5%	0.4%	0.7%	0.5%	0.6%	0.3%	0.3%	0.2%
1 AM	0.2%	0.1%	0.3%	0.2%	0.2%	0.2%	0.3%	0.3%	0.3%	0.4%	0.2%	0.3%
2 AM	0.1%	0.1%	0.1%	0.1%	0.2%	0.3%	0.2%	0.3%	0.2%	0.2%	0.1%	0.1%
3 AM	0.1%	0.1%	0.0%	0.1%	0.1%	0.2%	0.2%	0.2%	0.2%	0.1%	0.1%	0.1%
4 AM	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.2%	0.1%	0.0%	0.1%	0.0%
5 AM	0.1%	0.1%	0.1%	0.3%	0.2%	0.1%	0.2%	0.4%	0.2%	0.3%	0.3%	0.1%
6 AM	0.4%	0.3%	0.2%	0.1%	0.2%	0.1%	0.1%	0.1%	0.3%	0.5%	0.3%	0.3%
7 AM	0.1%	0.2%	0.2%	0.1%	0.1%	0.1%	0.2%	0.4%	0.3%	0.3%	0.1%	0.1%
8 AM	0.1%	0.1%	0.1%	0.1%	0.2%	0.2%	0.2%	0.3%	0.3%	0.2%	0.2%	0.1%
9 AM	0.2%	0.1%	0.1%	0.1%	0.2%	0.3%	0.3%	0.2%	0.1%	0.0%	0.2%	0.2%
10 AM	0.0%	0.2%	0.2%	0.2%	0.3%	0.4%	0.2%	0.3%	0.3%	0.3%	0.2%	0.1%
11 AM	0.2%	0.2%	0.2%	0.2%	0.3%	0.4%	0.2%	0.4%	0.4%	0.2%	0.2%	0.3%
12 PM	0.3%	0.1%	0.2%	0.2%	0.4%	0.3%	0.4%	0.3%	0.5%	0.3%	0.2%	0.3%
1 PM	0.1%	0.1%	0.2%	0.3%	0.2%	0.3%	0.3%	0.3%	0.5%	0.3%	0.2%	0.2%
2 PM	0.3%	0.2%	0.2%	0.4%	0.3%	0.3%	0.1%	0.4%	0.4%	0.5%	0.4%	0.4%
3 PM	0.3%	0.3%	0.5%	0.5%	0.3%	0.3%	0.3%	0.4%	0.4%	0.6%	0.6%	0.6%
4 PM	0.2%	0.4%	0.3%	0.4%	0.4%	0.4%	0.7%	0.5%	0.4%	0.6%	0.4%	0.4%
5 PM	0.6%	0.2%	0.4%	0.4%	0.8%	0.4%	0.4%	0.4%	0.5%	0.7%	1.4%	1.8%
6 PM	0.8%	0.9%	0.4%	0.5%	0.4%	0.3%	0.3%	0.8%	0.6%	0.8%	1.6%	1.2%
7 PM	0.4%	0.7%	0.5%	0.5%	0.3%	0.6%	0.3%	0.5%	0.9%	1.4%	0.5%	0.8%
8 PM	0.4%	0.4%	0.6%	1.1%	0.8%	0.4%	0.4%	1.0%	0.8%	1.0%	0.7%	0.5%
9 PM	0.4%	0.4%	0.5%	0.7%	0.9%	0.9%	1.2%	0.7%	0.7%	0.6%	0.5%	0.4%
10 PM	0.3%	0.3%	0.3%	0.3%	0.5%	0.6%	0.9%	0.5%	0.7%	0.4%	0.4%	0.2%
11 PM	0.3%	0.3%	0.3%	0.4%	0.4%	0.3%	0.7%	0.4%	0.5%	0.3%	0.4%	0.5%

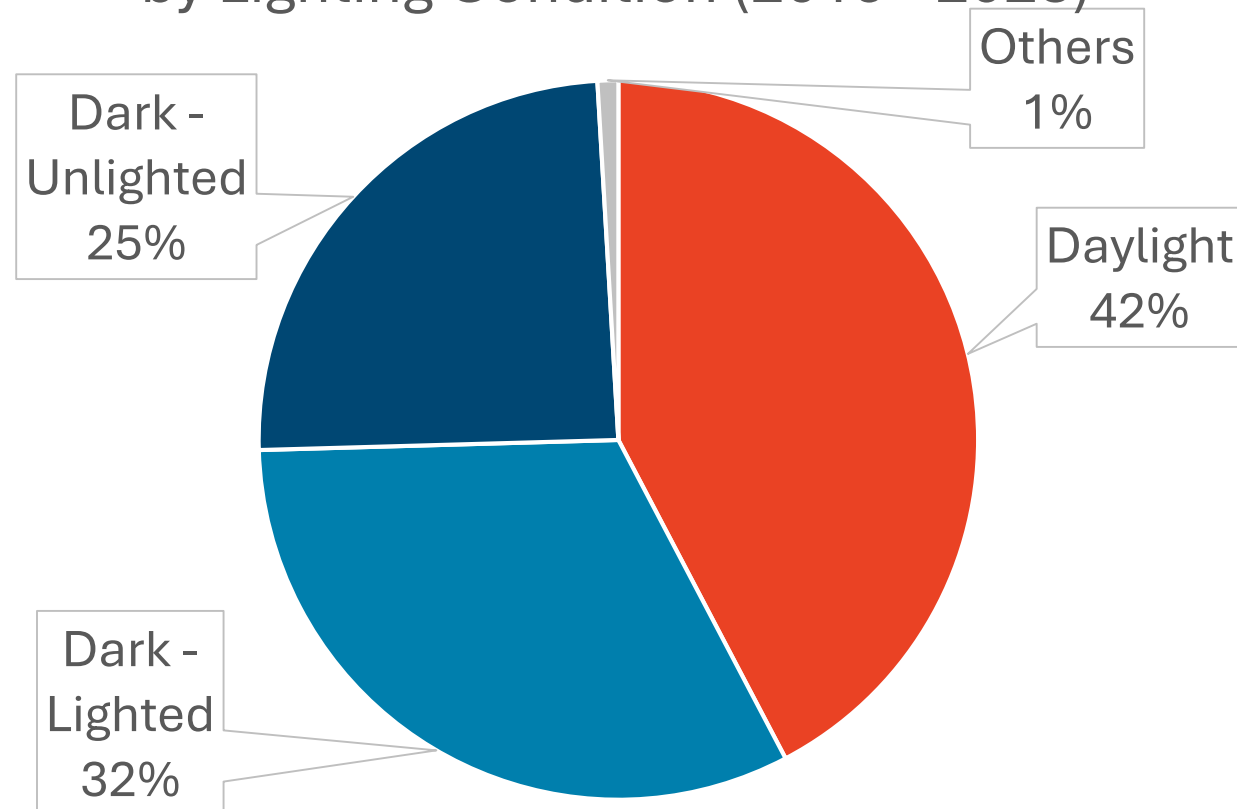
Sunrise

Sunset

Conditions - Lighting

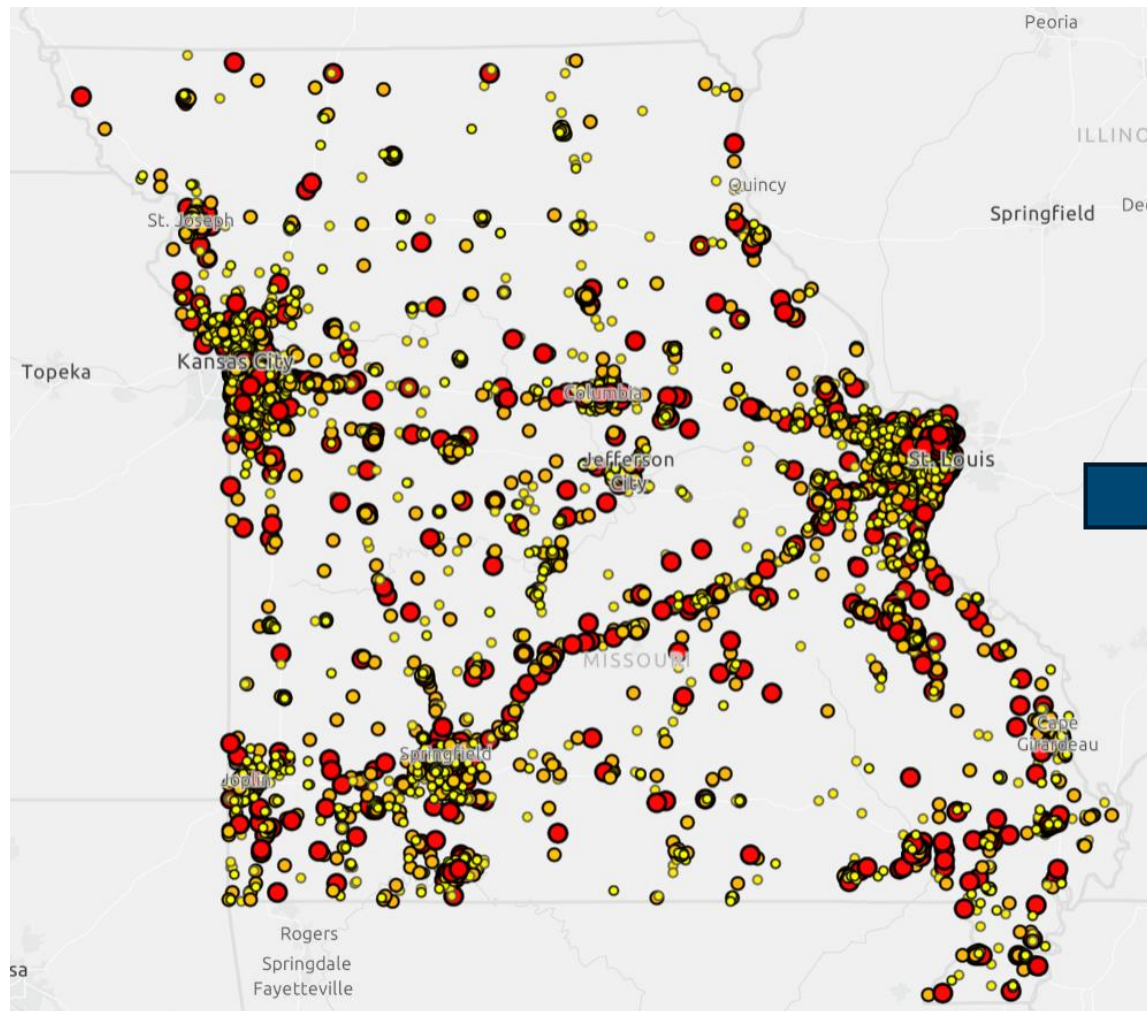
The majority of VRU fatal and serious injury crashes happen during nighttime.

VRU Fatal and Serious Injury Crashes
by Lighting Condition (2019 - 2023)

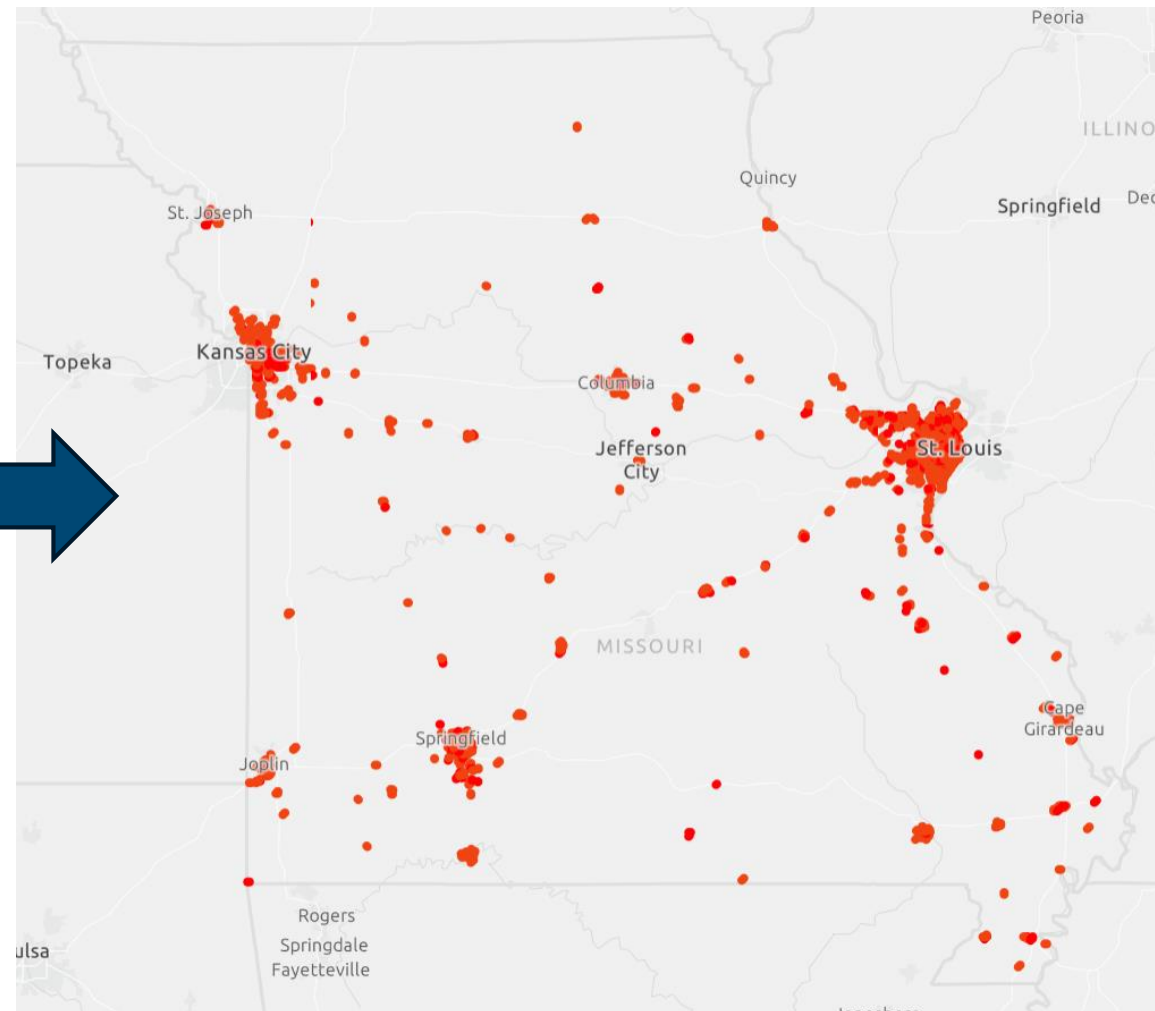


VRU Network

VRU Crashes 2015 - 2023



Higher Injury Network



VRU Network

Over half of the fatal and serious injury VRU crashes happened on 0.60% (788 miles) of the roadway network.

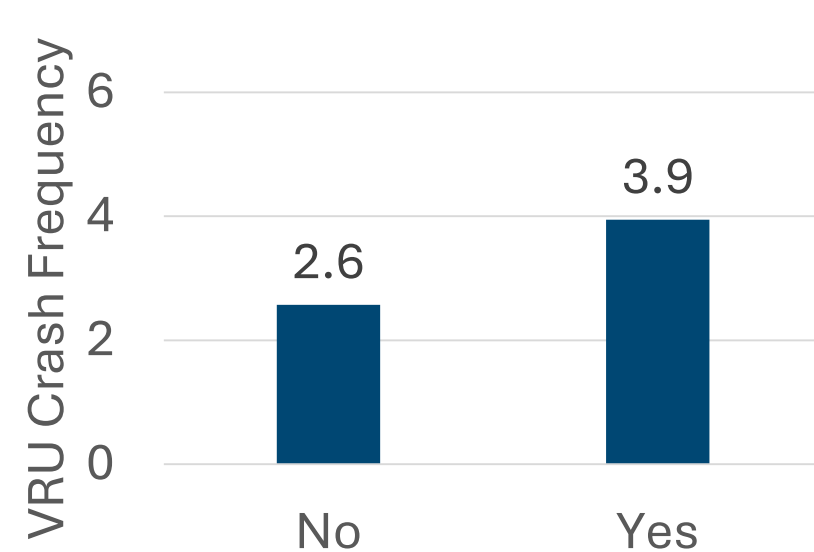
State System	Miles	All VRU Crashes	Fatal and Serious Injury VRU Crashes
Percentage	0.9%	50.7%	49.1%
Total	309	2771	1030

Local Roads	Miles	All VRU Crashes	Fatal and Serious Injury VRU Crashes
Percentage	0.5%	43.0%	55.9%
Total	479	3985	1147

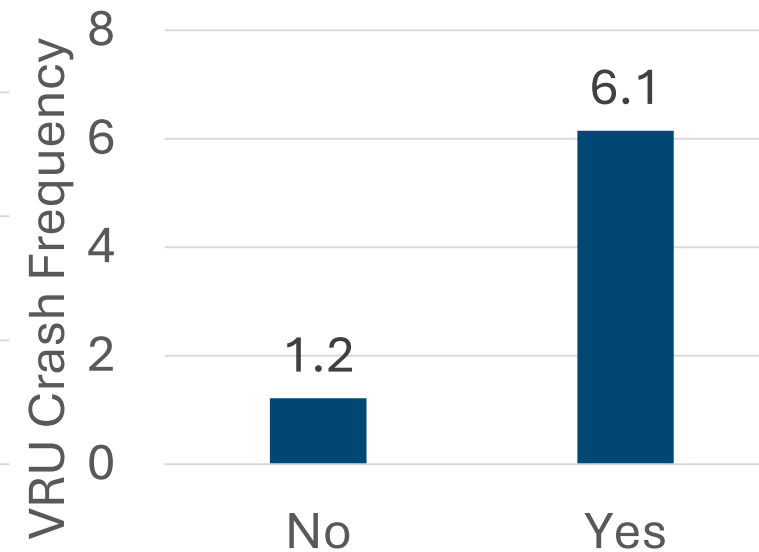
All Roads	Miles	All VRU Crashes	Fatal and Serious Injury VRU Crashes
Percentage	0.6%	45.8%	52.5%
Total	788	6756	2177

Systemic Factors

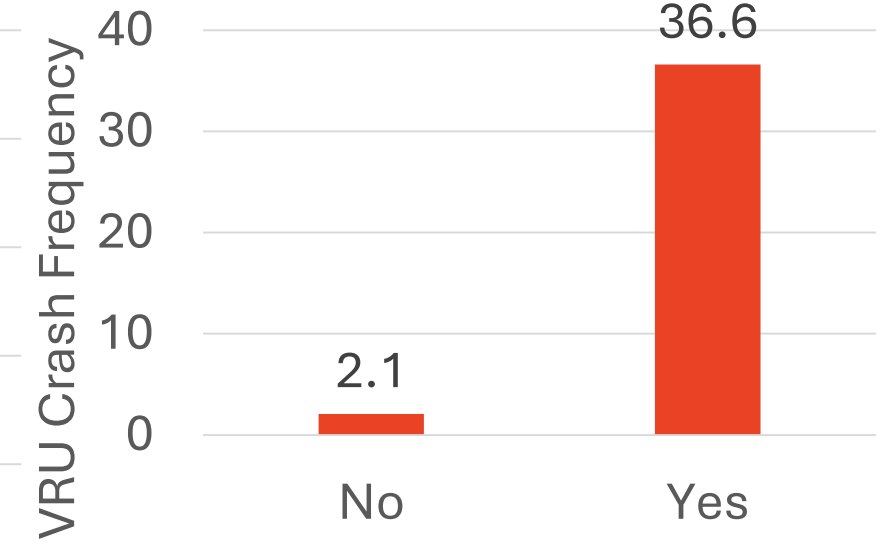
VRU Crash Frequency by
Whether in a
Disadvantaged Area



VRU Crash Frequency
by Whether Near a
School



VRU Crash Frequency by
Whether Street is Served
by Transit



(All VRU Crashes in urbanized areas per 100 miles per year, Missouri, 2015 – 2023)

Systemic Factors—Key Takeaways

Higher potential of a fatal or serious injury incident when street has these characteristics:

Neighborhood context

- In urban areas
- In disadvantaged areas
- Near schools
- Near parks

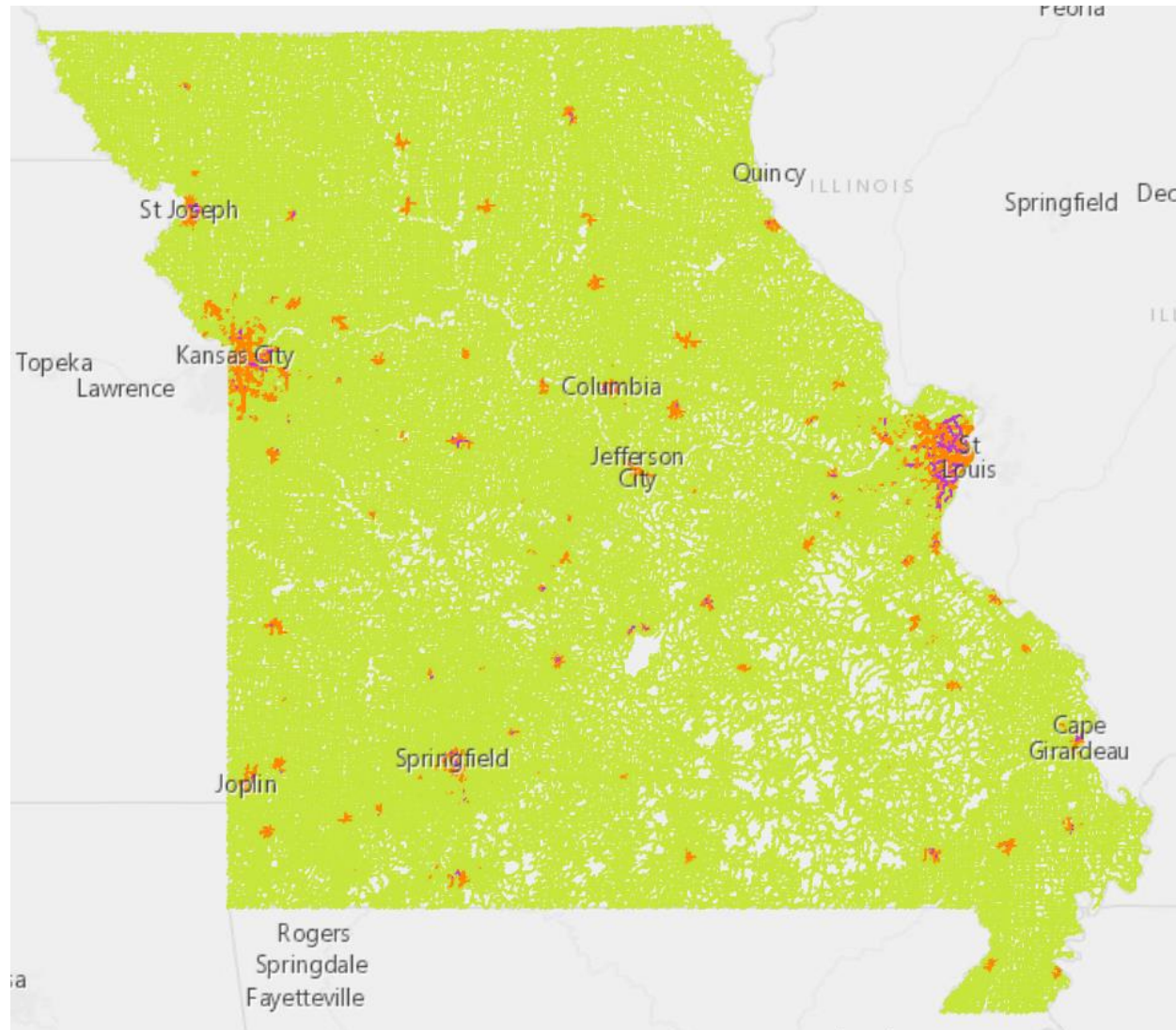
Roadway configuration

- Arterial roads
- 3 – 4 lanes
- No median
- 30 – 50 mph speed limit

Users

- Higher number of VRU trips
- Moderate traffic volume
- Served by transit

Higher Potential Network



(All VRU Crashes per 100 miles per year, Missouri, 2015 – 2023)

VRU Activities



ADA Transition Plan

- \$194.3 Million completed so far
- 66% documented completed
- Estimated another \$120 million to complete
- Completion August 2027



Highway Safety Improvement Program VRU Apportionment



- 15% of HSIP
- \$12 million per fiscal year starting in FY26



ASKING THE RIGHT QUESTIONS

THE SAFE SYSTEM APPROACH



Safety Assessment For Every Roadway

INSTRUCTIONS

The goal is to incorporate safety measures in all

First Year of STIP
2026

Status
Approved

District
☐ NW
☐ NE
☐ KC
☐ CD
☐ SL
☐ SW
☐ SE
☐ ST

County
☐ ADAIR
☐ ANDREW
☐ ATCHISON
☐ AUDRAIN

RPC/MPO
All

Percent of Eligible STIP Projects with Safety Included

23%17%6%29%

676

NewMixedMaintainingPotential OpportunityN/A

Percent of Eligible STIP Projects with Safety Included

District

NWNECKCDLSWSEST

0%20%40%60%80%100%

NewMixedMaintainingPotential Opportunity

DProjectDescription

1NW0042Pavement resurfacing from Rte. 115 near Lathrop to the Clay County line.

1NW0043Pavement resurfacing from Rte. 5 west of Unionville to Rte. N at Livonia.

1NW0044Pavement resurfacing from the Iowa State line to Rte. 148 north of Maryville.

1NW0045Modify intersection configuration at Riverside Terrace 0.6 mile south of Rte. AC.

1NW0046Bridge replacement over Platte River 0.4 mile west of Rte. AH near Conception Junction. Project involves bridge R0014.

1NW0047Bridge rehabilitation over One Hundred and Two River 0.8 mile west of Bolckow. Project involves bridge A1251.

1NW0048Bridge rehabilitation over Bee Creek near Faucett. Project involves bridge A25B1.

CategoryActionDetailed WorkImprovement LifeFatal Crash ReductionSerious Injury Reduction

SAFETYMODIFYINTERSECTION

250.003.00

Total

0.001.00

Safety Assessment For Every Roadway (SAFER) Segment Analysis Tool - Rural Two Lane

Created By: MoDOT Highway Safety and Traffic Division

Date: 10/26/2023

Clear Out Input

Roadway:Job #:

Begin Log Mile:End Log Mile:

Description:

Detailed Work Item	Improvement Life, Years	Reduction in Fatal Crashes	Reduction in SI Crashes	
2ft. Shoulder with rumble stripe	7	0.125	0.188	Tangent Section
Install chevron signs on horizontal curves	12	0.005	0.008	Curve Section
Input Data				
Length of segment, L (mi)	Site Conditions			
AADT (veh/day)	2			
Lane width (ft)	5,000			
Shoulder width (ft)	11			
Shoulder type	Right Shld: 4Left Shld: 2			
Centerline rumble strips (present/not present)	Right Shld: PavedLeft Shld: Paved			
Passing lanes (present (1 lane) / present (2 lane) / not present)	Not PresentNot Present			
Driveway Density (driveways/mile)	5			
Countermeasure				
Name	Crash Modification Factor (CMF)			
2ft. Shoulder with rumble stripe	Fatal	Serious Injury	Minor Injury	PDO
Notes: MoDOT study	0.918	0.918	0.918	0.918
Service Life				
7				
Tangent Crash Severity Level				
Existing	With Countermeasure	Crash Reduction		
Total	19,712	18,005	1,616	
Fatal	1,265	1,162	0,104	
Serious Injury	1,898	1,743	0,156	

E ROADWAY USERS

tunities to enhance crossings based on the num
e for Selecting Countermeasures at Uncontrolled

1. Application of Pedestrian Crash Countermeas
crossing locations that could be improved?

Continuing Activities

- HSIP VRU Apportionment
- SAFER
- Updating Various Policies

Table 1: Application of Pedestrian Crash Countermeasures by Roadway Feature

Table 1 identifies suggested countermeasures for uncontrolled crossing locations according to roadway and traffic features. Review the corresponding worksheets for countermeasures considered for the site. The worksheets describe additional design and installation considerations for the countermeasures.

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	1 2 4 5 6 7 9	1 5 6 7 9	1 5 6 7 9	1 2 3 4 5 6 7 9	1 5 6 7 9	1 5 6 7 9	1 2 3 4 5 6 7 9	1 5 6 7 9	1 5 6 7 9
3 lanes with raised median (1 lane in each direction)	1 2 3 4 5	1 5 6 7 9	1 5 6 7 9	1 2 3 4 5	1 5 6 7 9	1 5 6 7 9	1 2 3 4 5	1 5 6 7 9	1 5 6 7 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	1 2 3 4 5 6 7 9	1 5 6 7 9	1 5 6 7 9	1 2 3 4 5 6 7 9	1 5 6 7 9	1 5 6 7 9	1 2 3 4 5 6 7 9	1 5 6 7 9	1 5 6 7 9
4+ lanes with raised median (2 or more lanes in each direction)	1 2 3 4 5 6 7 8 9	1 5 6 7 8 9	1 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 5 6 7 8 9	1 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 5 6 7 8 9	1 5 6 7 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	1 2 3 4 5 6 7 8 9	1 5 6 7 8 9	1 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 5 6 7 8 9	1 5 6 7 8 9	1 2 3 4 5 6 7 8 9	1 5 6 7 8 9	1 5 6 7 8 9

Given the set of conditions in a cell,
 # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
 ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
 ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*
 The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
 2 Raised crosswalk
 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
 4 In-Street Pedestrian Crossing sign
 5 Curb extension
 6 Pedestrian refuge island
 7 Rectangular Rapid-Flashing Beacon (RRFB)**
 8 Road Diet
 9 Pedestrian Hybrid Beacon (PHB)**

SAFETY ASSESSMENT FOR EVERY ROADWAY (SAFER)

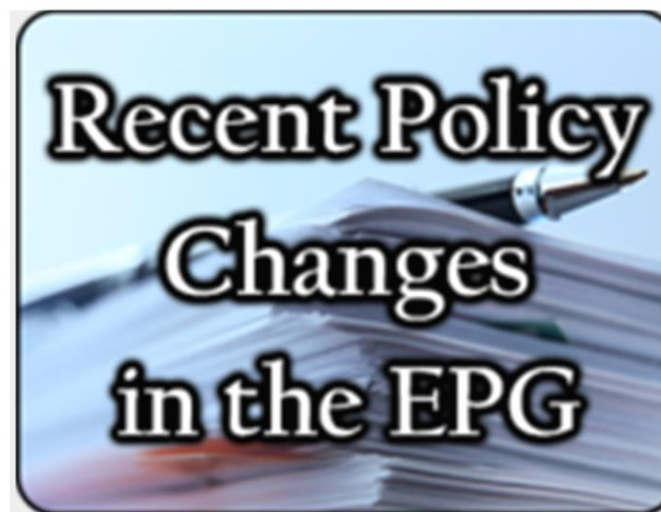
ASKING THE RIGHT QUESTIONS

THE SAFE SYSTEM APPROACH



INSTRUCTIONS

The goal is to incorporate safety measures in all projects. The intent of this tool is to facilitate a discussion of safety in all MoDOT projects. Project Managers with the core team should use this document to consider baseline safety improvements for projects. Crash history and customer areas of concern should be part of the discussion, as well as considerations for potential future crashes. This is not an all-inclusive list, and further safety analysis may be required. If other safety improvements not specified on the form have been considered, these items can be added to the form. Comments can be added to note core team discussions and decisions.



Thank You!





6

HIGH PRIORITY UNFUNDED NEEDS

-- Presented by Llans Taylor, Transportation Planning Director 573-526-1374.

ISSUE: Missourians have repeatedly established the number one goal for MoDOT is to take care of the existing system; however, many needs still exist that remain unfunded. The Citizen's Guide to Transportation Funding identifies \$1.1 billion of annual high-priority unfunded transportation needs under six categories.

Unfunded needs prioritization is an annual effort resulting in the High Priority Unfunded Needs List. The list includes multiple tiers of needs. The first tier represents the highest priority needs which could be delivered with additional funds in the Statewide Transportation Improvement Program timeframe. The second and third tier represents the highest priorities which could be delivered beyond the horizon of the Statewide Transportation Improvement Program. The Multimodal tier represents the highest multimodal priorities which could be delivered if there was a dedicated funding source for other modes. The distribution of funds is based upon the third step of the Commission's Funding Allocation policy for System Improvements. Planning partners are an essential element in the process that develops this list.

RECOMMEND that the Commission:

- This item is for information only; no action is required.

DEPARTMENT VIEW:

- The department and Commission value the importance of public input and the established planning framework that utilizes Regional Planning Commissions and Metropolitan Planning Organizations to select and prioritize needs and projects.
- The department and Commission established a process to annually prepare a list of unfunded transportation needs which enables the department to be prepared should additional resources become available and continue its collaboration with its planning partners.

OTHER VIEWS:

- The planning framework process provides local input and transparency for prioritization decisions.

MHTC POLICY:

- Statewide Transportation Improvement Program – Planning Framework.
- Statewide Transportation Improvement Program – Funding Allocation.
- Statewide Transportation Improvement Program – Long Range Transportation Plan.

OTHER PERTINENT INFORMATION:

- The Commission originally adopted a planning framework policy in 2004 that was revised and updated in 2013 and reaffirmed in 2019.
- In 2019 there was a potential for additional transportation funds. In order to be prepared to receive and use these funds as quickly as possible, the department developed the first High Priority Unfunded Needs List. This list was used to educate transportation leaders

and elected officials about transportation needs in Missouri and how additional transportation funds would be used. It also allowed the department to include planning partners in the process that developed the list.

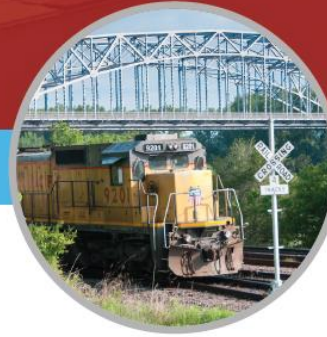
- Over the last several months, MoDOT staff worked with Metropolitan Planning Organizations and Regional Planning Commissions throughout the state to develop a list of unfunded road and bridge needs, and Multimodal needs. The development assumption targeted a total of \$4.5 billion for three tiers and another tier for Multimodal at \$1 billion. Tier one targeted \$500 million and tiers two and three targeted the remaining \$4 billion.
- The needs list that resulted from the tiered process was a little more than the targeted amounts, totaling \$4.7 billion statewide. The tier one list totaled \$525 million, the tier two list totaled \$2.2 billion, the third tier totaled \$2 billion. Attachment 1 provides the list of high-priority unfunded needs that were identified through this collaborative process.
- The statewide needs list and major bridge list represent known needs that must be acknowledged but that were not identified through the collaborative process.
- Public meetings were held in August to receive public comment/input on the unfunded needs list for which there were 195 participants. Additionally, this information was available on MoDOT's website for public comment.
- 55 comments were received from 30 individuals, supporting needs identified in the list or identifying additional areas of focus. 17 comments were received supporting 12 needs on the list, 36 comments were received identifying 16 needs/need types not currently on the list, and two comments were received objecting 2 needs/need types.

SOURCE OF FUNDING: Projected federal funds, state revenue, and local contributions.

HIGH PRIORITY UNFUNDED NEEDS

Llans Taylor
Transportation Planning Director

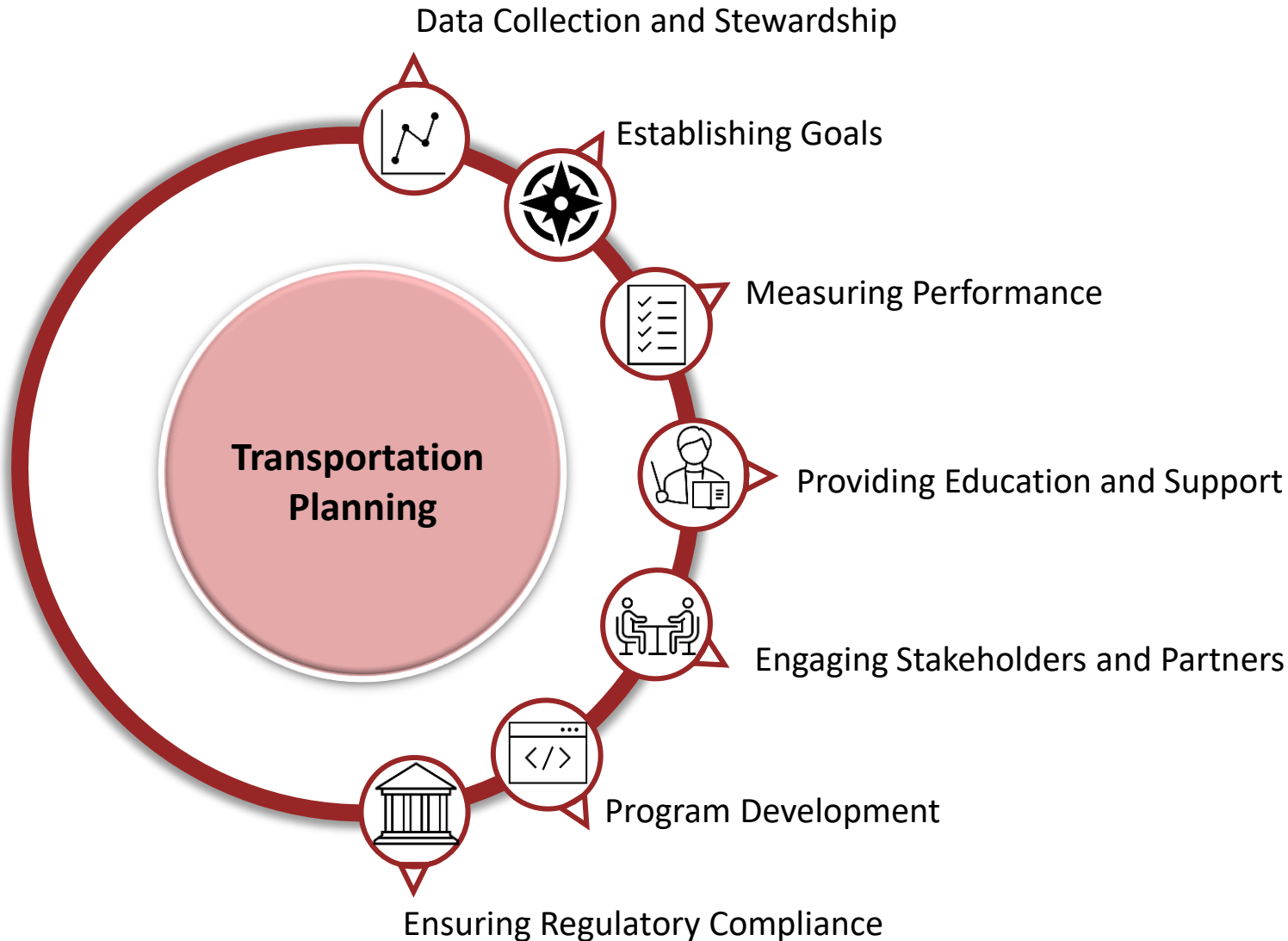
Missouri HIGH-PRIORITY UNFUNDED NEEDS



Oct. 2025



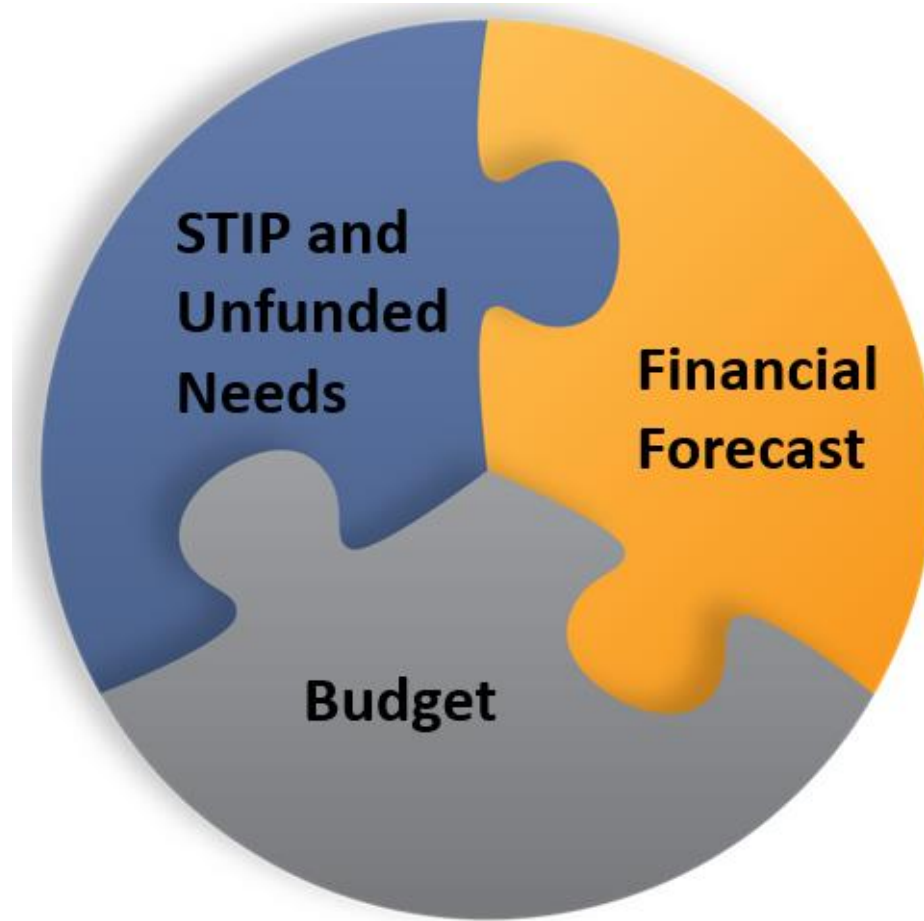
TRANSPORTATION PLANNING



Connecting stakeholder input, data, and needs to deliver improvements

Metropolitan Planning Organizations

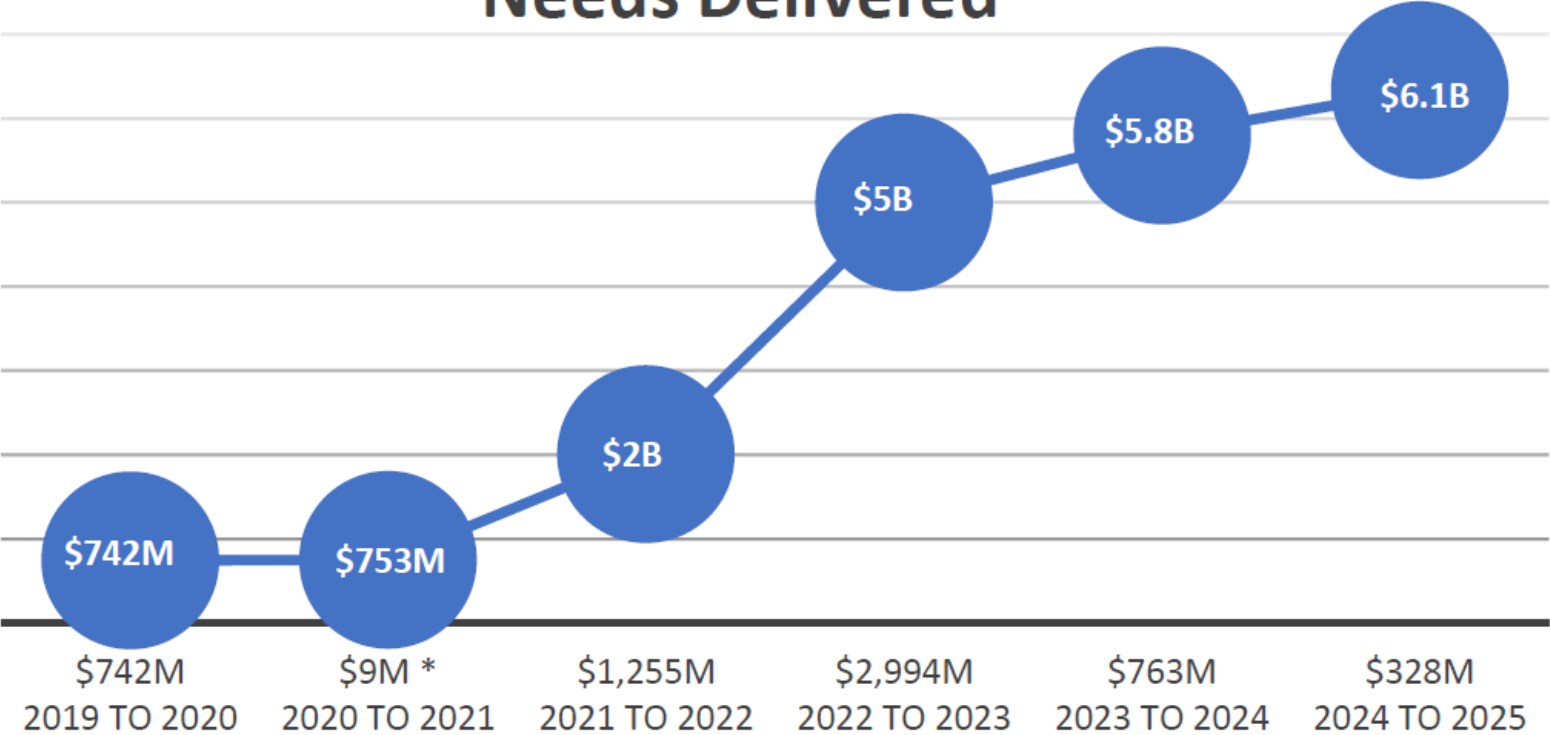
This map of Missouri displays its 115 counties, color-coded into five regions: Northwest (yellow), Northeast (blue), Central (light blue), Southwest (green), and Southeast (orange). Major cities are marked with stars, including St. Louis, Kansas City, Springfield, and others. The map also shows major highways and regional labels like 'Northwest', 'Northeast', 'Central', 'Southwest', and 'Southeast'. The Missouri River is shown on the western border, and the Arkansas River is on the southern border.



FINANCIAL PLANNING MODEL

DELIVERING RESULTS!

Total High-Priority Unfunded Needs Delivered



* Note: No annual update to the STIP

In conjunction with planning partners, we moved 25 needs worth \$328 million from the unfunded needs list to the 2026-2030 STIP

- \$71M of Road and Bridge needs
- \$257M of Major Bridge needs



HIGH-PRIORITY UNFUNDED ANNUAL TRANSPORTATION NEEDS
\$1.1 billion



THE NEEDS

THE OUTCOME

- \$4.7 billion of road and bridge needs in new updated document
 - Three tiers
 - Tier one = could be accomplished in the current STIP horizon
- \$1 billion of multimodal projects



HIGH-PRIORITY UNFUNDED ROAD AND BRIDGE NEEDS

October - 2025

Tier 1 - \$525 million

- Improve Bridge Conditions
- Improve Road Conditions
- Increase Economic Growth and Improve Safety
- Major Interstate Reconstruction

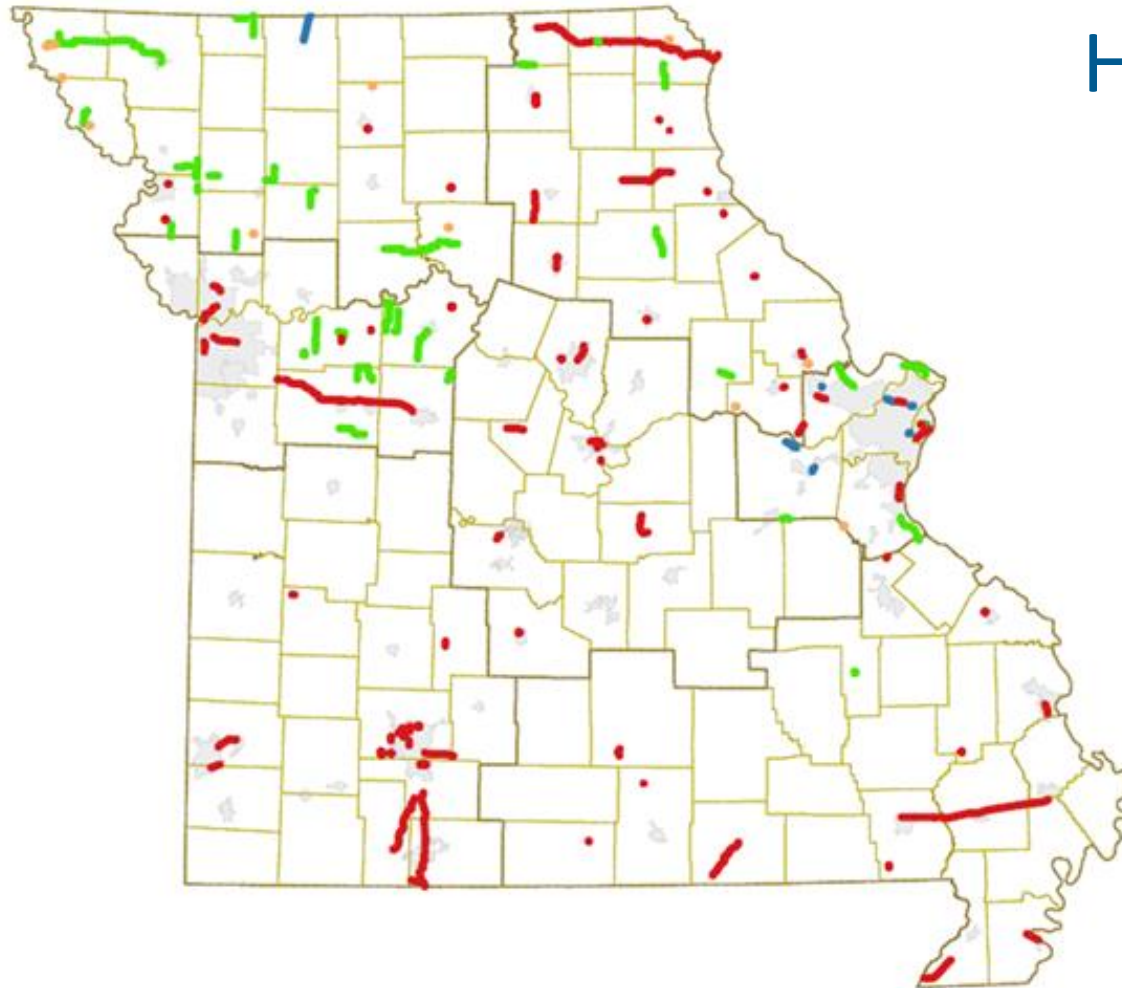
TIER 1



HIGH-PRIORITY UNFUNDED ROAD AND BRIDGE NEEDS

October - 2025

Tier 2 - \$2.2 billion



-  Improve Bridge Conditions
-  Improve Road Conditions
-  Increase Economic Growth and Improve Safety
-  Major Interstate Reconstruction

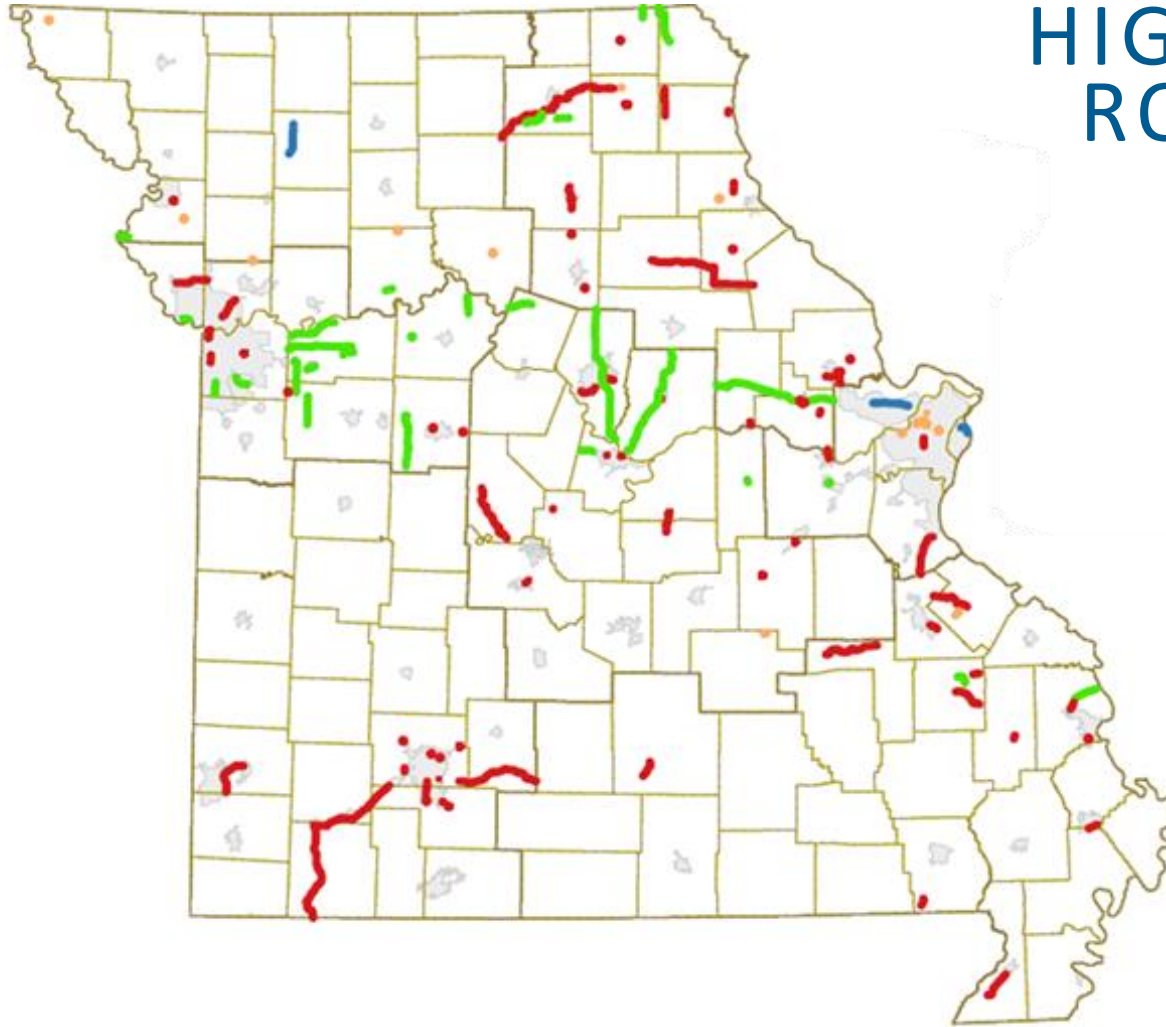
TIER 2



HIGH-PRIORITY UNFUNDED ROAD AND BRIDGE NEEDS

October - 2025

Tier 3 - \$2 billion



-  Improve Bridge Conditions
-  Improve Road Conditions
-  Increase Economic Growth and Improve Safety
-  Major Interstate Reconstruction

TIER 3

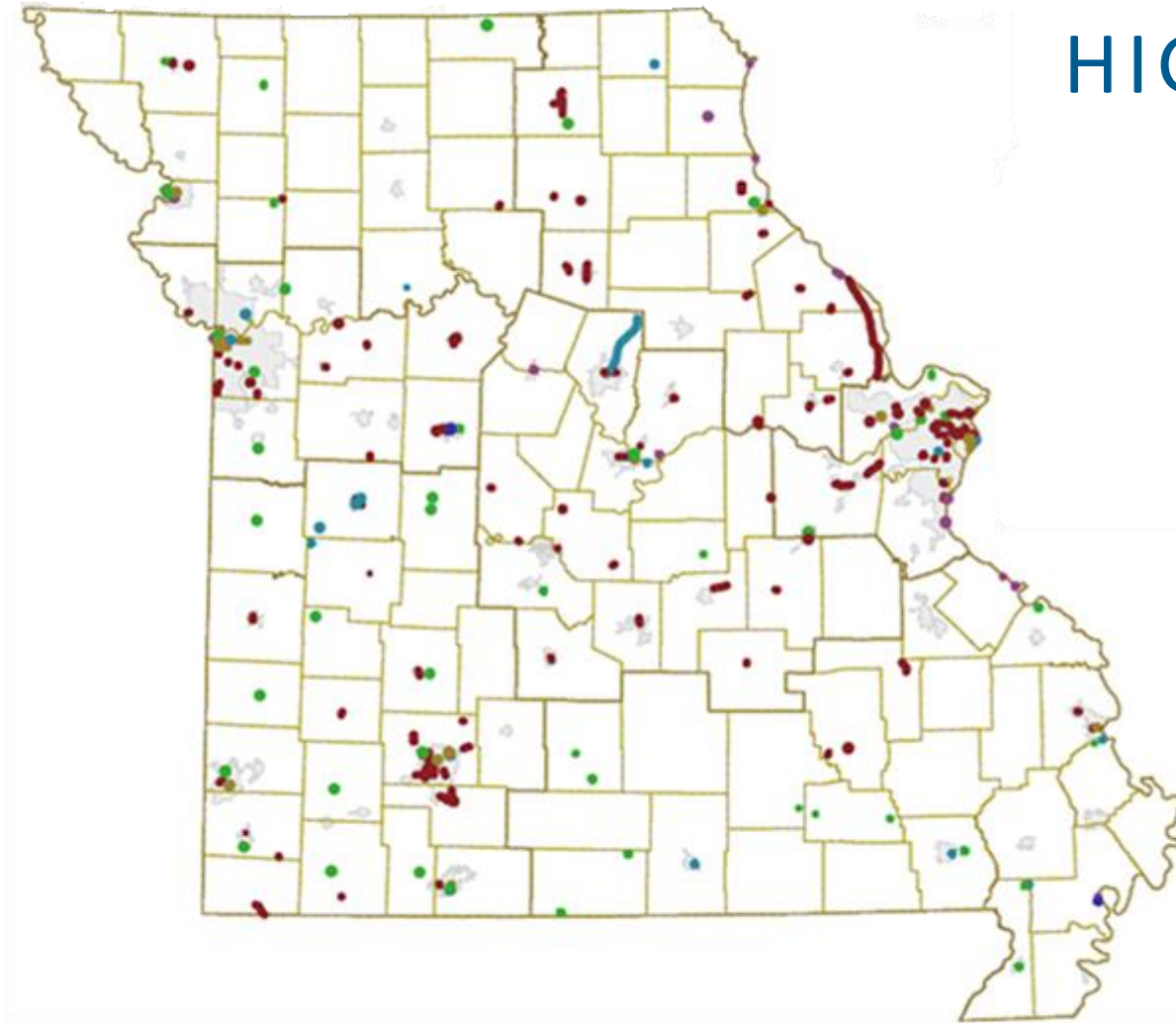


HIGH-PRIORITY UNFUNDED MULTIMODAL NEEDS

October - 2025

Multimodal - \$1 billion

- ACTIVE TRANSPORTATION
- AVIATION
- FREIGHT
- RAIL
- TRANSIT
- WATERWAYS



MULTIMODAL

HIGH-PRIORITY UNFUNDED STATEWIDE NEEDS

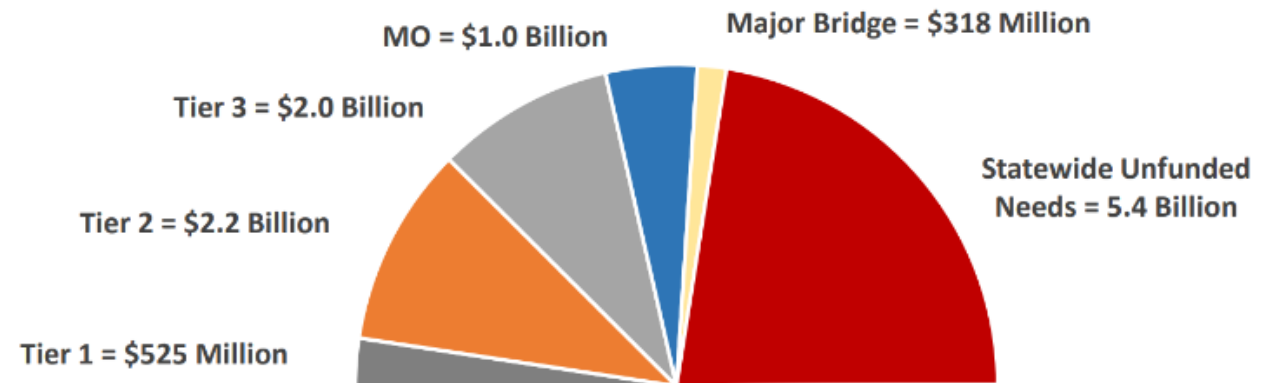
October - 2025

DESCRIPTION	TOTAL COST	CATEGORY
RECONSTRUCT AND ADD CAPACITY TO IS 44 FROM MO 100 TO THE MISSOURI STATE LINE ^(Note *)	\$4,500,000	MAJOR INTERSTATE RECONSTRUCTION
REPLACE OR UPGRADE SIGNS, SIGNALS, CAMERAS, LIGHTING, STRIPING, AND GUARD CABLE AND ADDRESS TOP TIER VULNERABLE ROAD USER NEEDS	\$75,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
RECONSTRUCT INTERSTATE AND ADD OUTER ROADS TO INCREASE INTERSTATE RESILIENCY (PARTIAL)	\$100,000	MAJOR INTERSTATE RECONSTRUCTION
ANNUAL PROGRAM TO IMPROVE THE CONDITION OF LOW VOLUME ROADS	\$25,000	IMPROVE ROAD CONDITIONS
AMTRAK MISSOURI RIVER RUNNER	\$20,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS
HIGHWAY-RAILROAD CROSSING SAFETY IMPROVEMENTS	\$650,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
GRAND TOTAL	\$5,370,000	

Note * - Estimated total range of \$4.5 billion to \$7.5 billion based upon initial long range scoping estimates.

Amounts in \$1,000 in 2025 Dollars (Uninflated)

TOTAL IDENTIFIED HIGH PRIORITY UNFUNDED NEEDS



\$11 BILLION HIGH-PRIORITY UNFUNDED NEEDS

Amounts in \$1,000 in 2025 Dollars (Uninflated)

TOTALS BY PRIORITY

DISTRICT	TIER 1	TIER 2	TIER 3	MULTIMODAL	MAJOR BRIDGE	STATEWIDE	GRAND TOTAL
NORTHWEST	\$26,319	\$89,302	\$100,906	\$46,280	\$102,000	-	\$364,807
NORTHEAST	\$24,575	\$93,250	\$94,075	\$47,000		-	\$258,900
KANSAS CITY RURAL	\$12,000	\$51,073	\$51,971	\$27,539		-	\$142,583
KANSAS CITY URBAN	\$100,000	\$414,000	\$419,600	\$203,872		-	\$1,137,472
CENTRAL	\$62,700	\$228,682	\$234,853	\$114,400		-	\$640,635
ST. LOUIS	\$172,520	\$840,431	\$567,200	\$337,003	\$216,000	-	\$2,133,154
SOUTHWEST RURAL	\$47,227	\$185,311	\$188,310	\$88,195		-	\$509,043
SOUTHWEST URBAN	\$30,350	\$123,274	\$120,681	\$56,000		-	\$330,305
SOUTHEAST	\$49,455	\$189,850	\$193,776	\$91,898		-	\$524,979
STATEWIDE	-	-	-	-	-	\$5,370,000	\$5,370,000
GRAND TOTAL	\$525,146	\$2,215,173	\$1,971,372	\$1,012,186	\$318,000	\$5,370,000	\$11,411,877

THE MEETINGS

- Aug. 5 – Aug. 28
 - 10 meetings
 - 162 external participants
- **Provide an update and receive feedback on critical needs that exist across the state**

THE AUDIENCE

- The public, state lawmakers, city officials, county officials, media, contractors, planning partners, and more.



THE FEEDBACK

- **30** individuals submitted **55** comments - supporting needs identified on the list or suggesting additional areas of focus
- Comments included
 - **Support** for **12** needs
 - **Objected** to 2 needs/need types
 - **Identified 16 more** needs/need types



THE TRENDS

- **Supported:**

IS 70

US 412

US 54

MO 763

MO 100

MO 5

IS 44

US 63/50

US 50

MO 131

MO 47

- Multimodal Active Transportation needs
- Multimodal Rail Expansion needs
- Interstate Reconstruction

- **Objected:**

- Forward 44 Needs – Consider Modal Alternatives
- Any Road or Bridge need being funded



THE TRENDS

- **Identified Additional Needs/Need Types:**

- US 61 Hannibal Bypass
- Multimodal Active Transportation (AT)
 - Rock Island Trail
 - US Bike Route Wayfinding Signing
 - Developing a Statewide AT Needs program
 - Safe Routes To Schools program
- Multimodal Transit
 - Expand Bus Service
 - Non-Bus Options



THE TRENDS

- **Identified Additional Needs/Need Types:**
(continued)

- Multimodal Rail Additional Passenger Rail Service
- Construct Sidewalks on Existing Facility
- Develop a Formal Road Diet Program
- Build Wildlife Crossings
- General Multimodal Needs
- MoDOT Operations



- Publish the new list!
- Ensure partners are aware of comments related to unlisted needs
 - District staff and Partners should consider these needs during the next prioritization effort
- Start the process again early 2026
 - This is an iterative process
 - Look for ways to improve the process
 - Look for ways to improve the list

NEXT STEPS



Missouri

HIGH-PRIORITY UNFUNDED NEEDS



INTRODUCTION

Message from Missouri Department of Transportation Director Ed Hassinger

Traverse just a small stretch of Missouri's roadways and you're likely to encounter the investments being made in transportation infrastructure. This year, there are more work zones than ever - with over 1,000 active work zones across the state at its peak this summer. Each work zone is indicative of the investments being made in Missouri's transportation infrastructure, by Gov. Kehoe, the General Assembly and the taxpayers. No small feat considering it's the seventh largest system in the nation, with nearly 34,000 miles of roads and over 10,000 bridges and culverts. The relationships that MoDOT has with regional planning partners and the construction and contractor communities throughout the state are paramount to the success of these investments.

In March, MoDOT and our construction partners broke ground on the largest single project in MoDOT history with the second Improve I-70 project, stretching from Wentzville to Warrenton. This is an incredible milestone and is part of the larger \$2.8 billion investment being made on Interstate 70 using General Revenue funds and bonds.

The Improve I-70 program and Forward 44 effort were once a part of this list of high-priority unfunded needs. To see these projects come to fruition is a testament to the work that MoDOT does with Metropolitan Planning Organizations and Regional Planning Commissions and local, state, and federal elected officials across the state. Together, we were able to move 25 needs worth \$328 million from the High-Priority Unfunded Needs list to the FY 2026-2030 Statewide Transportation Improvement Program (STIP), making those improvements to infrastructure a reality.

The FY 2026-2030 STIP is one of the largest on record and makes available \$13.3 billion over the next five years, funding more than 1,200 projects including design and project development costs. Over the last decade, MoDOT and its construction partners have completed 4,099 projects worth a total of \$10.1 billion, with 93% completed on time at \$385 million below budget.

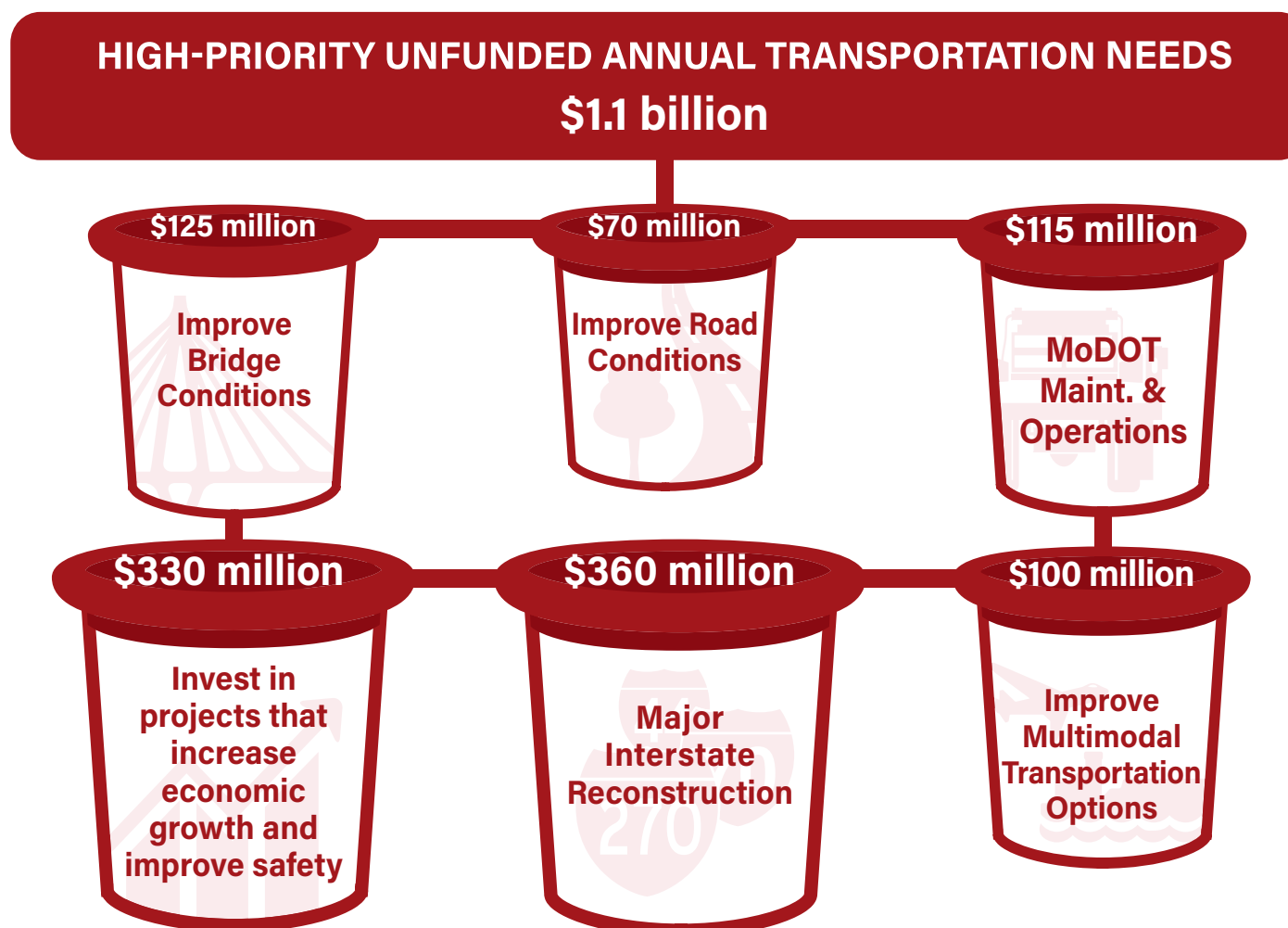
While it's great to see such unprecedented investments being made, there are needs that remain on the High-Priority Unfunded Needs list. MoDOT's publication, The Citizen's Guide to Transportation Funding in Missouri, identifies \$1.1 billion in annual unfunded transportation needs. With the funding that is available and a large infrastructure to maintain, the challenge is determining the needs to fund that provide the greatest return on investment to taxpayers.

Each year, with the help of planning partners across that state, MoDOT prioritizes those unfunded needs. This year, \$4.7 billion in road and bridge needs have been sorted into three tiers. Tier one includes \$525 million and focuses on needs that could be accomplished within the current five-year STIP as federal and state funding is available. These needs have more refined estimates. Tier two is worth \$2.2 billion and includes needs beyond the current STIP timeframe with broader estimates. Tier three includes \$2.0 billion of needs also beyond the current STIP timeframe with broader estimates. MoDOT staff also worked with regional planning partners to identify an additional \$1 billion in multimodal needs.

The High-Priority Unfunded Needs list provides direction for future years' STIP development. MoDOT stands ready and, in conjunction with our planning partners, will respond to and prioritize these unfunded needs as federal and state funding becomes available. Together, we continue to provide the best service possible to the citizens of Missouri.

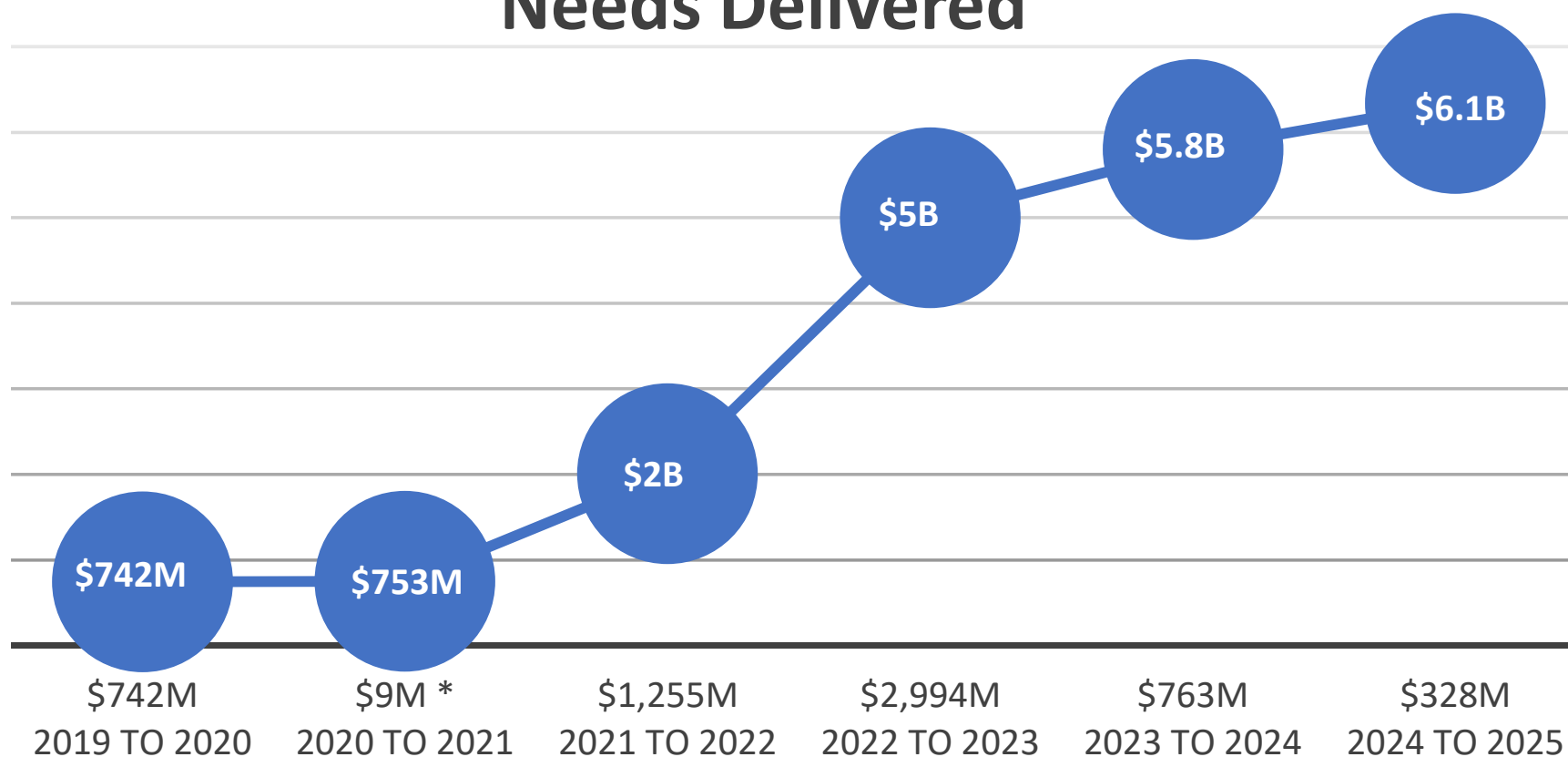
INTRODUCTION

Missourians have repeatedly communicated the number one goal for MoDOT is to take care of the existing system of roads and bridges, so the majority of taxpayer dollars for transportation are invested in asset management projects. Current funding levels are only sufficient to maintain the transportation system in its current condition leaving many transportation needs unfunded. MoDOT has identified \$825 million in annual transportation needs. With inflation applied, the total is \$1.1 billion which totals \$11 billion over 10 years.



INTRODUCTION

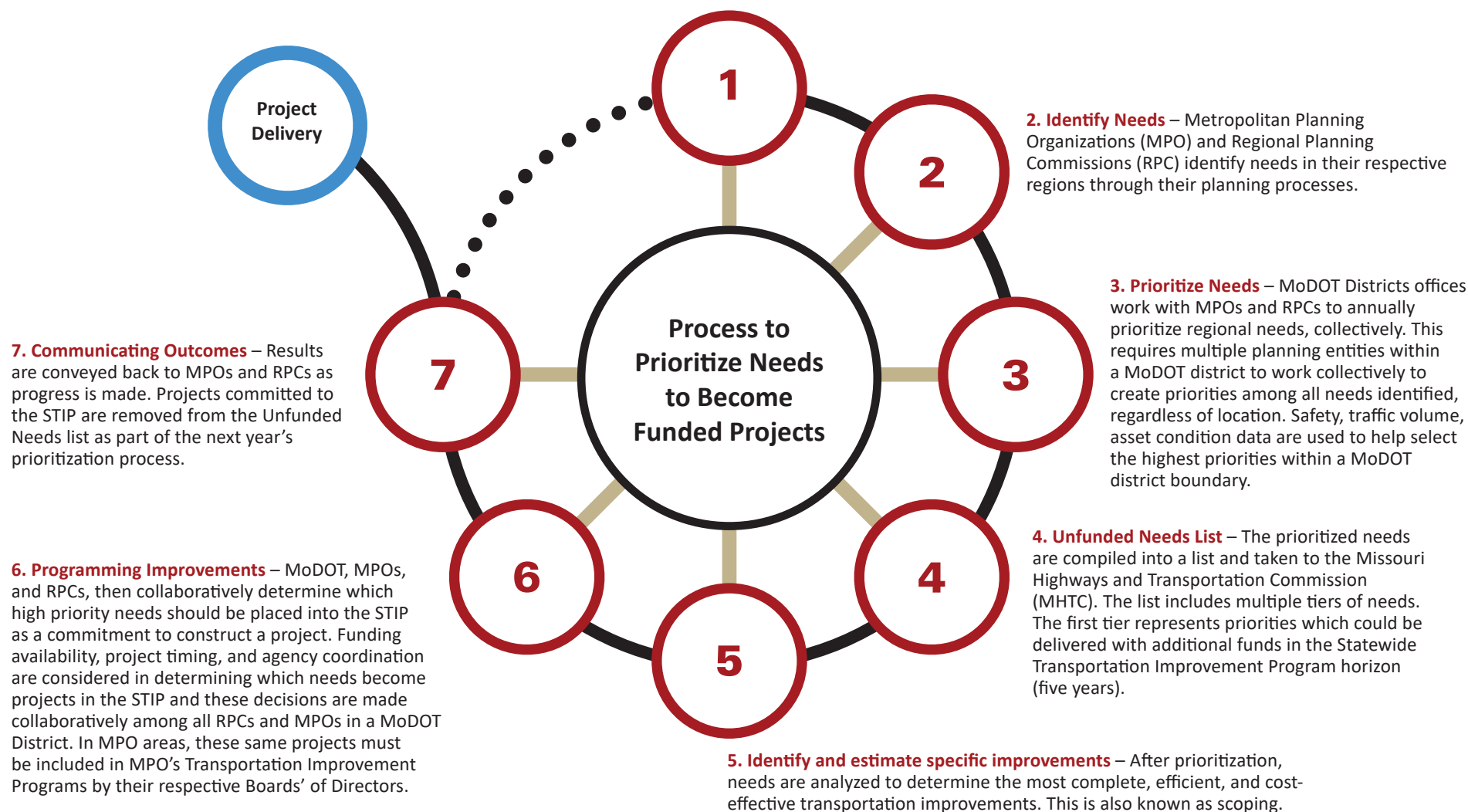
Total High-Priority Unfunded Needs Delivered



* Note: No annual update to the STIP

INTRODUCTION

1. Establish a vision – MoDOT’s vision for its transportation future is best captured by the five goals established by Missourians in the Long-Range Transportation Plan. In priority order, they are: 1) Take care of the transportation system; 2) Keep all travelers safe; 3) Invest in projects that spur economic growth and create jobs; 4) Give Missourians better transportation choices; and 5) Improve reliability and reduce congestion.



INTRODUCTION

\$125 million

Improve
Bridge
Conditions

Improve Bridge Conditions – Missouri has 10,427 bridges of varying sizes. Currently, 752 bridges, or 7%, are in poor condition. Investing an additional \$125 million each year for ten years would decrease the number of poor condition bridges to approximately 300, or 3% of the total bridges.

\$70 million

Improve
Road
Conditions

Improve Road Conditions – Missouri's state highway system consists of approximately 34,000 miles, the seventh largest in the nation. The majority of travel occurs on the 5,560 miles of interstate and major routes – 89% of these routes are in good condition. Minor routes account for 17,903 miles of the system – 83% of these routes are in good condition. The low volume routes, which carry less than 400 cars per day, account for 10,351 miles – 83% of these routes are in good condition. Investing an additional \$70 million each year for ten years would preserve the current condition of interstate, major, and minor routes.

\$115 million

MoDOT
Maint. &
Operations

MoDOT Maintenance & Operations – MoDOT employs 3,000+ field employees throughout the state to operate and maintain the transportation system. Services include pavement repairs, winter operations, and mowing roadsides. To continue the current level of service, an additional investment of \$115 million per year is needed to keep pace with inflationary cost increases.

INTRODUCTION

\$330 million

Invest in projects that increase economic growth and improve safety

Invest in projects that increase economic growth and improve safety – These projects include new interchanges, adding shoulders with rumble stripes and adding lanes to the current system. In addition to congestion reduction and economic growth benefits, all of these projects would improve safety so fewer fatalities and serious injuries occur. An additional investment of \$330 million per year would allow MoDOT to begin meeting those needs.

\$360 million

Major Interstate Reconstruction

Major interstate reconstruction – The nation's interstate system is over 60 years old, and Missouri's interstates were built with a 20-year life expectancy. Missouri's interstates need to be reconstructed with added capacity to reliably handle mounting levels of traffic, especially long-haul trucks. An additional \$360 million per year would allow MoDOT to begin tackling this long overdue improvement.

\$100 million

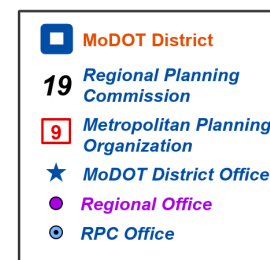
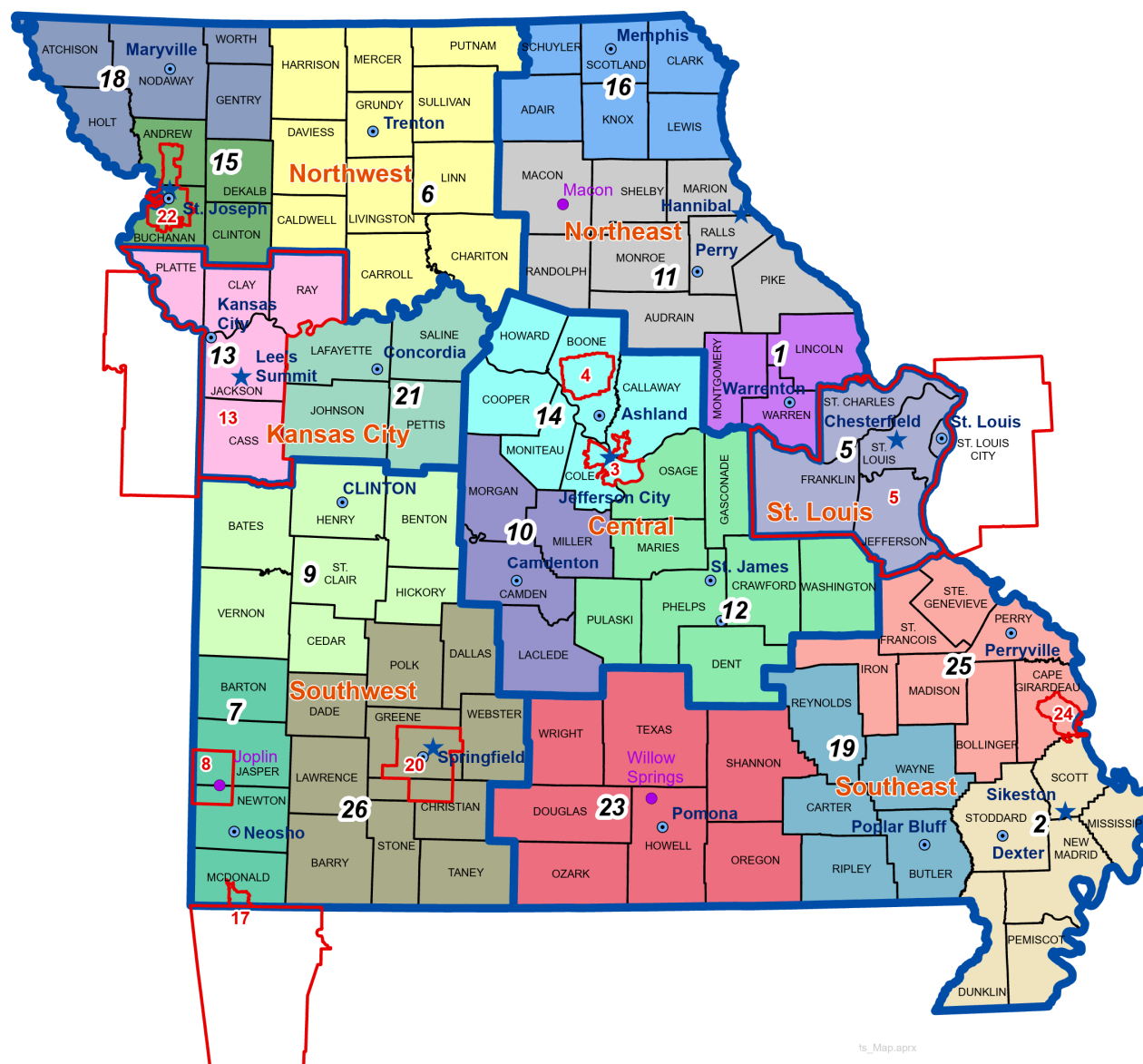
Improve Multimodal Transportation Options

Improve multimodal transportation options – Many Missourians rely on non-highway modes of transportation; however, the state currently invests very little money toward those needs. Missouri's transit systems, railroads, ports, waterways, airports, and bicycle/pedestrian facilities could begin to see much needed improvements with an annual investment of \$100 million each year.

INTRODUCTION

Missouri Regional Planning Commissions and Metropolitan Planning Organizations

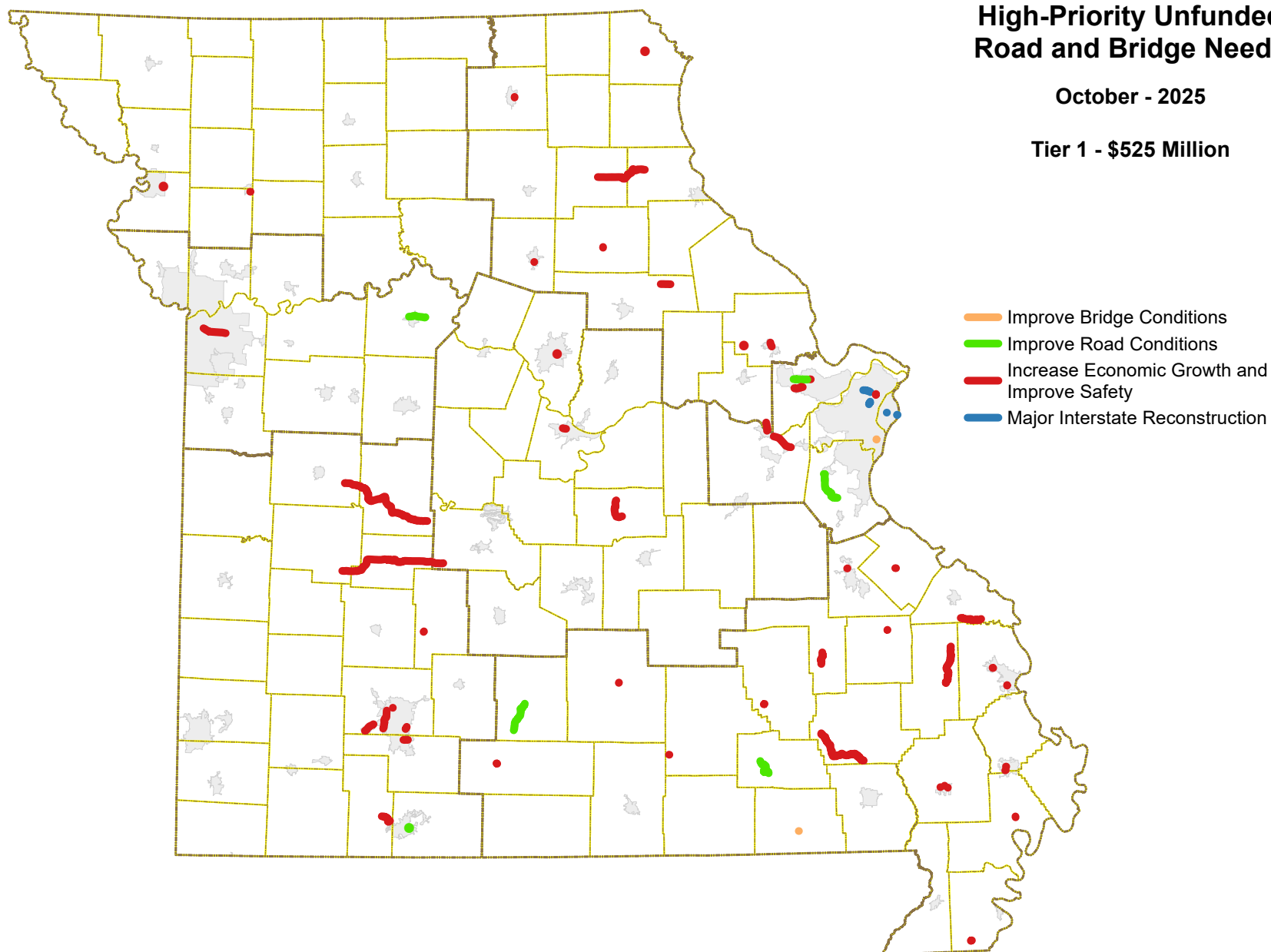
MoDOT collaborated with Metropolitan Planning Organizations and Regional Planning Commissions across the state to begin identifying specific projects within each category. The projects were divided into three tiers – the highest priority tier one totaling \$525 million, tier two totaling \$2.2 billion and tier three totaling \$2.0 billion. An additional \$1 billion of multimodal unfunded needs were also identified. The following pages summarize all of these unfunded needs.



High-Priority Unfunded Road and Bridge Needs

October - 2025

Tier 1 - \$525 Million



TIER 1 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
NORTHWEST	BUCHANAN	RT AC S	IMPROVE US 36 INTERCHANGE	\$7,599	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	CLINTON	RT BB S	INTERCHANGE IMPROVEMENTS AT RTE. BB IN CAMERON	\$18,720	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	ADAIR	US 63 S	INTERSECTION SAFETY IMPROVEMENT ON ILLINOIS STREET NEAR KIRKSVILLE (PARTIAL, REMAINDER IN TIER 2)	\$2,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	AUDRAIN	US 54 E	CONSTRUCTION OF SHARED 4-LANE FROM RTE. 19 AT BASINGER CORNER TO FARBER	\$6,850	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	CLARK	US 136 E	INTERSECTION SAFETY IMPROVEMENTS AT RTE. 81 IN KAHOKA (PARTIAL, REMAINDER IN TIER 2)	\$2,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LINCOLN	MO 47 S	INTERSECTION IMPROVEMENTS IN HAWK POINT AT RTE. A/D	\$3,600	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LINCOLN	US 61 N	STUDY FOR EAST OUTER ROAD FROM SOUTH LINCOLN DRIVE TO RTE. 47	\$2,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	MONROE	MO 15 S	INTERSECTION IMPROVEMENTS SOUTH OF PARIS	\$775	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	RANDOLPH	BU 63 S	INTERSECTION IMPROVEMENTS AT RTE. M IN MOBERLY	\$4,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	SHELBY	MO 168 E	ADD RUMBLESTRIPES FROM 0.8 MILE EAST OF RTE. 15 NEAR SHELBYVILLE TO RTE. D IN PHILADELPHIA IN MARION COUNTY (PARTIAL, REMAINDER IN TIER 2)	\$1,300	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	WARREN	MO 47 S	HYDRAULIC STUDY TO RAISE EXISTING ROAD AND REDUCE FLOODING CLOSURES NORTH OF WASHINGTON IN DUTZOW	\$1,550	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY RURAL	SALINE	MO 240 E	PAVEMENT RESURFACING FROM RTE. 65 TO 0.2 MILE EAST OF RTE. 41.	\$12,000	IMPROVE ROAD CONDITIONS
KANSAS CITY URBAN	JACKSON	IS 70 E	I-70 CORRIDOR IMPROVEMENTS FROM I-435 TO I-470 (PARTIAL 1 OF 2)	\$100,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	BOONE	US 63 S	CAPACITY AND SAFETY IMPROVEMENTS AT RTE. 63/RTE. WW INTERCHANGE	\$14,408	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	COLE	US 50 W	CAPACITY AND SAFETY IMPROVEMENTS ON RTE. 50/TRUMAN BLVD/COUNTRY CLUB DR INTERCHANGE ON NW QUADRANT; INCORPORATE PEDESTRIAN FACILITIES	\$8,569	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	MARIES	US 63 S	CAPACITY AND SAFETY IMPROVEMENTS ON RTE. 63 FROM NORTH OF VIENNA TO SOUTH OF VIENNA (PARTIAL 1 OF 2)	\$39,723	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	FRANKLIN	MO 100 E	INTERSECTION IMPROVEMENTS FROM ST. JOHNS RD TO I-44	\$20,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	JEFFERSON	RT B S	PAVEMENT, SIGNAL, PEDESTRIAN, SAFETY, AND BRIDGE IMPROVEMENTS FROM MO. 30 TO OLD 21	\$11,400	IMPROVE ROAD CONDITIONS
ST. LOUIS	ST. CHARLES	N OR 70 E	SIGNAL, SAFETY IMPROVEMENTS AT ELAINE DR	\$2,310	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. CHARLES	RT N E	CAPACITY IMPROVEMENTS PHASE 1 FROM WEST END OF HOPEWELL/DUELLO INTERSECTION TO I-64	\$60,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

TIER 1 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
ST. LOUIS	ST. CHARLES	S OR 70 E	PAVEMENT IMPROVEMENTS FROM CALLAHAN RD TO MO. 79	\$13,600	IMPROVE ROAD CONDITIONS
ST. LOUIS	ST. LOUIS	CST NORTH HANLEY RD N	SAFETY IMPROVEMENTS EVANS LN FROM UNIVERSITY PLACE DR	\$3,920	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. LOUIS	IS 170 E	AUXILIARY LANE IMPROVEMENTS FROM MO. 340 TO PAGE AVE	\$4,120	MAJOR INTERSTATE RECONSTRUCTION
ST. LOUIS	ST. LOUIS	IS 70 E	RECONFIGURE STL AIRPORT ACCESS, REPLACE BRIDGES, RECONFIGURE INTERCHANGES AND PAVEMENT IMPROVEMENTS (PARTIAL 1 OF 2) FROM US. 67, CYPRESS, AIR FLIGHT, MO. 155	\$40,000	MAJOR INTERSTATE RECONSTRUCTION
ST. LOUIS	ST. LOUIS	US 50 E	BRIDGE REPLACEMENT AT US. 50 TO I-255.	\$4,170	IMPROVE BRIDGE CONDITIONS
ST. LOUIS	ST. LOUIS CITY	IS 64 E	INTERCHANGE AND SYSTEM IMPROVEMENTS AT BOYLE AVE.	\$12,000	MAJOR INTERSTATE RECONSTRUCTION
ST. LOUIS	ST. LOUIS CITY	RP IS44E TO IS55N N	SAFETY IMPROVEMENTS FROM NB I-55 TO EB I-64 RAMP TO POPLAR STREET BRIDGE	\$1,000	MAJOR INTERSTATE RECONSTRUCTION
SOUTHWEST RURAL	BENTON	MO 7 N	CURVE AND INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS FROM TIGHTWAD TO WARSAW AND FROM RTE. 65 TO CAMDEN COUNTY	\$30,900	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	DALLAS	US 65 S	INTERSECTION IMPROVEMENTS AT KELLY ROAD SOUTH OF BUFFALO	\$5,047	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	ST. CLAIR	US 54 E	INTERMITTENT SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS FROM RTE. 13 IN COLLINS TO RTE. 73 NEAR BRANCH	\$6,180	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	STONE	MO 76 E	CORRIDOR STUDY FROM RTE. 13 IN BRANSON WEST TO RTE. 265 NEAR INDIAN POINT	\$1,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	TANEY	MO 76 W	INTERSECTION IMPROVEMENTS AT LAKESHORE DRIVE	\$3,600	IMPROVE ROAD CONDITIONS
SOUTHWEST URBAN	CHRISTIAN	RT CC E	CAPITAL IMPROVEMENTS AND SHARED USE PATH FROM FREMONT ROAD TO RTE. 65 IN OZARK	\$14,525	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	CHRISTIAN	RT J W	WESTBOUND CAPITAL IMPROVEMENTS FROM FARMER BRANCH TO 17TH STREET IN OZARK	\$5,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	MO 13 S	INTERSECTION IMPROVEMENT AT DIVISION STREET IN SPRINGFIELD	\$2,825	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	RT FF S	SAFETY AND OPERATIONAL STUDY ON WEST BYPASS ROUTE 60 (JAMES RIVER FREEWAY) TO WEAVER ROAD IN BATTLEFIELD	\$100	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 160 E	SAFETY AND OPERATIONAL STUDY ON WEST BYPASS FROM LOOP 44 (CHESTNUT EXPRESSWAY) TO ROUTE 60 (JAMES RIVER FREEWAY)	\$400	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 60 E	PHASE I INTERSECTION AND CAPITAL IMPROVEMENTS FROM ROUTE P (MAIN ST) TO ROUTE MM	\$6,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 65 N	DESIGNATION OF A POTENTIAL INTERSTATE LOOP ON ROUTES 60, 65 AND 360 IN SPRINGFIELD.	\$1,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	BOLLINGER	RT B S	ADD RUMBLESTRIPES FROM RTE. 72 TO RTE. 34	\$3,499	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

TIER 1 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHEAST	CAPE GIRARDEAU	MO 74 E	PEL STUDY FOR THE PROPOSED NEW ROAD OZARK PARKWAY	\$3,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CAPE GIRARDEAU	US 61 S	INTERSECTION IMPROVEMENTS AT SHAWNEE BOULEVARD	\$2,897	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CARTER	RT C S	PAVEMENT IMPROVEMENTS AND ADD RUMBLESTRIPES FROM RTE. 60 TO RTE. F	\$2,785	IMPROVE ROAD CONDITIONS
SOUTHEAST	DOUGLAS	RT Y E	INTERSECTION IMPROVEMENTS AT CRAIN STREET	\$629	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	IRON	MO 49 S	SAFETY IMPROVEMENTS FROM RAILROAD SPUR TO COUNTY ROAD 118	\$2,662	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	MADISON	MO 72 E	INTERSECTION IMPROVEMENTS AT RTE. OO	\$1,264	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	NEW MADRID	US 61 S	ADD INTERSECTION TURN LANES 0.7 MILE NORTH OF EXIT 49	\$932	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	PEMISCOT	E OR 55 S	PAVEMENT RESURFACING FROM RTE. E TO END OF STATE MAINTENANCE AND INTERSECTION IMPROVEMENTS AT RTE. E	\$131	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	PERRY	RT F E	ADD RUMBLESTRIPES FROM RTE. B TO RTE. 61	\$1,870	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	REYNOLDS	MO 106 E	GUARDRAIL INSTALLATION FROM THE EAST INTERSECTION OF COUNTY ROAD 610 EAST TO 0.3 MILE EAST OF COUNTY ROAD 610	\$176	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	RIPLEY	MO 21 S	BRIDGE IMPROVEMENTS OVER BRIAR CREEK	\$2,437	IMPROVE BRIDGE CONDITIONS
SOUTHEAST	SCOTT	MO 114 E	INTERSECTION IMPROVEMENTS AT WEST STREET	\$461	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	SCOTT	RT Y E	INTERSECTION IMPROVEMENTS AT KINGSHIGHWAY	\$3,054	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	SHANNON	US 60 E	INTERSECTION IMPROVEMENTS AT RTE. T.	\$2,679	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	ST. FRANCOIS	MO 8 E	INTERSECTION IMPROVEMENTS AT HAWTHORNE STREET	\$3,310	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	STE. GENEVIEVE	MO 32 E	INTERSECTION IMPROVEMENTS AT RTE. C	\$1,185	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	STODDARD	BU 60 E	INTERSECTION IMPROVEMENTS AT RTE. AD	\$3,118	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	STODDARD	CST ONE MILE RD S	INTERSECTION IMPROVEMENTS AT THE EASTBOUND ON-RAMP AT RTE. 60	\$223	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	STODDARD	MO 25 S	INTERSECTION IMPROVEMENTS AT BUS. 60	\$1,456	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	TEXAS	US 63 S	INTERSECTION IMPROVEMENTS AT OAK HILL ROAD	\$511	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

TIER 1 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHEAST	WAYNE	MO 49 S	ADD RUMBLESTRIPES FROM THE SOUTH INTERSECTION OF RTE. 34 TO RTE. 67	\$5,903	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	WRIGHT	MO 5 S	SAFETY IMPROVEMENTS FROM MANSFIELD TO HARTVILLE	\$5,273	IMPROVE ROAD CONDITIONS
TIER 1 NEEDS - STATEWIDE TOTAL				\$525,146	

SUMMARY

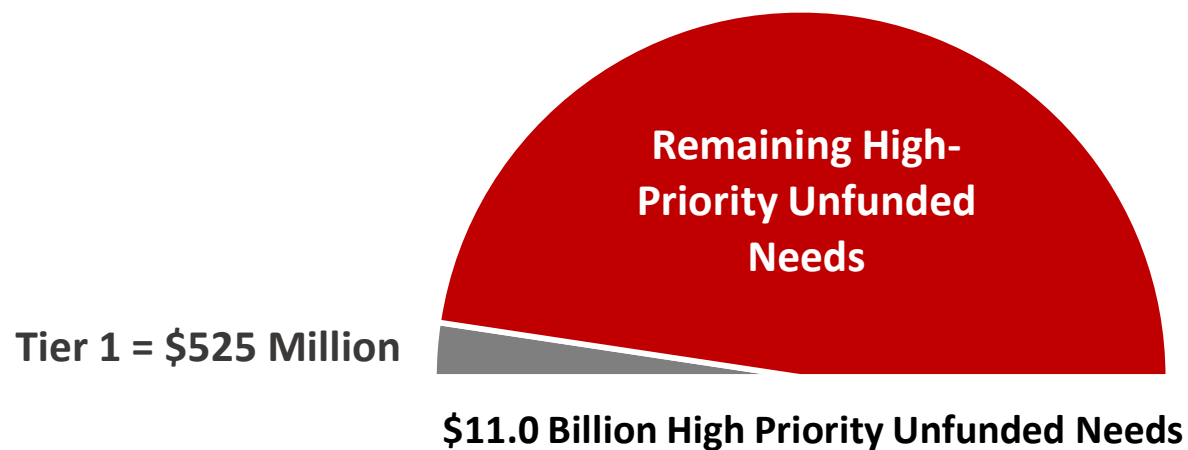
TIER 1 HIGH-PRIORITY UNFUNDED ROAD AND BRIDGE NEEDS

DISTRICT	IMPROVE BRIDGE CONDITIONS	IMPROVE ROAD CONDITIONS	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY	MAJOR INTERSTATE RECONSTRUCTION	GRAND TOTAL
NORTHWEST			\$26,319		\$26,319
NORTHEAST			\$24,575		\$24,575
KANSAS CITY RURAL		\$12,000			\$12,000
KANSAS CITY URBAN			\$100,000		\$100,000
CENTRAL			\$62,700		\$62,700
ST. LOUIS	\$4,170	\$25,000	\$86,230	\$57,120	\$172,520
SOUTHWEST RURAL		\$3,600	\$43,627		\$47,227
SOUTHWEST URBAN			\$30,350		\$30,350
SOUTHEAST	\$2,437	\$8,058	\$38,960		\$49,455
GRAND TOTAL	\$6,607	\$48,658	\$412,761	\$57,120	\$525,146

Amounts in \$1,000 in 2025 Dollars (Uninflated)

SUMMARY

10-Year Unfunded Needs Remaining after Tier 1

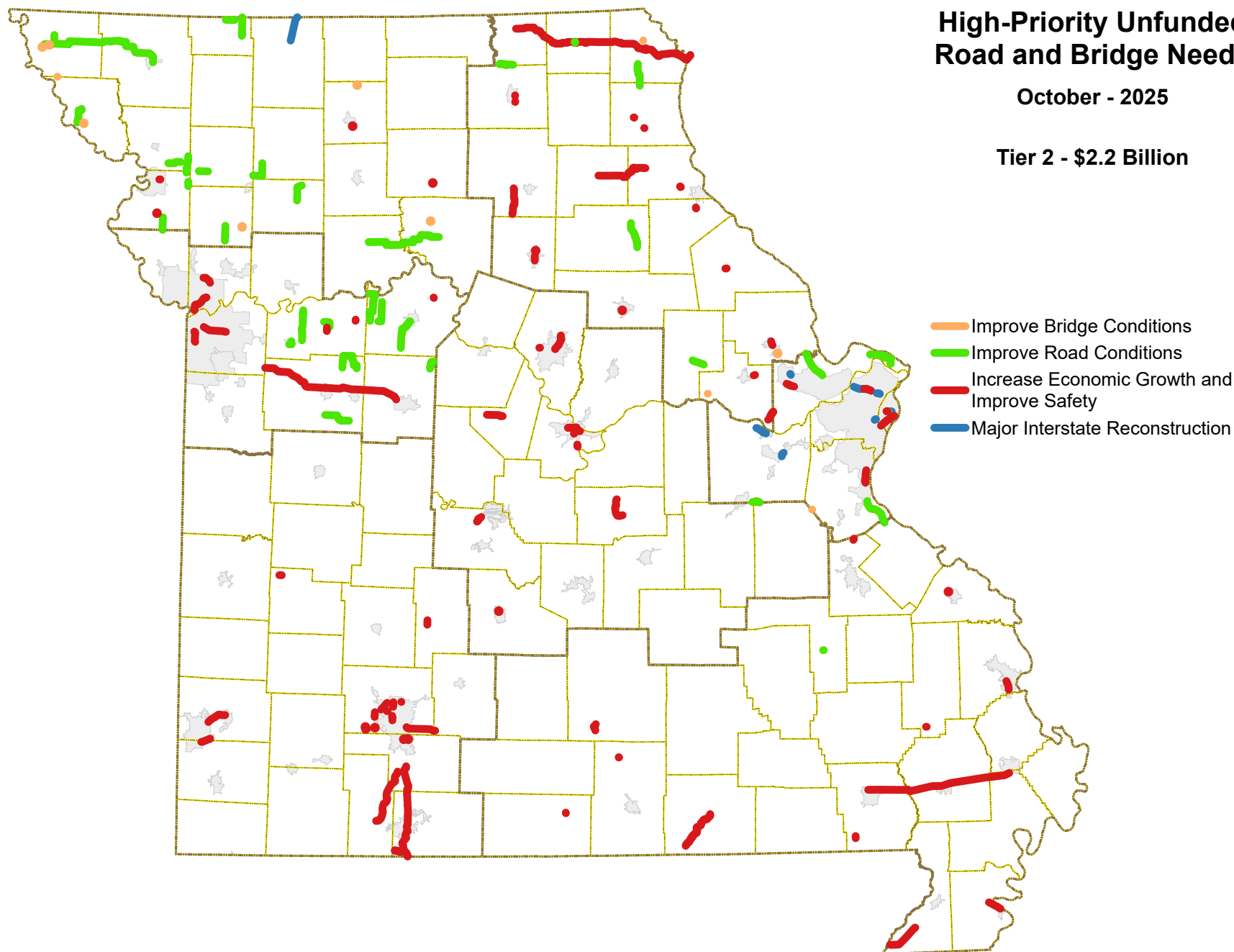


TIER 1	
CATEGORY	IMPACT
IMPROVE ROAD CONDITION	26 MILES
IMPROVE BRIDGE CONDITION	10 BRIDGES
MAJOR INTERSTATE RECONSTRUCTION	8 MILES
10-YEAR ECONOMIC OUTPUT	\$1.4 BILLION
ANNUAL JOBS CREATED	468

High-Priority Unfunded Road and Bridge Needs

October - 2025

Tier 2 - \$2.2 Billion



TIER 2 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
NORTHWEST	ANDREW	RT O E	PAVEMENT RESURFACING FROM RTE. D TO RTE. Z	\$907	IMPROVE ROAD CONDITIONS
NORTHWEST	ANDREW	RT UU S	ROADWAY RESURFACING ON RTE. UU FROM RTE. V TO RTE. P	\$696	IMPROVE ROAD CONDITIONS
NORTHWEST	ATCHISON	RT W S	BRIDGE IMPROVEMENT OVER I-29	\$1,571	IMPROVE BRIDGE CONDITIONS
NORTHWEST	ATCHISON	RT Y S	PAVEMENT RESURFACING FROM RTE. 136 TO RTE. AA	\$327	IMPROVE ROAD CONDITIONS
NORTHWEST	ATCHISON	US 136 E	BRIDGE IMPROVEMENT OVER ROCK CREEK 1.6 MILES EAST OF RTE. 111 IN ROCKPORT	\$1,058	IMPROVE BRIDGE CONDITIONS
NORTHWEST	ATCHISON	US 136 E	BRIDGE IMPROVEMENT OVER I-29	\$2,408	IMPROVE BRIDGE CONDITIONS
NORTHWEST	ATCHISON	US 136 E	ROADWAY AND SHOULDER IMPROVEMENTS	\$16,281	IMPROVE ROAD CONDITIONS
NORTHWEST	BUCHANAN	MO 6 E	INTERCHANGE IMPROVEMENTS AT RTE 6 AND I-29	\$23,073	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	BUCHANAN	RT A S	INTERSECTION IMPROVEMENTS AT RTE. 371	\$1,170	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	BUCHANAN	RT AB N	PAVEMENT RESURFACING FROM MO 6 TO US 36	\$168	IMPROVE ROAD CONDITIONS
NORTHWEST	BUCHANAN	RT Y S	PAVEMENT RESURFACING FROM RTE. DD TO PLATTE COUNTY	\$721	IMPROVE ROAD CONDITIONS
NORTHWEST	CALDWELL	RT B S	PAVEMENT RESURFACING FROM NETTLETON TO RTE. U	\$665	IMPROVE ROAD CONDITIONS
NORTHWEST	CARROLL	RT M E	PAVEMENT RESURFACING FROM US 65 TO RTE. F	\$2,809	IMPROVE ROAD CONDITIONS
NORTHWEST	CHARITON	RT C E	BRIDGE IMPROVEMENT AT HICKORY BRANCH	\$1,792	IMPROVE BRIDGE CONDITIONS
NORTHWEST	CLINTON	MO 116 E	BRIDGE IMPROVEMENT OVER I-35	\$3,478	IMPROVE BRIDGE CONDITIONS
NORTHWEST	CLINTON	RT W S	PAVEMENT RESURFACING FROM RTE. 116 TO END OF STATE MAINTENANCE	\$201	IMPROVE ROAD CONDITIONS
NORTHWEST	DEKALB	RT BB E	PAVEMENT RESURFACING FROM US 69 (S) TO US 69 (N)	\$797	IMPROVE ROAD CONDITIONS
NORTHWEST	DEKALB	RT O E	PAVEMENT RESURFACING FROM RTE. N TO MO 31	\$344	IMPROVE ROAD CONDITIONS
NORTHWEST	GRUNDY	RT B E	BRIDGE IMPROVEMENT AT MUDDY CREEK	\$1,352	IMPROVE BRIDGE CONDITIONS
NORTHWEST	GRUNDY	US 65 S	INTERSECTION IMPROVEMENTS AT 20TH STREET SOUTH OF TRENTON	\$560	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	HARRISON	IS 35 S	INTERSTATE RECONSTRUCTION (PARITAL NEED)	\$23,804	MAJOR INTERSTATE RECONSTRUCTION
NORTHWEST	HOLT	RT P S	PAVEMENT RESURFACING FROM RTE. 118 TO RTE. 159	\$617	IMPROVE ROAD CONDITIONS
NORTHWEST	HOLT	US 159 S	BRIDGE IMPROVEMENT OVER OLD CHANNEL LITTLE TARKIO CREEK	\$1,781	IMPROVE BRIDGE CONDITIONS
NORTHWEST	LINN	MO 11 S	INTERSECTION IMPROVEMENTS AT LOCKING STREET	\$560	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	LINN	US 36 W	INTERCHANGE IMPROVEMENTS AT RTE. 11	\$1,120	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	WORTH	RT PP E	PAVEMENT RESURFACING FROM US 169 TO END MAINTENANCE	\$332	IMPROVE ROAD CONDITIONS
NORTHWEST	WORTH	RT T S	PAVEMENT RESURFACING FROM RTE. 46 TO IOWA STATE LINE	\$710	IMPROVE ROAD CONDITIONS
NORTHEAST	ADAIR	US 63 S	INTERSECTION SAFETY IMPROVEMENT ON ILLINOIS STREET NEAR	\$12,375	INCREASE ECONOMIC GROWTH
NORTHEAST	ADAIR	US 63 S	INTERSECTION SAFETY IMPROVEMENT ON SHEPARD AVENUE NEAR KIRKSVILLE	\$12,875	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	AUDRAIN	MO 15 S	SAFETY AND OPERATIONAL IMPROVEMENTS FROM TEAL LAKE ROAD TO PEARL DRIVE IN MEXICO	\$3,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

* Amounts in 2025 Dollars (Uninflated)
MHTC Meeting

TIER 2 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
NORTHEAST	CLARK	MO 81 S	BRIDGE IMPROVEMENT OVER BNSF RAILROAD NORTH OF KAHOKA	\$3,975	IMPROVE BRIDGE CONDITIONS
NORTHEAST	CLARK	RT M S	PAVEMENT RESURFACING FROM RTE. D TO RTE. E IN LEWIS COUNTY	\$1,175	IMPROVE ROAD CONDITIONS
NORTHEAST	CLARK	US 136 E	INTERSECTION SAFETY IMPROVEMENTS AT RTE. 81 IN KAHOKA (PARTIAL, REMAINDER IN TIER 1)	\$2,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	CLARK	US 136 W	STUDY FOR SHARED FOUR LANE ON US 136 IN CLARK, SCOTLAND, AND SCHUYLER COUNTIES	\$2,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LEWIS	MO 6 E	INTERSECTION SAFETY IMPROVEMENTS AT RTE. 16	\$1,550	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LEWIS	MO 6 E	ADD TURN LANE AT HIGHLAND HIGH SCHOOL NEAR EWING	\$875	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LINCOLN	US 61 N	BRIDGE IMPROVEMENT OVER CROOKED CREEK 1.3 MILES NORTH OF RTE. U	\$1,550	IMPROVE BRIDGE CONDITIONS
NORTHEAST	LINCOLN	US 61 N	ADD EAST OUTER ROAD FROM SOUTH LINCOLN DRIVE TO RTE. 47	\$19,575	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	MACON	RT C S	ADD SHOULDERS FROM ELVIRA STREET IN BEVIER TO RTE. T IN COLLEGE MOUND	\$2,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	MARION	US 61 S	INTERSECTION SAFETY IMPROVEMENT AT RTE. F, 24, AND 61 WITH OUTER ROAD FOR FUTURE 61 EXPRESSWAY	\$5,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	MONROE	MO 107 S	PAVEMENT RESURFACING FROM RTE. 24 TO RTE. 154	\$1,150	IMPROVE ROAD CONDITIONS
NORTHEAST	MONTGOMERY	N OR 70 E	PAVEMENT RESURFACING FROM RTE. 19 TO MAINTENANCE ENDS AT HIGH HILL	\$375	IMPROVE ROAD CONDITIONS
NORTHEAST	PIKE	US 54 E	INTERSECTION MOBILITY IMPROVEMENT AT INDUSTRIAL PARK DRIVE NEAR BOWLING GREEN	\$1,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	RALLS	US 61 N	ADD INTERSECTION TURN LANE AT QUARRY LANE	\$2,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	RANDOLPH	BU 63 S	ADD CENTER TURN LANE FROM CARPENTER STREET TO RTE. M IN MOBERLY	\$11,400	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	RANDOLPH	US 24 E	STUDY FOR INTERSECTION IMPROVEMENTS AT SILVA LANE IN MOBERLY	\$525	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	SCHUYLER	RT K E	PAVEMENT RESURFACING FROM BRIDGE ROAD TO RTE. 63 IN GREENTOP	\$775	IMPROVE ROAD CONDITIONS
NORTHEAST	SCOTLAND	BU 136 E	PAVEMENT RESURFACING FROM RTE. 15 TO RTE. 136 IN MEMPHIS	\$250	IMPROVE ROAD CONDITIONS
NORTHEAST	SHELBY	MO 168 E	ADD RUMBLESTRIPES FROM 0.8 MILE EAST OF RTE. 15 NEAR SHELBYVILLE TO RTE. D IN PHILADELPHIA IN MARION COUNTY (PARTIAL, REMAINDER IN TIER 1)	\$1,300	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	WARREN	IS 70 E	STUDY FOR INTERCHANGE AT STRACKS CHURCH RD BETWEEN WARRENTON AND WRIGHT CITY	\$300	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	WARREN	MO 94 E	BRIDGE IMPROVEMENT OVER MASSAS CREEK, 0.6 MILE EAST OF CASE	\$1,125	IMPROVE BRIDGE CONDITIONS
NORTHEAST	WARREN	RT TT N	ROADWAY AND SAFETY IMPROVEMENTS FROM RTE. 94 TO RTE. T	\$3,600	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

* Amounts in 2025 Dollars (Uninflated)
MHTC Meeting

TIER 2 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
KANSAS CITY RURAL	JOHNSON	BU 13 S	INTERCHANGE IMPROVEMENTS AT BUSINESS 13 AND RTE. 50.	\$1,636	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY RURAL	JOHNSON	MO 23 S	BLACKWATER BRIDGE FLOOD REMEDIATION	\$15,355	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	JOHNSON	RT CC S	PAVEMENT RESURFACING FROM RTE E TO MO 23	\$1,162	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	JOHNSON	RT PP E	PAVEMENT RESURFACING FROM MO 13 TO MO 23	\$1,406	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	JOHNSON	US 50 E	CORRIDOR SAFETY IMPROVEMENT FROM JACKSON CO. LINE TO SEDALIA (PARTIAL 1 OF 2)	\$3,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY RURAL	LAFAYETTE	BU 13 S	PAVEMENT RESURFACING FROM MO 20 TO MO 13	\$999	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	LAFAYETTE	MO 13 S	ADD TWO WAY LEFT TURN LANE FROM FAIRGROUND AVENUE TO RTE. MM IN HIGGINSVILLE	\$3,440	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY RURAL	LAFAYETTE	MO 131 S	PAVEMENT RESURFACING FROM MAIN ST TO RTE OO	\$526	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	LAFAYETTE	MO 23 S	INTERSECTION IMPROVEMENTS AT RTE. 20 AND RTE. 23	\$4,255	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY RURAL	LAFAYETTE	RT O S	ADD SHOULDERS AND RESURFACING FROM CITY OF LEXINGTON TO I-70	\$11,000	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	LAFAYETTE	RT OO N	RESURFACING FROM RTE 131 TO 9TH ST	\$2,092	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	PETTIS	RT Z N	PAVEMENT RESURFACING FROM RTE N TO SHACKELFORD BRIDGE DR	\$797	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	SALINE	MO 127 S	PAVEMENT RESURFACING FROM US 65 TO MO 20	\$1,512	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	SALINE	MO 240 E	INTERSECTION IMPROVEMENTS AT MO 240 AND RTE C IN SLATER	\$414	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY RURAL	SALINE	RT BB N	PAVEMENT RESURFACING FROM US 65 TO MO 20	\$1,182	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	SALINE	RT T S	PAVEMENT RESURFACING FROM US 65 TO CRD 408	\$589	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	SALINE	RT YY N	PAVEMENT RESURFACING FROM US 65 TO I-70	\$1,708	IMPROVE ROAD CONDITIONS
KANSAS CITY URBAN	CLAY	IS 35 N	I-29 AND I-35 CORRIDOR IMPROVEMENTS FROM RTE 210 TO RTE 45 ALONG I-29 AND TO I-435 ALONG I-35	\$208,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY URBAN	CLAY	MO 291 N	RTE. 291 (I-435 TO 104TH ST) CORRIDOR IMPROVEMENTS	\$40,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY URBAN	JACKSON	IS 70 E	I-70 CORRIDOR IMPROVEMENTS FROM I-435 TO I-470 (PARTIAL 2 OF 2)	\$90,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY URBAN	JACKSON	US 71 S	SAFETY IMPROVEMENTS ACROSS BRUCE R. WATKINS (PARTIAL 1 OF 2)	\$76,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	BOONE	CRD INTERSTATE 70 DR NW E	CONSTRUCT NEW BRIDGE OVER PERCHE CREEK TO CREATE A CONTINUOUS OUTER RD PARALLEL TO I-70	\$6,806	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	BOONE	RT B S	CAPACITY AND SAFETY INTERCHANGE IMPROVEMENTS AT US 63 AND RTE. B CORRIDOR IN COLUMBIA	\$23,638	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	CAMDEN	MO 5 S	CAPACITY AND SAFETY IMPROVEMENTS ON RTE. 5 FROM HURRICANE DECK BRIDGE TO RTE. F	\$6,470	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	COLE	CST CLARK AVE E	CAPACITY AND SAFETY IMPROVEMENTS AT RTE. 63/50 - CLARK AVE. INTERCHANGE	\$4,371	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	COLE	CST ELLIS BLVD E	CAPACITY AND SAFETY IMPROVEMENTS AT RTE. 54/ELLIS BLVD/SOUTHWEST BLVD INTERCHANGE	\$21,011	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	COLE	CST MISSOURI BLVD W	TRAFFIC STUDY TO ADDRESS CONGESTION AND SAFETY ISSUES ON BUS. 50 IN JEFFERSON CITY	\$300	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

* Amounts in 2025 Dollars (Uninflated)
MHTC Meeting

TIER 2 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
CENTRAL	COLE	RT B S	CAPACITY AND SAFETY IMPROVEMENTS ON RTE. B FROM ASHBURY LN TO B/M/W INTERSECTION	\$7,548	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	COLE	US 50 E	CAPACITY AND SAFETY IMPROVEMENTS ON REX WHITTON EXPRESSWAY (PARTIAL 1 OF 2)	\$10,055	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	COLE	US 50 E	CAPACITY AND SAFETY IMPROVEMENTS AT INTERCHANGE AT US 50/63/54	\$52,366	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	LACLEDE	MO 5 S	NEW ROADWAY FROM I-44 TO RTE. 5 AT LEBANON	\$34,924	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	MARIES	US 63 S	CAPACITY AND SAFETY IMPROVEMENTS ON RTE. 63 FROM NORTH OF VIENNA TO SOUTH OF VIENNA (PARTIAL 2 OF 2)	\$32,094	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	MONITEAU	US 50 E	CAPACITY AND SAFETY IMPROVEMENTS ON RTE. 50 FROM CALIFORNIA TO TIPTON	\$29,099	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	FRANKLIN	IS 44 E	CORRIDOR, SAFETY AND INTERCHANGE IMPROVEMENTS FROM I-44 FROM 0.1 MILES WEST OF SHAWNEE TOWN FORD RD. TO 0.2 MILES EAST OF RTE. O.	\$210,500	MAJOR INTERSTATE RECONSTRUCTION
ST. LOUIS	FRANKLIN	MO 100 E	INTERSECTION, BRIDGE, PAVEMENT IMPROVEMENTS FROM RTE. KK TO WASHINGTON CROSSING	\$7,100	MAJOR INTERSTATE RECONSTRUCTION
ST. LOUIS	FRANKLIN	MO 185 S	PAVEMENT AND BRIDGE IMPROVEMENTS FROM MERAMEC STATE PARK TO FRANKLIN COUNTY LINE	\$7,000	IMPROVE ROAD CONDITIONS
ST. LOUIS	JEFFERSON	IS 55 S	SAFETY IMPROVEMENTS FROM RTE. Z TO RTE. M	\$11,600	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	JEFFERSON	RT H E	BRIDGE IMPROVEMENTS AT OVER CALICO RD	\$1,140	IMPROVE BRIDGE CONDITIONS
ST. LOUIS	JEFFERSON	US 61 S	PAVEMENT, INTERCHANGE, SAFETY IMPROVEMENTS FROM US. 67 TO ST. GENEVIEVE COUNTY LINE	\$57,600	IMPROVE ROAD CONDITIONS
ST. LOUIS	ST. CHARLES	MO 79 S	CORRIDOR IMPROVEMENTS FROM SALT RIVER RD. TO LINCOLN COUNTY LINE	\$6,500	IMPROVE ROAD CONDITIONS
ST. LOUIS	ST. CHARLES	MO 94 E	PAVEMENT IMPROVEMENTS FROM RTE. H TO US 67.	\$6,900	IMPROVE ROAD CONDITIONS
ST. LOUIS	ST. CHARLES	RT N E	INTERSECTION IMPROVEMENTS PHASE II FROM ROUTE Z TO WESTERN LIMITS OF WELKER PARKWAY	\$10,640	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. CHARLES	US 61 S	SAFETY AND INTERCHANGE IMPROVEMENTS FROM WENTZVILLE PARKWAY/RTE. A INTERCHANGE	\$36,000	MAJOR INTERSTATE RECONSTRUCTION
ST. LOUIS	ST. LOUIS	IS 44 E	BRIDGE IMPROVEMENTS FROM MURDOCH TO SHREWSBURY AVE	\$7,510	MAJOR INTERSTATE RECONSTRUCTION
ST. LOUIS	ST. LOUIS	IS 70 E	RECONFIGURE STL AIRPORT ACCESS, REPLACE BRIDGES, RECONFIGURE INTERCHANGES AND PAVEMENT IMPROVEMENTS (PARTIAL 2 OF 2) FROM US-67, CYPRESS, AIR FLIGHT, MO-115	\$196,310	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. LOUIS	IS 70 E	PAVEMENT IMPROVEMENTS FROM NORTH HANLEY RD TO BERMUDA RD	\$12,000	MAJOR INTERSTATE RECONSTRUCTION
ST. LOUIS	ST. LOUIS	IS 70 E	INTERCHANGE IMPROVEMENTS AT MO-141, I-270, MO-180	\$196,311	MAJOR INTERSTATE RECONSTRUCTION
ST. LOUIS	ST. LOUIS CITY	IS 64 E	WEST-BOUND RAMPS IMPROVEMENTS AT GRAND AVE.	\$50,600	MAJOR INTERSTATE RECONSTRUCTION

TIER 2 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
ST. LOUIS	ST. LOUIS CITY	IS 64 E	SHOULDER WIDENING FROM TOWER GROVE AVE. TO SARAH ST.	\$1,100	IMPROVE ROAD CONDITIONS
ST. LOUIS	ST. LOUIS CITY	IS 64 E	SYSTEM IMPROVEMENTS FROM PAPIN AVE TO BOYLE AVE.	\$13,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. LOUIS CITY	MO 30 E	SAFETY, SIGNALS, AND PAVEMENT IMPROVEMENTS FROM CITY TO LIMITS TO I-44	\$8,620	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	CEDAR	US 54 W	CAPACITY AND SAFETY IMPROVEMENTS FROM RTE. 32 TO INDUSTRIAL PARKWAY IN EL DORADO SPRINGS	\$14,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	CHRISTIAN	MO 13 S	PHASE I SAFETY AND OPERATIONAL IMPROVEMENTS FROM NIXA TO KIMBERLING CITY	\$3,647	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	CHRISTIAN	US 65 S	PHASE 3 SAFETY AND OPERATIONAL IMPROVEMENTS AT VARIOUS LOCATIONS FROM RTE. EE NEAR OZARK TO THE ARKANSAS STATE LINE	\$36,050	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	DALLAS	US 65 S	INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BUFFALO	\$7,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	JASPER	MO 171 N	DESIGN, RIGHT-OF-WAY FOR POTENTIAL INTERSTATE DESIGNATION FROM CARTHAGE TO JOPLIN	\$23,834	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	NEWTON	IS 44 E	CAPACITY IMPROVEMENTS FROM LOOP 49 (RANGELINE) TO I-49 SOUTH JOPLIN	\$75,792	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	TANEY	MO 86 E	CAPACITY AND SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS FROM LONG CREEK ARM OF TABLE ROCK LAKE TO RTE. 65 IN RIDGEDALE	\$24,988	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	CHRISTIAN	RT CC E	INTERSECTION IMPROVEMENTS AT FREMONT ROAD	\$2,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	CHRISTIAN	RT NN N	INTERSECTION IMPROVEMENTS AT RTE. J IN OZARK	\$3,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	IS 44 E	PHASE I CAPACITY IMPROVEMENTS FROM ROUTE 266 (CHESTNUT EXPRESSWAY) TO ROUTE 160 (WEST BYPASS)	\$60,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	IS 44 E	OPERATIONAL IMPROVEMENTS AT ROUTE H (GLENSTONE AVE.) INTERCHANGE	\$2,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	MO 13 S	PHASE II KANSAS EXPRESSWAY CAPITAL IMPROVEMENTS FROM RTE 413 (SUNSHINE STREET) TO BATTLEFIELD ROAD	\$10,828	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	MO 13 S	OPERATIONAL, SAFETY AND PEDESTRIAN IMPROVEMENTS FROM EVERGREEN STREET TO DIVISION STREET IN SPRINGFIELD	\$8,475	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	MO 174 W	INTERSECTION IMPROVEMENTS AT MAIN STREET IN REPUBLIC	\$3,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	RT MM S	CAPITAL IMPROVEMENTS FROM I-44 TO RTE. 360 (JAMES RIVER FREEWAY) IN REPUBLIC	\$18,283	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	RT ZZ S	INTERSECTION IMPROVEMENTS AT HINES ST. IN REPUBLIC	\$3,650	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 160 E	INTERSECTION IMPROVEMENTS AT MOUNT VERNON STREET IN SPRINGFIELD	\$4,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

TIER 2 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHWEST URBAN	GREENE	US 60 E	EXTEND OZARKS TRAFFIC INTELLIGENT TRANSPORTATION SYSTEM FROM SPRINGFIELD TO ROUTE 125 IN ROGERSVILLE	\$1,538	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 60 E	PHASE II INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS FROM RTE. P (MAIN ST) TO RTE. MM IN REPUBLIC.	\$6,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	BOLLINGER	MO 51 S	INTERSECTION IMPROVEMENTS AT RTE. C	\$3,844	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	BUTLER	US 60 E	PEL STUDY FOR FUTURE I-57 FROM RTE. W IN BUTLER COUNTY TO RTE. 61	\$1,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	BUTLER	US 67 S	CAPACITY IMPROVEMENTS FROM 0.75 MILE NORTH OF RTE. 142 TO RTE. 142	\$25,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CAPE GIRARDEAU	CST BLOOMFIELD RD E	BRIDGE IMPROVEMENTS OVER IS 55	\$5,859	IMPROVE BRIDGE CONDITIONS
SOUTHEAST	CAPE GIRARDEAU	IS 55 S	CAPACITY IMPROVEMENTS FROM RTE 61 AT EXIT 93 TO RTE K	\$13,428	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	DUNKLIN	US 412 E	CAPACITY IMPROVEMENTS FROM RTE. AC TO RTE. C	\$56,204	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	HOWELL	BU 63 S	INTERSECTION IMPROVEMENTS AT BUS. 60	\$1,981	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	IRON	MO 49 S	CULVERT REPLACEMENT ONE MILE SOUTH OF RTE. 21/72	\$531	IMPROVE ROAD CONDITIONS
SOUTHEAST	OREGON	MO 19 S	SAFETY IMPROVEMENTS FROM RTE. 160 SOUTH INTERSECTION TO RTE. 63	\$3,776	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	OZARK	MO 181 S	BRIDGE REPLACEMENT OVER BRYANT CREEK.	\$11,771	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	PEMISCOT	MO 84 E	ENVIRONMENTAL STUDY FOR CAPACITY IMPROVEMENTS FROM I-55 TO CARUTHERSVILLE	\$750	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	PERRY	IS 55 S	ACCESS IMPROVEMENTS AT PERRYVILLE	\$21,443	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	ST. FRANCOIS	US 67 S	ADD INTERCHANGE AT RTE. Y/JJ.	\$26,067	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	TEXAS	US 63 S	CAPACITY IMPROVEMENTS FROM RTE. PP TO RTE. 60	\$18,196	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
			TIER 2 NEEDS - STATEWIDE TOTAL	\$2,215,173	

SUMMARY

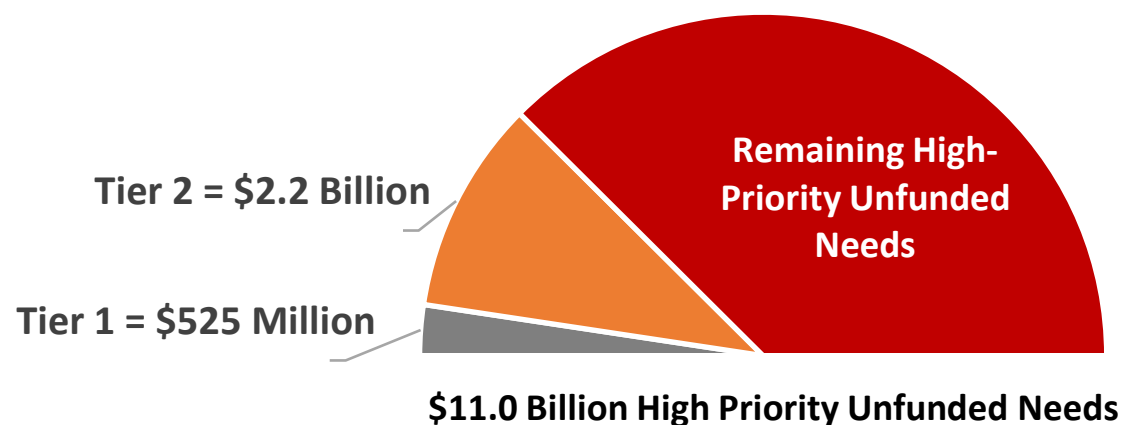
TIER 2 HIGH-PRIORITY UNFUNDED ROAD AND BRIDGE NEEDS

DISTRICT	IMPROVE BRIDGE CONDITIONS	IMPROVE ROAD CONDITIONS	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY	MAJOR INTERSTATE RECONSTRUCTION	GRAND TOTAL
NORTHWEST	\$13,440	\$25,575	\$26,483	\$23,804	\$89,302
NORTHEAST	\$6,650	\$3,725	\$82,875		\$93,250
KANSAS CITY RURAL		\$38,328	\$12,745		\$51,073
KANSAS CITY URBAN			\$414,000		\$414,000
CENTRAL			\$228,682		\$228,682
ST. LOUIS	\$1,140	\$79,100	\$240,170	\$520,021	\$840,431
SOUTHWEST RURAL			\$185,311		\$185,311
SOUTHWEST URBAN			\$123,274		\$123,274
SOUTHEAST	\$5,859	\$531	\$183,460		\$189,850
GRAND TOTAL	\$27,089	\$147,259	\$1,497,000	\$543,825	\$2,215,173

Amounts in \$1,000 in 2025 Dollars (Uninflated)

SUMMARY

10-Year Unfunded Needs Remaining after Tiers 1 and 2

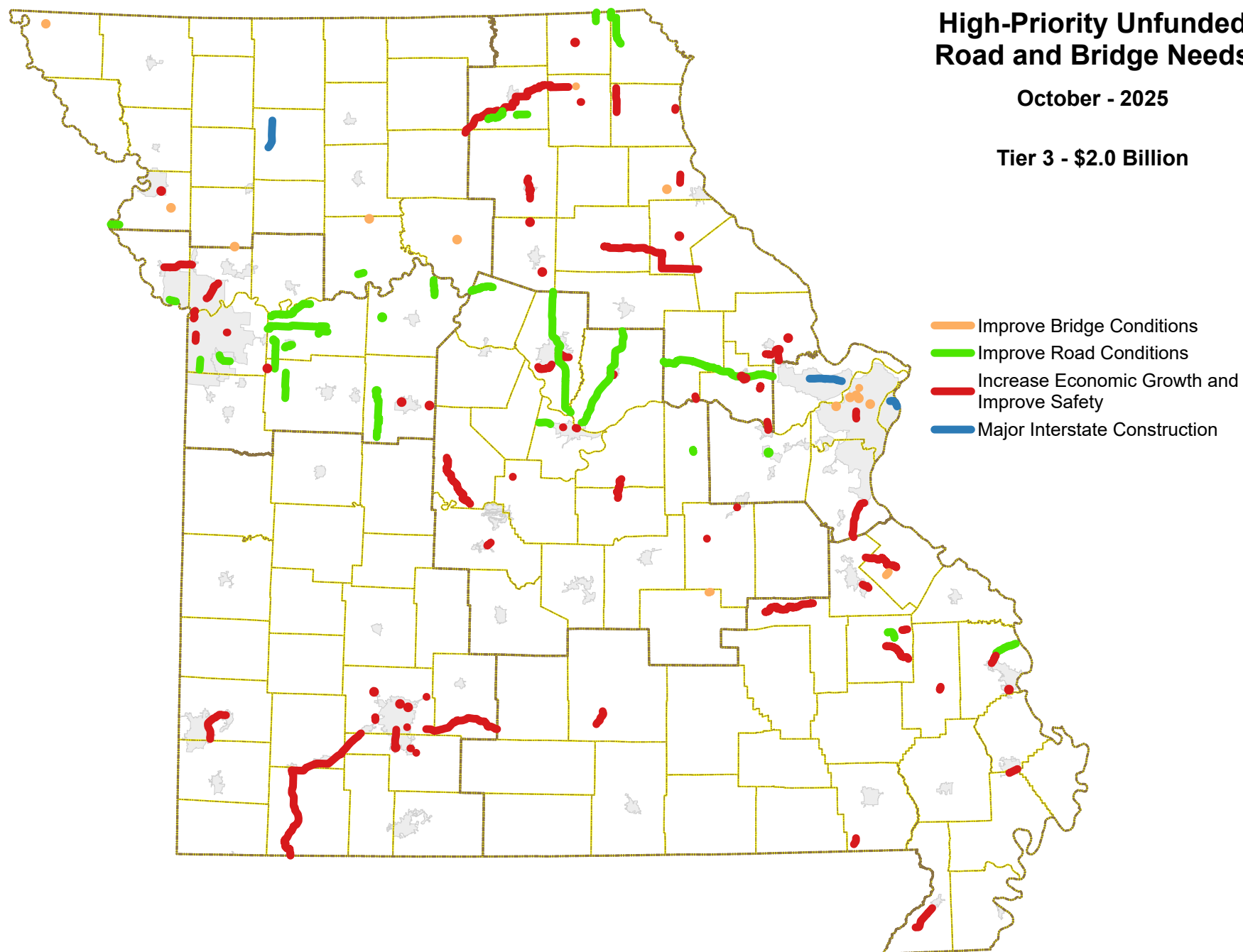


TIER 2	
CATEGORY	IMPACT
IMPROVE ROAD CONDITION	265 MILES
IMPROVE BRIDGE CONDITION	12 BRIDGES
MAJOR INTERSTATE RECONSTRUCTION	20 MILES
20-YEAR ECONOMIC OUTPUT	6.6 BILLION
ANNUAL JOBS CREATED	2,163

High-Priority Unfunded Road and Bridge Needs

October - 2025

Tier 3 - \$2.0 Billion



TIER 3 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
NORTHWEST	ATCHISON	US 275 S	BRIDGE IMPROVEMENT OVER MAPES BRANCH	\$924	IMPROVE BRIDGE CONDITIONS
NORTHWEST	BUCHANAN	IS 29 S	INTERCHANGE IMPROVEMENTS AT RTE. 169 (SOUTH JUNCTION)	\$23,224	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHWEST	BUCHANAN	RT H E	BRIDGE IMPROVEMENT OVER PLATTE RIVER OVERFLOW	\$1,204	IMPROVE BRIDGE CONDITIONS
NORTHWEST	BUCHANAN	US 59 S	FLOOD RESILIENCY - RTE 45 TO MO RIVER	\$12,870	IMPROVE ROAD CONDITIONS
NORTHWEST	CARROLL	MO 10 E	RAISE 2-MILE SECTION OF ROADWAY TO MITIGATE FREQUENT FLOODING	\$4,160	IMPROVE ROAD CONDITIONS
NORTHWEST	CARROLL	US 65 S	BRIDGE IMPROVEMENT OVER MOUND CREEK	\$2,433	IMPROVE BRIDGE CONDITIONS
NORTHWEST	CHARITON	MO 5 S	BRIDGE IMPROVEMENT OVER COTTONWOOD CREEK	\$1,599	IMPROVE BRIDGE CONDITIONS
NORTHWEST	CLINTON	RT PP E	BRIDGE IMPROVEMENT OVER I-35	\$3,820	IMPROVE BRIDGE CONDITIONS
NORTHWEST	DAVISS	IS 35 S	REHABILITATE I-35 FROM RTE C TO RTE 69	\$50,672	MAJOR INTERSTATE RECONSTRUCTION
NORTHEAST	ADAIR	RT KK E	PAVEMENT RESURFACING FROM RTE. KK TO RTE. F	\$525	IMPROVE ROAD CONDITIONS
NORTHEAST	ADAIR	RT N S	PAVEMENT RESURFACING FROM RTE. CC TO RTE. 11	\$1,125	IMPROVE ROAD CONDITIONS
NORTHEAST	CLARK	RT K S	PAVEMENT RESURFACING FROM IOWA STATE LINE TO RTE. 136 IN LURAY	\$1,350	IMPROVE ROAD CONDITIONS
NORTHEAST	KNOX	MO 11 S	BRIDGE IMPROVEMENT OVER NORTH FORK SOUTH FABIVUS RIVER 1.4 MILE WEST OF RTE. 15 NEAR BARING	\$1,750	IMPROVE BRIDGE CONDITIONS
NORTHEAST	KNOX	MO 11 S	ADD SHOULDERS FROM RTE. 15 IN KNOX, ADAIR, AND SULLIVAN COUNTIES TO RTE. 129 IN LINN COUNTY	\$6,175	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	KNOX	MO 6 E	ADD TURN LANES AT SCHOOL/NURSING HOME NEAR EDINA	\$1,225	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	KNOX	RT K E	BRIDGE IMPROVEMENT OVER UNNAMED CREEK 0.5 EAST OF RTE. EE NEAR BARING.	\$1,250	IMPROVE BRIDGE CONDITIONS
NORTHEAST	LEWIS	RT K E	ADD RUMBLESTRIPES FROM RTE. E TO RTE. 6 IN LA BELLE	\$1,450	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LEWIS	US 61 S	ADD AUXILIARY LANE BETWEEN RTE. 16 AND RTE. P NEAR CANTON	\$2,050	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LINCOLN	MO 47 S	INTERSECTION IMPROVEMENT AT RTE. W	\$3,100	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LINCOLN	RT C E	INTERSECTION IMPROVEMENT AT ELM TREE ROAD NEAR MOSCOW MILLS	\$4,125	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LINCOLN	RT C E	INTERSECTION IMPROVEMENT AT RTE. MM IN MOSCOW MILLS	\$4,125	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LINCOLN	RT U E	ADD RUMBLESTRIPES FROM SAND RUN ROAD TO RTE. J	\$2,450	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	LINCOLN	US 61 S	STUDY FOR REMAINING OUTER ROADS FROM RTE. C TO ST. CHARLES	\$2,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	MACON	US 63 S	STUDY FOR MACON EXPRESSWAY	\$2,600	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	MACON	US 63 S	INTERSECTION IMPROVEMENT AT WALNUT STREET IN MACON	\$2,050	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	MARION	RT E N	IMPROVE BRIDGE AT RAILROAD CROSSING 3.8 MILES NORTH OF RTE. 36 NEAR WOODLAND	\$6,700	IMPROVE BRIDGE CONDITIONS
NORTHEAST	MARION	US 24 E	ADD INTERCHANGE AND EAST OUTER ROAD IN PALMYRA	\$26,800	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

* Amounts in 2025 Dollars (Uninflated)
MHTC Meeting

TIER 3 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
NORTHEAST	MONROE	MO 154 E	PAVEMENT IMPROVEMENT AND ADD SHOULDERS FROM RTE. 15 TO RTE. 54 IN MONROE, RALLS AND PIKE COUNTIES.	\$5,150	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	MONTGOMERY	MO 19 S	STUDY TO DETERMINE BASE STABILITY AND FLOODING RESILIENCY NEAR MCKITTRICK	\$250	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	MONTGOMERY	N OR 70 E	PAVEMENT RESURFACING FROM RTE. F TO ST. CHARLES COUNTY LINE	\$2,450	IMPROVE ROAD CONDITIONS
NORTHEAST	MONTGOMERY	RT F S	PAVEMENT RESURFACING FROM I-70 TO BOONESLICK ROAD IN HIGH HILL	\$100	IMPROVE ROAD CONDITIONS
NORTHEAST	MONTGOMERY	RT J S	PAVEMENT RESURFACING FROM RTE. 161 TO RTE. N	\$275	IMPROVE ROAD CONDITIONS
NORTHEAST	MONTGOMERY	RT N S	PAVEMENT RESURFACING FROM I-70 SOUTH OUTER ROAD TO RTE. J	\$425	IMPROVE ROAD CONDITIONS
NORTHEAST	MONTGOMERY	S OR 70 E	PAVEMENT RESURFACING FROM RTE. J TO OPPORTUNITY LANE	\$1,150	IMPROVE ROAD CONDITIONS
NORTHEAST	MONTGOMERY	S OR 70 E	PAVEMENT RESURFACING FROM CALLAWAY COUNTY TO RTE. N	\$100	IMPROVE ROAD CONDITIONS
NORTHEAST	RALLS	MO 19 S	DRAINAGE IMPROVEMENT AT RTE. P AND H INTERSECTION IN CENTER	\$2,575	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	RANDOLPH	US 63 S	INTERSECTION LIGHTING AT RTE. J NEAR JACKSONVILLE	\$260	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	RANDOLPH	US 63 S	INTERSECTION LIGHTING AT BUSINESS 63 AND RTE. NN NEAR RENICK	\$265	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	SCOTLAND	MO 15 S	INTERSECTION IMPROVEMENT AT MADISON STREET IN MEMPHIS	\$2,250	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	SCOTLAND	RT Z S	PAVEMENT RESURFACING FROM THE IOWA STATE LINE TO RTE. H	\$425	IMPROVE ROAD CONDITIONS
NORTHEAST	WARREN	MO 47 S	HYDRAULIC STUDY FOR CAUSEWAY ON NEW ALIGNMENT NORTH OF WASHINGTON	\$2,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	WARREN	MO 47 S	INTERSECTION IMPROVEMENT AT WALTON 0.1 MILE SOUTH OF RTE. M IN WARRENTON	\$525	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	WARREN	N OR 70 E	INTERSECTION IMPROVEMENT AT RTE. W	\$3,100	INCREASE ECONOMIC GROWTH
NORTHEAST	WARREN	RT F S	ADD SHOULDERS FROM INNSBROOK TO END OF MAINTENANCE	\$300	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
NORTHEAST	WARREN	RT M E	ADD RIGHT TURN LANE AT PINCKNEY STREET IN TRUESDALE	\$1,125	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY RURAL	JOHNSON	MO 131 S	RESURFACING OF MO 131 FROM THE NORTHERN CITY LIMITS OF HOLDEN TO PITTSVILLE	\$2,500	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	JOHNSON	US 50 E	INTERSECTION IMPROVEMENT AT REPUBLIC FOODS ENTRANCE IN LONE JACK	\$2,909	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY RURAL	LAFAYETTE	MO 224 E	PAVEMENT RESURFACING, DITCH CLEAN UP AND SHOULDER REPAIR FROM RTE. 24 TO EAST OF RTE. 13.	\$4,000	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	LAFAYETTE	RT FF E	ROADWAY REPAIR/RESURFACING OF RTE. FF FROM HIGGINSVILLE TO JACKSON COUNTY LINE	\$8,100	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	LAFAYETTE	RT MM E	RESURFACING OF RTE. MM SOUTH OF HIGGINSVILLE TO WEST OF HWY 13	\$646	IMPROVE ROAD CONDITIONS

TIER 3 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
KANSAS CITY RURAL	LAFAYETTE	RT OO S	ADD SHOULDERS AND PAVEMENT RESURFACING FROM RTE TT TO MO 131	\$5,594	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	LAFAYETTE	RT Z S	ADD SHOULDERS AND PAVEMENT RESURFACING FROM I-70 TO US 50	\$9,340	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	PETTIS	MO 127 S	ADD SHOULDERS AND PAVEMENT RESURFACING FROM US 50 TO MO 52	\$14,320	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	PETTIS	N OR 50 E	CULVERT IMPROVEMENT IN LA MONTE	\$566	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	PETTIS	US 50 E	INTERSECTION IMPROVEMENT AT SMITHTON INTERSECTION	\$799	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY RURAL	PETTIS	US 50 W	INTERSECTION IMPROVEMENTS AT WINCHESTER DR	\$932	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY RURAL	SALINE	MO 127 N	CULVERT IMPROVEMENT AT CHESTNUT ST. INTERSECTION	\$565	IMPROVE ROAD CONDITIONS
KANSAS CITY RURAL	SALINE	RT O S	RESURFACING AND MAINTENANCE OF ENTIRE LETTERED ROUTE O, NORTH OF SLATER FROM RT C TO RT F	\$1,700	IMPROVE ROAD CONDITIONS
KANSAS CITY URBAN	CLAY	IS 29 S	I-35 CORRIDOR IMPROVEMENTS FROM NE OF DOWNTOWN LOOP (INDEPENDENCE AVE) TO MO 210	\$96,600	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY URBAN	CLAY	IS 35 N	I-35 CORRIDOR IMPROVEMENTS FROM I-435 TO US 69	\$61,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY URBAN	CLAY	MO 92 W	MO 92 HIGHWAY IMPROVEMENTS - PHASE 2 FROM BETHEL RD TO US 169	\$25,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY URBAN	JACKSON	IS 49 S	PAVEMENT RECONSTRUCTION FROM BLUE RIDGE BLVD T MO 150	\$56,000	IMPROVE ROAD CONDITIONS
KANSAS CITY URBAN	JACKSON	IS 70 E	I-70 AND I-470 INTERCHANGE IMPROVEMENTS	\$90,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY URBAN	JACKSON	US 50 E	PAVEMENT RECONSTRUCTION FROM I-470 TO RTE RA	\$30,000	IMPROVE ROAD CONDITIONS
KANSAS CITY URBAN	JACKSON	US 71 S	SAFETY IMPROVEMENTS ACROSS BRUCE R. WATKINS (PARTIAL 2 OF 2)	\$45,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
KANSAS CITY URBAN	PLATTE	RT FF E	RTE FF SLOPE REPAIRS/STABILIZATION FROM RTE 9 TO STATE MAINTENANCE ENDS	\$16,000	IMPROVE ROAD CONDITIONS
CENTRAL	BOONE	MO 740 E	CONSTRUCT NEW ROADWAY TO EXTEND STADIUM BLVD FROM EAST OF US 63 TO RTE. WW IN COLUMBIA	\$36,432	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	BOONE	RT K E	TRAFFIC STUDY FOR RTE. K FROM RTE. 163 TO RTE. KK	\$500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	BOONE	RT WW E	TRAFFIC STUDY TO ADDRESS CONGESTION AND SAFETY ISSUES ALONG RTE. WW CORRIDOR EAST OF US 63	\$500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	BOONE	US 63 S	AT GRADE INTERSECTION IMPROVEMENTS ALONG RT 63 IN BOONE COUNTY (PARTIAL)	\$5,000	IMPROVE ROAD CONDITIONS
CENTRAL	CALLAWAY	BU 54 E	CAPACITY AND SAFETY IMPROVEMENTS ON BUS 54 AT WESTMINSTER AVE TO SCHULTZE ST IN FULTON	\$2,207	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	CALLAWAY	RT F E	CAPACITY AND SAFETY IMPROVEMENTS AT INTERCHANGE AT US 54 AND RTE. F IN FULTON	\$4,128	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

TIER 3 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
CENTRAL	CALLAWAY	US 54 E	AT GRADE INTERSECTION IMPROVEMENTS ALONG RT 54 IN CALLAWAY COUNTY (PARTIAL)	\$5,000	IMPROVE ROAD CONDITIONS
CENTRAL	CAMDEN	US 54 E	CAPACITY AND SAFETY IMPROVEMENTS ON HWY 54 BETWEEN HWY 5 AND CROSS CREEK RD, INCLUDES JACK CROWELL LAKE	\$15,200	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	COLE	CST COUNTRY CLUB DR E	CAPACITY AND SAFETY IMPROVEMENTS AT COUNTRY CLUB AND RAINBOW DRIVE	\$2,431	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	COLE	US 50 E	CAPACITY AND SAFETY IMPROVEMENTS ON REX WHITTON EXPRESSWAY (PARTIAL 2 OF 2)	\$47,006	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	COLE	US 50 E	AT GRADE INTERSECTION IMPROVEMENTS ALONG RT 50 IN COLE COUNTY AT HENWICK DR & ROUTE U	\$3,780	IMPROVE ROAD CONDITIONS
CENTRAL	CRAWFORD	MO 19 S	CAPACITY AND SAFETY IMPROVEMENTS ON RTE. 19 AT LINDBURG RD	\$521	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	CRAWFORD	RT FF S	CAPACITY AND SAFETY IMPROVEMENTS AT INTERSTATE 44 AND RTE. FF	\$17,969	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	DENT	RT TT E	INSTALL BRIDGE OVER CROOKED CREEK ON RTE. TT IN DENT COUNTY	\$1,334	IMPROVE BRIDGE CONDITIONS
CENTRAL	GASCONADE	US 50 E	INTERSECTION IMPROVEMENTS AT RT 19 NEAR DRAKE	\$8,596	IMPROVE ROAD CONDITIONS
CENTRAL	HOWARD	RT V E	ROADWAY IMPROVEMENT ON RTE. V IN HOWARD COUNTY	\$1,216	IMPROVE ROAD CONDITIONS
CENTRAL	MILLER	MO 52 W	CAPACITY AND SAFETY IMPROVEMENTS ON BUSINESS 54 AT RTE. CC AND RTE. 87	\$3,388	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	MORGAN	MO 135 S	CAPACITY AND SAFETY IMPROVEMENTS ON RTE. 135 IN MORGAN COUNTY	\$28,800	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
CENTRAL	OSAGE	US 63 S	CAPACITY AND SAFETY IMPROVEMENTS FROM NORTH OF RTE. P TO NORTH OF MARIES CRD 332	\$50,845	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	FRANKLIN	IS 44 E	CAPACITY AND PAVEMENT IMPROVEMENTS FROM I-44 FROM 0.2 MILES EAST OF RTE. O. TO .5 EAST OF RTE. 100 W.	\$116,510	MAJOR INTERSTATE RECONSTRUCTION
ST. LOUIS	FRANKLIN	MO 47 S	CORRIDOR IMPROVEMENTS FROM CITY OF WASHINGTON TO CITY OF ST. CLAIR	\$50,000	IMPROVE ROAD CONDITIONS
ST. LOUIS	JEFFERSON	US 67 S	CORRIDOR AND SAFETY IMPROVEMENTS FROM RTE. CC TO ST. FRANCOIS COUNTY LINE	\$131,400	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. CHARLES	IS 70 E	CORRIDOR INTERCHANGE IMPROVEMENTS FROM BRYAN RD TO ZUMBEHL RD.	\$20,000	MAJOR INTERSTATE RECONSTRUCTION
ST. LOUIS	ST. LOUIS	IS 170 E	BRIDGE IMPROVEMENTS AT NORFOLK RAILROAD NORTH OF AIRPORT ROAD TO AIRPORT ROAD	\$18,800	IMPROVE BRIDGE CONDITIONS
ST. LOUIS	ST. LOUIS	IS 270 E	BRIDGE IMPROVEMENTS AT OVER WEST PORT PLAZA DR	\$13,000	IMPROVE BRIDGE CONDITIONS
ST. LOUIS	ST. LOUIS	IS 270 E	CONGESTION MITIGATION IMPROVEMENTS FROM RTE.100 TO I-64.	\$36,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
ST. LOUIS	ST. LOUIS	IS 64 E	BRIDGE IMPROVEMENTS FROM BAXTER RD TO MO. 141	\$31,000	IMPROVE BRIDGE CONDITIONS
ST. LOUIS	ST. LOUIS	MO 180 E	CULVERT REPLACEMENT, CULVERT REHAB, AND PEDESTRIAN IMPROVEMENTS AT MCKELVEY RD	\$2,000	IMPROVE BRIDGE CONDITIONS
ST. LOUIS	ST. LOUIS	MO 364 E	INTERCHANGE AND BRIDGE IMPROVEMENTS AT RTE. D	\$10,190	IMPROVE BRIDGE CONDITIONS
ST. LOUIS	ST. LOUIS	RT D E	BRIDGE IMPROVEMENTS OVER WEST PORT PLAZA DR	\$6,300	IMPROVE BRIDGE CONDITIONS
ST. LOUIS	ST. LOUIS CITY	IS 70 E	INTERCHANGE IMPROVEMENTS FROM SHREVE AVE TO BRANCH STREET	\$132,000	MAJOR INTERSTATE RECONSTRUCTION

TIER 3 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHWEST RURAL	BARRY	MO 37 N	INTERMITTENT SAFETY AND OPERATIONAL IMPROVEMENTS AT VARIOUS LOCATIONS FROM RTE. 60 IN MONETT TO THE ARKANSAS STATE LINE	\$10,300	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	BARRY	US 60 E	INTERMITTENT SAFETY AND OPERATIONAL IMPROVEMENTS AT VARIOUS LOCATIONS FROM REPUBLIC TO MONETT	\$6,180	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	GREENE	US 60 E	SAFETY, ACCESS, AND INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS FROM RTE. 125 IN ROGERSVILLE TO EAST OF RTE. K IN SEYMOUR	\$41,200	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	JASPER	MO 171 N	RAMP IMPROVEMENTS AT VARIOUS LOCATIONS, INTERCHANGE IMPROVEMENTS AT I-49 FOR POTENTIAL INTERSTATE DESIGNATION FROM CARTHAGE TO JOPLIN	\$130,196	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST RURAL	JASPER	MO 249 S	SIGNAGE FOR POTENTIAL INTERSTATE DESIGNATION FROM CARTHAGE TO JOPLIN	\$434	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	CHRISTIAN	MO 14 E	INTERSECTION IMPROVEMENTS AT RTE. W	\$3,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	CHRISTIAN	MO 14 W	WESTBOUND JACKSON STREET OPERATIONAL IMPROVEMENTS AND BRIDGE WIDENING FROM RTE. NN TO THIRD STREET IN OZARK	\$8,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	CHRISTIAN	US 160 E	INTERSECTION IMPROVEMENTS AT PEMBROOK IN NIXA	\$3,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	MO 125 N	INTERSECTION IMPROVEMENTS AT EVERGREEN STREET IN STRAFFORD	\$15,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	MO 744 E	INTERSECTION IMPROVEMENTS AT NATIONAL AVENUE IN SPRINGFIELD	\$4,500	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	RT AB S	SAFETY IMPROVEMENTS SOUTH OF ROUTE 160 IN WILLARD	\$7,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	RT MM S	CAPITAL IMPROVEMENTS FROM RTE. 360 (JAMES RIVER FREEWAY) TO HAILE STREET IN REPUBLIC	\$13,181	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 160 E	CAPITAL IMPROVEMENTS FROM PLAINVIEW ROAD TO ROUTE AA IN NIXA	\$22,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 60 E	PHASE II INTERCHANGE IMPROVEMENT AT ROUTE 65	\$15,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHWEST URBAN	GREENE	US 65 S	INTERCHANGE IMPROVEMENTS AND SHARED USE PATH AT RTE. YY (DIVISION ST) AND CAPITAL IMPROVEMENTS ON DIVISION ST	\$30,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY

TIER 3 - UNFUNDED ROAD AND BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHEAST	BOLLINGER	MO 51 S	SAFETY IMPROVEMENTS FROM RTE. FF TO COUNTY ROAD 400	\$2,051	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	BUTLER	US 67 S	CAPACITY IMPROVEMENTS FROM RTE. 142 TO COUNTY ROAD 272	\$25,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CAPE GIRARDEAU	IS 55 S	CAPITOL IMPROVEMENTS AT EXIT 93.	\$23,069	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	CAPE GIRARDEAU	MO 177 S	ADD SHOULDERS FROM RTE. 61 TO RTE. J	\$1,634	IMPROVE ROAD CONDITIONS
SOUTHEAST	CAPE GIRARDEAU	US 61 S	INTERSECTION IMPROVEMENTS FROM I-55 IN FRUITLAND TO RTE. D	\$12,271	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	DUNKLIN	US 412 E	CAPACITY IMPROVEMENTS FROM RTE. C TO RTE. O	\$46,617	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	IRON	MO 32 E	SAFETY IMPROVEMENTS FROM RTE. 49 EAST INTERSECTION TO RTE 21 SOUTH INTERSECTION	\$13,408	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	MADISON	RT A E	PAVEMENT IMPROVEMENTS AND ADD RUMBLESTRIPES FROM RTE. 67 TO RTE. M	\$4,030	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	MADISON	RT J E	SAFETY IMPROVEMENTS FROM COUNTY ROAD 250 TO RTE. W	\$2,222	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	MADISON	RT Z E	PAVEMENT IMPROVEMENTS FROM BUS. 67 TO END STATE MAINTENANCE	\$581	IMPROVE ROAD CONDITIONS
SOUTHEAST	NEW MADRID	US 60 E	ACCESS IMPROVEMENTS TO CONVERT TO FREEWAY FROM I-55 TO RTE. 61.	\$10,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	ST. FRANCOIS	MO 32 E	CAPACITY IMPROVEMENTS FROM THE SOUTH INTERSECTION OF RTE. 67 TO RTE. OO	\$8,997	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	ST. FRANCOIS	RT C E	ADD RUMBLE STRIPES FROM RTE. D TO RTE. 32	\$3,092	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
SOUTHEAST	STE. GENEVIEVE	MO 32 E	BRIDGE IMPROVEMENTS OVER NORTH FORK JONCA CREEK	\$984	IMPROVE BRIDGE CONDITIONS
SOUTHEAST	TEXAS	US 63 S	CAPACITY IMPROVEMENTS FROM CLOVERDALE ROAD TO RTE. PP	\$39,820	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
TIER 3 NEEDS - STATEWIDE TOTAL				\$1,971,372	

SUMMARY

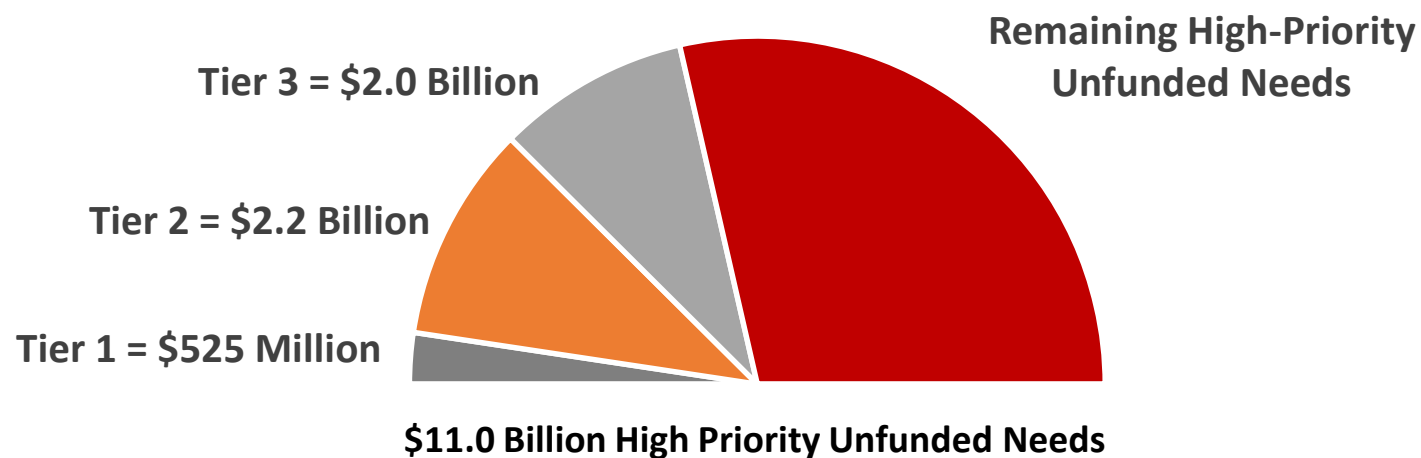
TIER 3 HIGH-PRIORITY UNFUNDED ROAD AND BRIDGE NEEDS

DISTRICT	IMPROVE BRIDGE CONDITIONS	IMPROVE ROAD CONDITIONS	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY	MAJOR INTERSTATE RECONSTRUCTION	GRAND TOTAL
NORTHWEST	\$9,980	\$17,030	\$23,224	\$50,672	\$100,906
NORTHEAST	9,700	7,925	76,450		\$94,075
KANSAS CITY RURAL		47,331	4,640		\$51,971
KANSAS CITY URBAN		102,000	317,600		\$419,600
CENTRAL	1,334	23,592	209,927		\$234,853
ST. LOUIS	\$81,290	\$50,000	\$167,400	\$268,510	\$567,200
SOUTHWEST RURAL			\$188,310		\$188,310
SOUTHWEST URBAN			\$120,681		\$120,681
SOUTHEAST	\$984	\$2,215	\$190,577		\$193,776
GRAND TOTAL	\$82,863	\$172,104	\$975,571	\$727,750	\$1,971,372

Amounts in \$1,000 in 2025 Dollars (Uninflated)

SUMMARY

10-Year Unfunded Needs Remaining after Tiers 1, 2 and 3

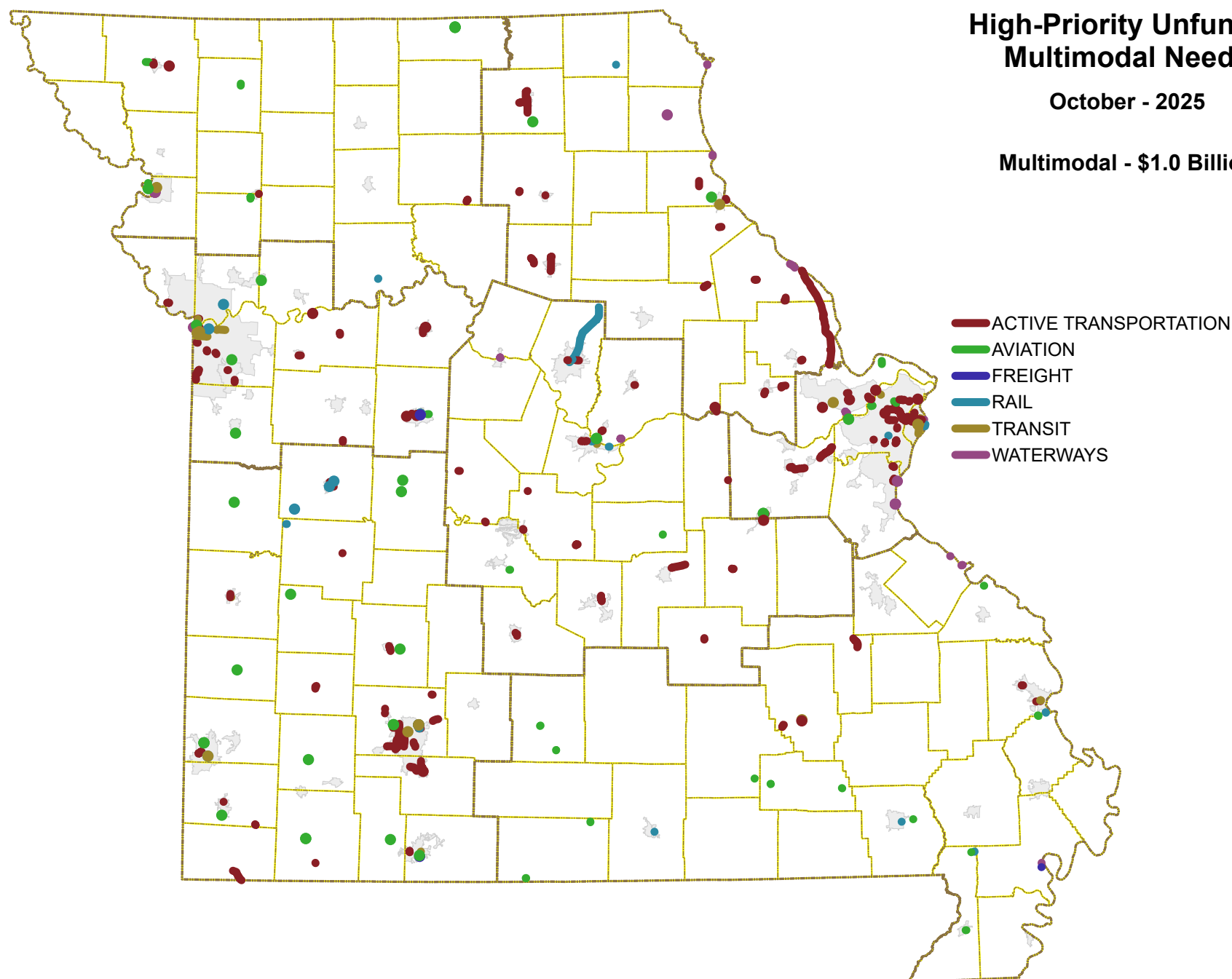


TIER 3	
CATEGORY	IMPACT
IMPROVE ROAD CONDITION	336 MILES
IMPROVE BRIDGE CONDITION	16 BRIDGES
MAJOR INTERSTATE RECONSTRUCTION	28 MILES
20-YEAR ECONOMIC OUTPUT	\$5.9 BILLION
ANNUAL JOBS CREATED	1,926

High-Priority Unfunded Multimodal Needs

October - 2025

Multimodal - \$1.0 Billion



UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
NORTHWEST	DEKALB	IS 35 S	CONVERT ABANDONED RR BRIDGE OVER I-35 FOR PEDESTRIAN USE IN CAMERON	\$1,199	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHWEST	LINN	CST KANSAS AVE S	CITY OF MARCELINE - NEW SIDEWALKS ON RTE. 5, NORTH KANSAS ST., RIPLEY PARK	\$1,720	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHWEST	NODAWAY	CST COLLEGE AVE E	ADD OR RECONSTRUCT SIDEWALK N. LAURA TO S. DAVIS; 1ST TO S. AVE; MUNN TO UNIVERSITY IN MARYVILLE	\$3,426	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHWEST	NODAWAY	CST COLLEGE DR S	ADD OR RECONSTRUCT SIDEWALK COLLEGE AVE TO 16TH ST; N. COLLEGE AVE TO N. MAIN ST; UNIVERSITY TO N. MAIN IN MARYVILLE	\$3,023	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHWEST	NODAWAY	US 136 E	PLANNING FOR TRAIL FROM MARYVILLE TO LAKE MOZINGO	\$500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHWEST	BUCHANAN	CRD AIRPORT RD N	REHABILITATE TAXIWAY B ROSECRANS MEMORIAL AIRPORT	\$6,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHWEST	BUCHANAN	CRD NW 26 S	TOWER/SRE BUILDING AT ROSECRANS AIRPORT	\$3,900	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHWEST	CLINTON	RT A S	EXTEND RUNWAY AT CAMERON AIRPORT	\$1,709	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHWEST	GENTRY	CRD 552 RD S	EXTEND RUNWAY AT ALBANY AIRPORT	\$2,884	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHWEST	NODAWAY	CRD 250 ST E	EXTEND RUNWAY 14/32 AT MARYVILLE AIRPORT	\$3,444	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHWEST	PUTNAM	MO 5 S	AG LOADING PAD/FUEL SYSTEMS PAD, FUELING AND JET FUELING STATION, LIGHTING, NAVAIDS & SIGNAGE	\$487	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHWEST	PUTNAM	MO 5 S	RUNWAY 17/35 RECONSTRUCTION	\$3,436	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHWEST	PUTNAM	MO 5 S	APRON IMPROVEMENTS	\$638	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHWEST	PUTNAM	MO 5 S	RUNWAY EXTENSION	\$632	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
NORTHWEST	CARROLL	CST OLD US HWY 24 E	NEW AMTRAK STOP IN CARROLLTON	\$7,752	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
NORTHWEST	BUCHANAN	CST ANGELIQUE ST E	EXPAND BUS STORAGE FOR ST JOE TRANSIT	\$599	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
NORTHWEST	BUCHANAN	CST JULES ST E	OATS LOCAL MATCH FOR 31 VEHICLES PAST USEFUL LIFE.	\$631	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
NORTHWEST	BUCHANAN	CST 3RD ST S	HARD SURFACE OF AREA IN FRONT OF RAIL SPUR TO ELIMINATE DUST	\$2,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
NORTHWEST	BUCHANAN	CST 3RD ST S	CONCRETE SECTION REPAIRS TO EXISTING CONCRETE DRIVE SYSTEM	\$500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
NORTHWEST	BUCHANAN	CST 3RD ST S	RESURFACING OF PORT AUTHORITY STOCKYARDS INDUSTRIAL PARK TRUCK STAGING AREA	\$1,800	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
NORTHEAST	ADAIR	CRD MICHIGAN TRL E	COMPLETE FLATS TRAIL FROM THOUSAND HILLS STATE PARK TO KIRKSVILLE	\$2,050	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	ADAIR	CST BALTIMORE ST S	UPGRADE ALL SIDEWALKS TO ADA STANDARDS IN KIRKSVILLE	\$2,825	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	AUDRAIN	US 54 E	UPGRADE ALL SIDEWALKS TO ADA STANDARDS IN THE CITY OF VANDALIA	\$275	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	LINCOLN	CST OLD TROY RD N	ADD SIDEWALK FROM HIGHLAND DRIVE TO ELM STREET IN WINFIELD	\$375	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	LINCOLN	RT C E	ADD SHOULDERS FOR SHARED USE PATH IN MOSCOW MILLS	\$1,400	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	MACON	CST PINE ST N	UPGRADE SIDEWALKS AND FILL IN GAPS TO ADA STANDARDS IN THE CITY OF CALLAO	\$275	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	MACON	US 63 S	ADD PEDESTRIAN BRIDGE NEAR ELM STREET IN MACON	\$1,225	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	MARION	BU 61 S	ADD SHARED USE PATH FROM PALMYRA HIGH SCHOOL TO THE PALMYRA CITY PARK	\$1,725	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)

* Amounts in 2025 Dollars (Uninflated)
MHTC Meeting

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
NORTHEAST	MARION	CST BRIDGE ST S	ADD SHARED USE PATH AT THE RIVER FRONT IN HANNIBAL	\$675	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	MONTGOMERY	BK KATY TRAIL E	PAVE SHARED USE PATH FROM KATY TRAIL TO RTE. 19	\$150	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	MONTGOMERY	MO 19 S	ADD SHARED USE PATH FROM MISSOURI RIVER TO THE KATY TRAIL	\$4,025	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	PIKE	MO 161 S	ADD SIDEWALKS FROM RTE. 161 TO WALMART DRIVE IN BOWLING GREEN	\$925	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	PIKE	MO 79 S	UPGRADE ALL SIDEWALKS TO ADA STANDARDS IN THE CITY OF CLARKSVILLE	\$275	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	PIKE	MO 79 S	WIDEN SHOULDERS FOR BIKE PATH FROM CLARKSVILLE TO ST. CHARLES COUNTY	\$3,350	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	PIKE	RT D S	UPGRADE ALL SIDEWALKS TO ADA STANDARDS IN THE CITY OF EOLIA	\$275	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	RALLS	CST FOURTH ST E	UPGRADE ALL SIDEWALKS TO ADA STANDARDS IN THE CITY OF NEW LONDON	\$400	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	RANDOLPH	CST MORLEY ST S	UPGRADE ALL SIDEWALKS TO ADA STANDARDS IN THE CITY OF MOBERLY	\$1,800	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	RANDOLPH	RT C S	UPGRADE ALL SIDEWALKS TO ADA STANDARDS IN THE CITY OF HUNTSVILLE	\$275	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	WARREN	MO 47 S	UPGRADE SIDEWALKS AND FILL IN GAPS TO ADA STANDARDS IN THE CITY OF WARRENTON	\$1,025	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	WARREN	RT H S	ADD SHARED USE PATH FROM WRIGHT CITY TO STURBRIDGE DRIVE	\$1,800	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
NORTHEAST	ADAIR	CST AIRPORT TRL S	CAPITAL IMPROVEMENTS AT KIRKSVILLE REGIONAL AIRPORT	\$1,300	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
NORTHEAST	MARION	CRD 425 S	CAPITAL IMPROVEMENT RUNWAY EXTENSION AT HANNIBAL REGIONAL AIRPORT	\$4,125	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
NORTHEAST	SCOTLAND	RT A S	IMPROVE PAVEMENT APPROACHES AND RAILROAD CROSSING AT RTE. U IN GORIN	\$1,025	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
NORTHEAST	MARION	US 61 S	ADDITIONAL OATS TRANSIT SERVICE	\$5,725	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
NORTHEAST	CLARK	CRD 321 S	PORT OF CLARK COUNTY SITE DEVELOPMENT	\$2,500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
NORTHEAST	LEWIS	MO 16 W	PORT OF LEWIS COUNTY SITE DEVELOPMENT AND EXPANSION	\$2,050	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
NORTHEAST	MARION	S OR 24 E	PORT OF MARION-RALLS SITE DEVELOPMENT AND EXPANSION	\$2,575	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
NORTHEAST	PIKE	MO 79 S	FUNDING FOR PORT OF LINCOLN-PIKE SITE DEVELOPMENT AND EXPANSION	\$2,575	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
KANSAS CITY RURAL	JOHNSON	MO 2 E	ADD PEDESTRIAN FACILITIES FROM BRAZIER AVENUE TO SOUTH CITY LIMITS IN LEETON	\$1,105	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY RURAL	LAFAYETTE	BU 13 S	ADD PEDESTRIAN FACILITIES FROM MO 20 TO 11TH STREET IN HIGGINSVILLE	\$572	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY RURAL	LAFAYETTE	CST FRANKLIN ST E	ADD SIDEWALKS AND ADA AT FRANCIS ST/TREVIS BRDG, SOUTH ST/FRANCIS ST, 20TH ST/ROCELLI RD, ROCELLI RD/HWY 24 IN LEXINGTON	\$1,372	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY RURAL	LAFAYETTE	RT OO S	ADD PEDESTRIAN FACILITIES FROM 9TH STREET TO MO RTE. 131	\$573	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY RURAL	PETTIS	RT Y E	ADD SHOULDERS AND BICYCLE FACILITIES ON HWY Y FROM STATE FAIR COMMUNITY COLLEGE TO QUISENBERRY RD	\$5,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY RURAL	PETTIS	US 50 E	ADD PEDESTRIAN FACILITIES FROM 800 FEET EAST OF OAK GROVE LANE TO US 65 IN SEDALIA	\$7,121	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY RURAL	PETTIS	US 50 E	ADD SIDEWALKS US 50 NORTH TO W. THIRD ST/W. THIRD ST TO US 65	\$286	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY RURAL	PETTIS	US 65 N	ADD SIDEWALK FROM W. 7TH STREET TO LIBERTY PARK BOULEVARD	\$208	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)

* Amounts in 2025 Dollars (Uninflated)
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UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
KANSAS CITY RURAL	SALINE	CST LAFAYETTE AVE S	ADD A PEDESTRIAN BRIDGE OVER US 65	\$2,810	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY RURAL	SALINE	US 65 S	ADD PEDESTRIAN FACILITIES FROM COLLEGE STREET TO FITZGIBBON HOSPITAL	\$536	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY RURAL	SALINE	US 65 S	ADD PEDESTRIAN FACILITIES FROM VEST STREET TO COLLEGE STREET IN MARSHALL	\$848	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY RURAL	PETTIS	CST BOONVILLE ST E	SEDALIA RECONSTRUCT PARALLEL SOUTH PARALLEL TAXIWAY	\$5,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
KANSAS CITY RURAL	PETTIS	CST S OHIO AVE S	EQUIPMENT COSTS FOR TRANSLOAD FACILITY	\$945	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (FREIGHT)
KANSAS CITY RURAL	PETTIS	CST N OHIO AVE S	ADD PEDESTRIAN AND BICYCLE FACILITIES FROM AMTRAK DEPOT TO KATY DEPOT	\$991	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
KANSAS CITY RURAL	PETTIS	CST PACIFIC ST E	OPERATING COSTS FOR THE AMTRAK DEPOT IN SEDALIA	\$38	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
KANSAS CITY RURAL	PETTIS	CST PACIFIC ST E	OATS -OATS - LOCAL MATCH FOR 16 VEHICLES THAT WILL REACH END OF USEFUL LIFE NEXT YEAR	\$134	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
KANSAS CITY URBAN	CLAY	CST NE 32ND ST W	MISSOURI RIVER NORTH TRAIL	\$13,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	JACKSON	CST BLUE RIVER RD S	BLUE RIVER PARKWAY - BLUE RIDGE CONNECTOR	\$3,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	JACKSON	CST DR MARTIN LUTHER KING JR BLVD E	TROLLEY TRAIL CONNECTOR TRAIL - MLK JR BLVD	\$865	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	JACKSON	CST GILLHAM RD N	GILLHAM RD - UPGRADE BARRIER	\$2,006	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	JACKSON	CST HAMBLIN RD N	GREENWOOD CONNECTOR	\$16,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	JACKSON	CST HOLMES RD S	BLUE RIVER PARKWAY TRAIL: STATE LINE CONNECTOR	\$4,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)

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UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
KANSAS CITY URBAN	JACKSON	CST MISSOURI AVE E	COLUMBUS PARK NEIGHBORHOOD SIDEWALKS	\$10,300	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	JACKSON	CST RIVERSIDE DR S	BLUE RIVER TRAIL - SWOPE PARK CENTRAL VALLEY CONNECTOR	\$1,500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	JACKSON	CST SW 3RD ST E	3RD STREET AT US50 INTERCHANGE IMPROVEMENTS	\$7,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	JACKSON	MO 350 E	350 HWY BIKE AND PEDESTRIAN TRAIL	\$1,500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	PLATTE	MO 45 N	MULTI MODAL ACCOMMODATIONS ON MO 45 AT I-435 BETWEEN BRINK MEYER AND HOMER PARKWAY IN PARKVILLE	\$3,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
KANSAS CITY URBAN	CASS	CRD ORCHARD RD N	CONSTRUCT PARALLEL TAXIWAY HARRISONVILLE AIRPORT	\$4,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
KANSAS CITY URBAN	CLAY	CST RICHARDS RD S	RSA GRADING AND EROSION CONTROL (CLAY COUNTY GENERAL AVIATION AIRPORT)	\$2,400	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
KANSAS CITY URBAN	JACKSON	CST NE LEINWEBER RD E	CONSTRUCT AIR TRAFFIC CONTROL TOWER (LEE'S SUMIT AIRPORT)	\$12,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
KANSAS CITY URBAN	RAY	CST E GOLF HILL RD W	RUNWAY LIGHTING REHABILITATION (EXCELSIOR SPRINGS)	\$300	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
KANSAS CITY URBAN	CLAY	CST BIRMINGHAM RD S	CANADIAN PACIFIC RR GRADE-SEPARATED CROSSING (BIRMINGHAM ROAD AT HOLT DRIVE, IN LIBERTY)	\$9,150	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
KANSAS CITY URBAN	JACKSON	CST INDEPENDENCE AVE E	INDEPENDENCE AVENUE RAIL BRIDGE CONSTRUCTION (KCMO AND TERMINAL RR)	\$20,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
KANSAS CITY URBAN	CLAY	CST BURLINGTON ST S	INTERJURISDICTIONAL TRANSIT CAPITAL PROJECT (NORTH OAK/BURLINGTON FROM HEART OF AMERICA BRIDGE TO NW BARRY RD)	\$11,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
KANSAS CITY URBAN	JACKSON	CST E 18TH ST E	INTERJURISDICTIONAL TRANSIT SERVICE OPERATION COSTS	\$33,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
KANSAS CITY URBAN	JACKSON	CST E 31ST ST E	INTERJURISDICTIONAL TRANSIT CAPITAL PROJECTS (31ST/ROCK ISLAND CORRIDOR)	\$11,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)

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UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
KANSAS CITY URBAN	JACKSON	CST INDEPENDENCE AVE E	INTERJURISDICTIONAL TRANSIT CAPITAL PROJECTS (INDEPENDENCE AVE. BUS RAPID TRANSIT FROM 6TH ST. TO NOLAND ROAD)	\$11,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
KANSAS CITY URBAN	JACKSON	CST MAIN ST S	IMPROVE PASSENGER RAIL STATION, REPLACE PLATFORM STAIRCASES IN KC	\$5,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
KANSAS CITY URBAN	JACKSON	CST MAIN ST S	OATS-LOCAL MATCH FOR 41 VEHICLES PAST USEFUL LIFE	\$850	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
KANSAS CITY URBAN	JACKSON	CST STATE ST S	MISSOURI RIVER TERMINAL/WOODSWEATHER PORT IMPROVEMENTS (PORT KC)	\$22,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	BOONE	CST CLARK LN E	SIDEWALK IMPROVEMENTS FROM WOODLAND SPRINGS TO BALLENGER IN COLUMBIA	\$2,557	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	BOONE	LP 70 E	SIDEWALK IMPROVEMENTS FROM GARTH AVE TO PROVIDENCE RD IN COLUMBIA	\$555	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	CALLAWAY	CST S SUMMIT DR S	ADD SIDEWALKS ALONG S. SUMMIT DRIVE FROM CENTER STREET TO EXISTING SIDEWALKS IN HOLTS SUMMIT	\$616	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	CALLAWAY	CST WOOD ST S	COMPLETE 2 MILES OF STINSON CREEK TRAIL IN FULTON	\$672	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	CAMDEN	CST EAST OSAGE BEACH PKWY S	ADD SIDEWALK FROM MACE ROAD TO WEST OF THE BRIDGE OVER RTE. 54 IN OSAGE BEACH	\$684	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	COLE	CST MISSOURI BLVD E	ADD SIDEWALKS AND ADD PEDESTRIAN BRIDGE OVER RTE. 179 IN JEFFERSON CITY	\$3,310	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	CRAWFORD	MO 19 S	SIDEWALKS AND ADA IMPROVEMENTS FROM STEELVILLE SCHOOL TO RTE. 19/8 INTERSECTION	\$1,739	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	DENT	MO 19 S	ADD SIDEWALK FROM CENTER ST TO RTE. 32 IN SALEM	\$554	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	GASCONADE	US 50 E	CONVERT INACTIVE ROCK ISLAND RAILWAY INTO A HIKING TRAIL FROM EAST OF ROSEBUD TO WEST OF STOVER	\$6,778	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	LACLEDE	MO 5 S	ADD SIDEWALK FROM ELM ST TO BLAND RD IN LEBANON	\$3,028	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
CENTRAL	MILLER	MO 42 E	ADD SIDEWALKS FROM EAST NORMAL ST TO RTE. 17, FROM CITY HALL TO IBERIA CEMETERY, FROM IBERIA HIGH SCHOOL TO IBERIA CITY PARK	\$1,054	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	MILLER	MO 52 E	ADD SIDEWALKS ALONG BUS. 54 AND RTE. 52 AND ADA COMPLIANT CROSSING AT MO 87 AND BUS. 54. IN ELDON	\$4,679	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	MORGAN	MO 5 S	ADD SIDEWALKS FROM LAURIE HEIGHTS TO RTE. O IN LAURIE	\$1,026	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	MORGAN	MO 52 E	SIDEWALK STUDY FOR THE CITY OF STOVER	\$12	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	PHELPS	S OR 44 E	ADD SHOULDERS FOR BIKE/PEDESTRIAN LANE ON SOUTH OUTER ROAD BETWEEN ROLLA AND ST JAMES	\$2,642	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	PULASKI	RT Y S	ADD BIKE AND PEDESTRIAN FACILITIES FROM I-44 TO LEMMING LN IN ST ROBERT	\$3,400	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
CENTRAL	CALLAWAY	CST AIRPORT RD E	EXTEND AND WIDEN RUNWAY 12/30 AND RECONSTRUCT TAXIWAY A AT JEFFERSON CITY MEMORIAL AIRPORT	\$18,367	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
CENTRAL	CALLAWAY	CST AIRPORT RD E	CONSTRUCT NEW AIR TRAFFIC CONTROL TOWER AT JEFFERSON CITY MEMORIAL AIRPORT	\$5,253	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
CENTRAL	CALLAWAY	CST AIRPORT RD E	REHAB OR RECONSTRUCT FACILITY THAT HOUSES AIRCRAFT RESCUE AND FIREFIGHTING EQUIPMENT AT JEFFERSON CITY MEMORIAL AIRPORT	\$1,960	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
CENTRAL	CAMDEN	CST AIRPORT DR S	NEW TERMINAL AT THE CAMDENTON MEMORIAL LAKE REGIONAL AIRPORT	\$1,539	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
CENTRAL	MARIES	MO 28 E	OVERLAY RUNWAY AT ROLLA NATIONAL AIRPORT IN VICHY	\$3,360	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
CENTRAL	BOONE	RR COLT S	IMPROVE RAILROAD BY INSTALLATION OF RAILROAD TIES, BALLAST AND OUT OF FACE TAMPING ON COLT RAIL LINE BETWEEN COLUMBIA AND CENTRALIA	\$608	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
CENTRAL	BOONE	RR COLT S	REPAIR COLT RAILROAD BRIDGE OVER I-70 IN COLUMBIA	\$1,370	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
CENTRAL	COLE	CST MISSOURI BLVD E	AMTRAK OPERATION ASSISTANCE	\$1,700	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
CENTRAL	COLE	CST N SHAMROCK RD S	INCREASE CAPACITY AT CAPITAL AREA RAIL TERMINAL (PHASE II)	\$1,976	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
CENTRAL	BOONE	CST LAKEVIEW AVE E	TRANSIT OPERATIONS - 15 ADDITIONAL BUS OPERATORS, MATCHING FUNDS FOR GRANTS FOR FUEL, SUPPLIES, MAINTENANCE, AND STAFFING	\$6,100	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
CENTRAL	COLE	CST E MILLER ST E	BUS FACILITY REPLACEMENT IN JEFFERSON CITY	\$15,220	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
CENTRAL	CALLAWAY	MO 94 E	CONSTRUCTION OF DRY STORAGE BUILDING AT HEARTLAND PORT NORTHSIDE	\$3,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	CALLAWAY	MO 94 E	IMPROVEMENTS TO THE ENTRANCE ROAD AND UTILITY SERVICES AT HEARTLAND PORT NORTHSIDE	\$750	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	CALLAWAY	MO 94 E	CONSTRUCTION OF 200' OF GENERAL-PURPOSE SHEET PILING DOCK AT HEARTLAND PORT NORTHSIDE	\$2,500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	CALLAWAY	MO 94 E	CONSTRUCT ELEVATED PAD FOR STAGING AND GROUND STORAGE AT HEARTLAND PORT NORTHSIDE	\$1,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	CALLAWAY	MO 94 E	MOORING CLUMPS UPSTREAM AND DOWNSTREAM OF THE DOCK AT HEARTLAND PORT NORTHSIDE	\$1,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	CALLAWAY	MO 94 E	CONSTRUCTION OF TWO GRAIN SILOS WITH CONVEYORS AT HEARTLAND PORT NORTHSIDE	\$3,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	COOPER	MO 5 S	INSTALL DEADMAN FOR WINCH SYSTEM AT HOWARD/COOPER COUNTY REGIONAL PORT	\$134	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	COOPER	MO 5 S	NEW WINCH SYSTEM FOR HOWARD/COOPER COUNTY REGIONAL PORT	\$161	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	COOPER	MO 5 S	PORT TELESTACKER CONVEYOR AT HOWARD/COOPER COUNTY REGIONAL PORT	\$1,344	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	COOPER	MO 5 S	PLACE 2 DOLPHINS STRUCTURES AT THE HOWARD/COOPER COUNTY REGIONAL PORT	\$672	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
CENTRAL	COOPER	MO 5 S	REMOVAL OF WING DAM AT HOWARD/COOPER COUNTY REGIONAL PORT	\$2,016	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)

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UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
CENTRAL	COOPER	MO 5 S	ADD 4 GRAIN BINS AT HOWARD/COOPER COUNTY REGIONAL PORT	\$8,064	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
ST. LOUIS	FRANKLIN	CST N CHURCH ST S	EXTEND TRAIL IN SULLIVAN FROM VOGELGESANG PARK ALONG WINSEL CREEK	\$193	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	FRANKLIN	CST SAPPINGTON BRIDGE RD S	EXTEND SIDEWALK FROM WEST END OF WEST MAIN SIDEWALK TO MATTOX DRIVE AT LAND ROAD	\$1,650	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	FRANKLIN	MO 100 W	IMPROVE SHOULDERS FOR BIKE & VEHICLE USE AND SAFETY ALONG HIGHWAY 100 FROM ST LOUIS COUNTY LINE TO HIGHWAY 50	\$3,520	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	FRANKLIN	RT AF N	EXTEND TRAIL IN SULLIVAN FROM VOGELGESANG PARK TO FLYING J TRUCK PARKING CENTER	\$550	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	FRANKLIN	US 50 W	ADD SIDEWALK / TRAIL FROM OLD RTE 66 (ROUTE AT) TO OLD COUNTY COURTHOUSE, UNION	\$2,145	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	JEFFERSON	CST CHURCH RD E	ADD SHARED USE PATH IN ARNOLD	\$3,960	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	JEFFERSON	RT K E	ADD SHARED USE PATH FOR CITY OF KIMMSWICK GREAT STREETS	\$1,650	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	JEFFERSON	US 67 N	ADD SHARED USE PATH FOR MISSISSIPPI RIVER TRAIL	\$2,750	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	JEFFERSON	W OR 55 N	ADD SHARED USE PATH FROM SECKMAN RD. TO PREHISTORIC HILL DR	\$2,200	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. CHARLES	CST FRIEDENS RD E	FILL IN SIDEWALK GAPS, ADD LIGHTING FOR SAFETY FROM MO 94 TO S RIVER RD/ARENA PKWY	\$2,176	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. CHARLES	CST MEXICO RD E	EXTEND BUSCH GREENWAY FROM I-64 AT DARDENNE CREEK TO ROUTE D	\$8,063	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. CHARLES	CST MID RIVERS MALL DR S	CONSTRUCT BALTIC GREENWAY FROM KATY TRAIL TO DARDENNE GREENWAY	\$5,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. CHARLES	CST TECUMSEH ST E	UPGRADE SIDEWALK TO ADA STANDARDS AND ADD BIKE FACILITIES IN FRENCHTOWN	\$11,100	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
ST. LOUIS	ST. CHARLES	RT DD S	EXTEND DARDENNE GREENWAY FROM BROEMMELSIEK PARK TO 370 LAKE SIDE PARK	\$12,674	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CRD BELLEFONTAINE RD N	UPDATE TO ADA STANDARDS FROM CHAMBERS RD. TO END OF MAINTENANCE AT I-270	\$19,800	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CRD SCHUETZ RD S	EXTEND CENTENNIAL GREENWAY WEST OF SCHUETZ RD TO CREVE COEUR PARK	\$15,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CST AIRPORT RD E	UPGRADE TO ADA STANDARDS FROM I-170 TO ST. LOUIS CITY LIMIT	\$11,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CST CRESCENT AVE W	FILL IN SIDEWALK GAPS FROM 104 CRESCENT AVE. TO VALLEY SCHOOL DR	\$495	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CST HIGH SCHOOL DR N	UPGRADE SIDEWALKS TO ADA STANDARDS AT POWELL AVE., MADGE AVE, HARRISON AVE. AND WHITE AVE	\$472	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CST LADUE RD W	ADD SIDEWALK FROM LINDBERGH TO PRICE	\$2,579	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CST MIDLAND BLVD E	UPGRADE TO ADA STANDARDS	\$15,214	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CST NORTHWIND ESTATES DR E	EXTEND MALINE GREENWAY IN NORTH ST LOUIS COUNTY	\$3,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CST PARDEE RD N	EXTEND SIDEWALK FROM 9327 PARDEE RD. TO EDDIE AND PARK RD	\$320	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CST PARDEE RD S	EXTEND SIDEWALK FROM GRANT'S TRAIL TO WHITECLIFF PARK LN	\$195	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	CST STONEYWOOD RD N	EXTEND GRANT'S TRAIL FROM MILE 8 TRAILHEAD TO THE I-44 BRIDGE OVER THE MERAMEC RIVER	\$935	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS	RT EE S	ADD SHARED-USE PATH FROM NATURAL BRIDGE RD. TO ST. CHARLES ROCK RD	\$14,300	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS CITY	CST COMPTON AVE S	EXTEND COMPTON CYCLE TRACK ACROSS I-64 FROM SPRUCE STREET TO BRICKLINE GREENWAY AT COMPTON AND MARKET	\$3,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)

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UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
ST. LOUIS	ST. LOUIS CITY	CST HODIAMONT TRACKS E	CONSTRUCT HODIAMONT GREENWAY FROM GWEN GILES PARK TO SPRING AVE TO CONNECT TO BRICKLINE GREENWAY	\$5,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS CITY	CST KINGSHIGHWAY BLVD N	UPGRADE TO ADA STANDARDS FROM LINDELL AVE. TO I-70	\$6,600	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS CITY	CST MARKET ST W	EXTEND BRICKLINE GREENWAY FROM 20TH STREET TO MEMORIAL DRIVE (PARTIAL 1 OF 2)	\$3,850	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS CITY	CST SKINKER BLVD S	CONSTRUCT GREENWAY FROM DELMAR TO ST. VINCENT GREENWAY	\$4,400	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS CITY	CST SPRUCE ST W	EXTEND BRICKLINE GREENWAY FROM GRAND METROLINK TO HARRIS-STOWE STATE UNIVERSITY AT COMPTON AVE & MARKET (PARTIAL 1 OF 2)	\$3,519	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	ST. LOUIS CITY	CST ST LOUIS AVE E	EXTEND BRICKLINE GREENWAY FROM GRAND AVENUE TO 20TH STREET CYCLETRACK (PARTIAL 1 OF 2).	\$6,450	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
ST. LOUIS	FRANKLIN	CST AIRPORT RD E	AIRPORT RD IMPROVEMENTS AT SULLIVAN REGIONAL AIRPORT	\$550	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
ST. LOUIS	FRANKLIN	CST AIRPORT RD W	REPLACE FUEL STATION AT SULLIVAN REGIONAL AIRPORT	\$880	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
ST. LOUIS	FRANKLIN	CST AIRPORT RD W	ADD HANGARS AT SULLIVAN REGIONAL AIRPORT	\$3,850	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
ST. LOUIS	ST. CHARLES	CRD GRAFTON FERRY RD S	SMARTT FIELD IMPROVEMENTS AT SAINT CHARLES COUNTY REGIONAL AIRPORT	\$8,800	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
ST. LOUIS	ST. LOUIS	CST CREVE COEUR AIRPORT RD W	EXTEND RUNWAY AT CREVE COEUR AIRPORT	\$8,300	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
ST. LOUIS	ST. LOUIS	CST CREVE COEUR AIRPORT RD W	APRON OVERLAY AT CREVE COEUR AIRPORT	\$1,320	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
ST. LOUIS	ST. LOUIS	CST EDISON AVE W	REHAB DRAINAGE AT SPIRIT OF ST. LOUIS AIRPORT.	\$660	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
ST. LOUIS	ST. LOUIS	CST EDISON AVE W	REHAB AND WIDEN RUNWAY AT SPIRIT OF SAINT LOUIS AIRPORT	\$4,070	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)

* Amounts in 2025 Dollars (Uninflated)
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UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
ST. LOUIS	ST. LOUIS	CST LAMBERT INTERNATIONAL BLVD W	EXTEND RUNWAY AT LAMBERT INTERNATIONAL AIRPORT	\$31,900	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
ST. LOUIS	ST. LOUIS	CST LAMBERT TERMINAL 1 DEPARTURES W	DEMOLISH BUILDING AT SAINT LOUIS LAMBERT INTERNATIONAL AIRPORT	\$9,500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
ST. LOUIS	ST. LOUIS	CST ARGONNE AVE E	ADD THIRD MO RIVER RUNNER TRIP FROM SL TO KC	\$1,767	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
ST. LOUIS	ST. LOUIS CITY	RR MERCHANTS SUBDIVISION N	RAILROAD DRAINAGE IMPROVEMENTS	\$8,800	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
ST. LOUIS	ST. CHARLES	CST ROLLING THUNDER DR W	ADD ELECTRIC VEHICLE CHARGING STATION AT STL LIFE	\$6	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
ST. LOUIS	ST. LOUIS	CST NORTHWEST INDUSTRIAL CT W	OATS TRANSIT SERVICE & VEHICLE REPLACEMENT MATCHING FUNDS	\$540	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
ST. LOUIS	ST. LOUIS CITY	CST JEFFERSON AVE S	GREEN LINE HIGH-CAPACITY TRANSIT	\$50,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
ST. LOUIS	ST. LOUIS CITY	CST SPRUCE ST E	CREATE MOBILITY-ON-DEMAND TRANSIT SERVICES AT METRO	\$2,650	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
ST. LOUIS	ST. LOUIS CITY	CST SPRUCE ST E	ELECTRIC BUS ACQUISITION AT METRO	\$5,500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
ST. LOUIS	ST. LOUIS CITY	CST SPRUCE ST W	UPDATE ALL METRO BUS STOPS TO ADA STANDARDS	\$7,700	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
ST. LOUIS	JEFFERSON	CST MISSISSIPPI ST S	CONSTRUCT LOW-WATER ACCESS DOCK AT KIMMSWICK FOR JEFFERSON COUNTY PORT AUTHORITY	\$2,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
ST. LOUIS	JEFFERSON	CST SCHOOL ST W	CONSTRUCT STORAGE FACILITY AT JEFFERSON COUNTY PORT	\$1,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
ST. LOUIS	JEFFERSON	CST SCHOOL ST W	CONSTRUCT RETAINING WALL FOR CONTAINER PORT STAGING AREA FOR JEFFERSON COUNTY PORT	\$1,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
ST. LOUIS	JEFFERSON	CST SCHOOL ST W	REPAIR DOCK AND RELOCATE UTILITIES AT JEFFERSON COUNTY PORT	\$450	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)

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UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
ST. LOUIS	ST. CHARLES	CST OLD WOLFRUM RD S	DEVELOP PORT: SITE ACQUISITION, REMEDIATION, & EXTEND ROADS & UTILITIES	\$6,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
ST. LOUIS	ST. CHARLES	CST OLD WOLFRUM RD S	SITE REMEDIATION FOR ST. CHARLES COUNTY PORT	\$2,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
ST. LOUIS	ST. LOUIS CITY	CST WARREN ST E	EXPAND PORT BY ELEVATING 11.56 ACRES OUT OF FLOODPLAIN	\$4,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
SOUTHWEST RURAL	BARRY	MO 112 E	PEDESTRIAN ACCOMMODATIONS ON NEW BRIDGE OVER DRY HOLLOW BRANCH IN ROARING RIVER STATE PARK	\$336	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	DADE	US 160 E	ADD SIDEWALK FROM PARK STREET TO MAIN STREET IN GREENFIELD	\$2,919	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	GREENE	MO 125 S	ADD SIDEWALK FROM EAST OF ROUTE 65 TO MAIN STREET IN FAIR GROVE	\$876	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	HENRY	MO 13 S	ADD SIDEWALK AND PEDESTRIAN CROSSING SAFETY IMPROVEMENTS AT RTE. 7 NORTH JCT. AND GAINES DRIVE IN CLINTON	\$1,782	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	HENRY	MO 7 S	ADD SIDEWALK AND PEDESTRIAN CROSSING SAFETY IMPROVEMENTS FROM RTE. 13 TO VANSANT ROAD IN CLINTON	\$1,178	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	JASPER	CST MURPHY BLVD E	MULTIUSE PATH FROM DOVER HILL ELEMENTARY SCHOOL TO DOVER HILL BIKE PARK AND FRISCO GREENWAY IN JOPLIN	\$2,158	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	JASPER	CST MURPHY BLVD E	KATY TRAIL SHARED USE PATH FROM DOVER HILL RECREATION AREA TO PERKINS STREET IN JOPLIN	\$3,980	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	MCDONALD	US 71 N	SHARED USE PATH FROM THE RAZORBACK GREENWAY TO JANE	\$8,400	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	NEWTON	BU 60 E	PEDESTRIAN CROSSING SAFETY IMPROVEMENTS ON NEOSHO BOULEVARD AT RTE. 86 (HARMONY STREET) IN NEOSHO	\$985	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	NEWTON	RT A E	SHARED USE PATH ON LENTZ AND OZARK STREETS FROM TRIWAY SCHOOL TO CARDWELL STREET IN STELLA	\$1,672	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	POLK	MO 83 S	ADD SIDEWALK AND SHARED USE PATH AT VARIOUS LOCATIONS ON SPRINGFIELD AVE FROM JACKSON ST TO MT GILEAD ROAD	\$3,361	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHWEST RURAL	ST. CLAIR	BU 13 S	ADD SIDEWALK FROM BOONE STREET TO GOODRICH DRIVE AND PEDESTRIAN CROSSING ON TRUMAN ROAD IN OSCEOLA	\$1,092	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	TANEY	CST 76 COUNTRY BLVD E	PHASE I PEDESTRIAN AND STREETScape IMPROVEMENTS FROM PAT NASH DRIVE TO 0.15 MILE WEST OF RTE. 165 IN BRANSON	\$2,472	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	VERNON	RT W S	ADD SIDEWALK AND PEDESTRIAN CROSSING IMPROVEMENTS ON ASH STREET FROM PARK AVENUE TO RTE. 54 (AUSTIN BOULEVARD) IN NEVADA	\$1,739	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST RURAL	BARRY	CRD 2160 E	RUNWAY REHABILITATION AT CASSVILLE MUNICIPAL AIRPORT	\$2,100	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	BARRY	CRD 2160 E	CONSTRUCT FIXED BASE OPERATOR HANGAR AT CASSVILLE MUNICIPAL AIRPORT	\$1,122	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	BARTON	US 160 E	CONSTRUCT HANGARS AND TAXILANES AT LAMAR AIRPORT	\$2,240	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	BATES	LP 49 S	APRON EXPANSION AT BUTLER AIRPORT	\$840	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	BENTON	CST AIRPORT RD E	APRON IMPROVEMENTS AT LINCOLN AIRPORT	\$42	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	BENTON	US 65 S	APRON EXPANSION AT WARSAW AIRPORT	\$1,961	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	CEDAR	CST ELDORADO SPRINGS MEMORIAL AIRPORT E	RECONSTRUCT RUNWAY AT EL DORADO SPRINGS AIRPORT	\$4,204	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	JASPER	CST DENNIS WEAVER DR S	CONSTRUCT NEW CORPORATE HANGAR AND SITE DEVELOPMENT AT JOPLIN REGIONAL AIRPORT	\$2,801	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	JASPER	CST DENNIS WEAVER DR S	CONSTRUCT NEW T-HANGARS AND T-HANGAR TAXI LANES AT JOPLIN REGIONAL AIRPORT	\$2,801	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	LAWRENCE	RT H S	INSTALL FUEL SYSTEM IN NEW LOCATION AT MOUNT VERNON MUNICIPAL AIRPORT	\$211	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	NEWTON	CST TERRY JOHNSON E	RECONSTRUCT RUNWAY 1/19 AT NEOSHO AIRPORT	\$6,999	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHWEST RURAL	POLK	CRD 157TH RD S	HANGER EXPANSION AT BOLIVAR AIRPORT	\$1,400	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	STONE	CST AERO DR S	DESIGN AND CONSTRUCT T-HANGARS AT BRANSON WEST AIRPORT	\$912	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	TANEY	CST BLUE SKY LN S	APRON REHABILITATION AT M. GRAHAM CLARK AIRPORT	\$1,122	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST RURAL	TANEY	US 65 S	ADD TRANSLOAD FACILITY AND TRUCK PARKING IN HOLLISTER	\$5,740	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (FREIGHT)
SOUTHWEST RURAL	GREENE	CST PACKER RD S	OZARKS REGIONAL PASSENGER RAIL FEASIBILITY STUDY	\$1,233	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHWEST RURAL	HENRY	MO 18 E	SIDEWALK RAIL CROSSING REPAIRS AT VARIOUS LOCATIONS	\$28	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHWEST RURAL	HENRY	MO 52 E	RAIL EXPANSION TO NEW INDUSTRIAL SITE AT RTE. 52 AND VANSANT ROAD IN CLINTON	\$3,500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHWEST RURAL	HENRY	RT HH E	RAIL EXTENSION IN MONTROSE	\$1,400	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHWEST RURAL	JASPER	MO 66 E	SWITCH REPLACEMENT PROGRAM FOR MISSOURI & NORTHERN ARKANSAS RAILROAD IN JASPER COUNTY	\$366	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHWEST RURAL	ST. CLAIR	CST 1ST E	RAIL CROSSING IMPROVEMENTS IN APPLETON CITY	\$559	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHWEST RURAL	GREENE	CST PACKER RD S	OATS CAPITAL ASSET MANAGEMENT IN THE RURAL SOUTHWEST DISTRICT	\$2,575	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST RURAL	GREENE	CST PACKER RD S	OATS CAPITAL EXPANSION IN THE RURAL SOUTHWEST DISTRICT	\$2,814	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST RURAL	GREENE	CST PACKER RD S	OATS SERVICE OPERATIONS EXPANSION IN THE RURAL SOUTHWEST DISTRICT	\$6,850	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST RURAL	GREENE	CST PACKER RD S	OPERATING ASSISTANCE FOR VARIOUS SMALL CITIES IN RURAL SOUTHWEST DISTRICT	\$82	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHWEST RURAL	JASPER	MO 66 E	JOPLIN TRANSIT CAPITAL IMPROVMENTS	\$365	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST RURAL	TANEY	CST MADDUX ST E	BRANSON AREA MULTIMODAL COMMUTER STUDY	\$687	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST RURAL	VERNON	US 54 E	ADDRESS GAPS IN RURAL TRANSIT IN KAYSINGER BASIN REGIONAL PLANNING COMMISSION AREA	\$291	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST URBAN	CHRISTIAN	MO 14 E	PEDESTRIAN CROSSING IMPROVEMENTS AT 3RD AVENUE AND CHURCH STREET IN OZARK	\$500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	CHRISTIAN	MO 14 E	ADD SIDEWALKS ON 3RD STREET FROM CHURCH STREET TO ELM STREET IN OZARK	\$300	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	CHRISTIAN	MO 14 W	SHARED USE PATH FROM RIDGECREST AVE IN NIXA TO FREMONT ROAD IN OZARK	\$1,750	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	CHRISTIAN	RT NN S	SIDEWALK, SHARED USE PATH FROM RTE. J TO RTE. 14 IN OZARK	\$3,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	CST DIVISION ST E	SHARED USE PATH FROM PACKER ROAD TO EASTGATE AVENUE IN SPRINGFIELD	\$1,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	CST GLENSTONE AVE S	TRAIL /MULTI-USE PATH ALONG GLENSTONE AVE FROM BATTLEFIELD RD TO NATURE CENTER WAY	\$2,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	CST KANSAS EXPY S	TRAIL/MULTI-USE PATH ALONG KANSAS EXPRESSWAY FROM GRAND STREET TO REPUBLIC ROAD	\$2,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	RT AB S	ADD SIDEWALKS FROM NEW MELVILLE ROAD TO SOUTHVIEW STREET IN WILLARD	\$250	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	RT EE E	CONSTRUCT PEDESTRIAN IMPROVEMENTS ON RTE. EE FROM HASELTINE ROAD TO RTE. 160 (WEST BYPASS) IN SPRINGFIELD	\$2,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	RT FF S	ADD PEDESTRIAN CROSSING AT INTERSECTION OF RTE. FF AND REPUBLIC ROAD IN BATTLEFIELD	\$500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	RT FF S	TRAIL ALONG FF FROM M HIGHWAY TO NORTH OF WEAVER ROAD	\$1,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)

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UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHWEST URBAN	GREENE	RT M E	SHARED USE PATH FROM RTE. ZZ IN REPUBLIC TO RTE. FF IN BATTLEFIELD	\$3,500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	RT OO E	ROUTE 66 TRAIL - PHASE 3 SHARED USE PATH FROM EAST OFF FARM RD 213 TO WASHINGTON AVE IN STRAFFORD	\$3,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	RT Z S	ADD SIDEWALKS FROM EAGLE LANE TO WILLIARD SPORTS COMPLEX	\$200	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	US 160 E	PEDESTRIAN CROSSING IMPROVEMENTS ON WEST BYPASS FROM RTE 744 (KEARNEY STREET) TO BATTLEFIELD ROAD IN SPRINGFIELD	\$2,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHWEST URBAN	GREENE	CST SPRINGFIELD AIRPORT ENTRANCE S	CONSTRUCT T-HANGER TAXIWAY AT SPRINGFIELD-BRANSON NATIONAL AIRPORT	\$1,500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST URBAN	GREENE	CST SPRINGFIELD AIRPORT ENTRANCE S	REHABILITATE RUNWAY 14-32 AT SPRINGFIELD-BRANSON NATIONAL AIRPORT	\$1,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHWEST URBAN	GREENE	CST DIVISION ST E	RAILROAD GRADE SEPARATION OVER BNSF WEST OF US 65 IN SPRINGFIELD	\$26,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHWEST URBAN	GREENE	CST MAIN AVE S	CITY UTILITIES TRANSIT BUS REPLACEMENT	\$4,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHWEST URBAN	GREENE	CST PACKER RD S	FTA SECTION 5310 VEHICLE MATCH	\$500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHEAST	CAPE GIRARDEAU	CST MAIN ST E	PRELIMINARY ENGINEERING FOR THE NORTH JACKSON-CAPE BIKE/PEDESTRIAN TRAIL	\$2,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHEAST	CAPE GIRARDEAU	RT K E	CONSTRUCT PEDESTRIAN CROSSING AT FARRAR DRIVE IN CAPE GIRARDEAU	\$94	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHEAST	CAPE GIRARDEAU	US 61 S	CONSTRUCT PEDESTRIAN CROSSING AT RTE. K IN CAPE GIRARDEAU	\$150	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHEAST	CAPE GIRARDEAU	US 61 S	CONSTRUCT PEDESTRIAN CROSSING AT INDEPENDENCE STREET IN CAPE GIRARDEAU	\$150	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHEAST	IRON	MO 21 S	BICYCLE/PEDESTRIAN TRAIL IMPROVEMENTS FOR THE SHEPHERD MOUNTAIN BIKE PARK ON RTE. 21 FROM ODELIA STREET IN PILOT KNOB TO MAPLE STREET IN ARCADIA	\$4,368	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)

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UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHEAST	REYNOLDS	BK TRANSAMERICA E	TRANSAMERICA BIKE TRAIL GRANT PROGRAM FOR THE SOUTHEAST DISTRICT	\$10,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHEAST	REYNOLDS	MO 106 E	BICYCLE-PEDESTRIAN GRANT PROGRAM FOR THE SOUTHEAST DISTRICT	\$10,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (ACTIVE TRANSPORTATION)
SOUTHEAST	BUTLER	RT B E	EXTEND RUNWAY AT POPLAR BLUFF MUNICIPAL AIRPORT	\$7,928	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	CARTER	US 60 E	CONSTRUCT HELIPAD NEAR ELLSINORE	\$162	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	CARTER	US 60 E	CONSTRUCT HELIPAD NEAR FREMONT	\$162	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	DUNKLIN	CST AIRPORT RD S	PAVEMENT REPAIRS AND RESTRIPE RUNWAY AT KENNETT AIRPORT	\$1,236	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	DUNKLIN	CST MITCHELL DR S	RESURFACE AND REHAB RUNWAY 14/32 AT MALDEN REGIONAL AIRPORT	\$1,560	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	OZARK	MO 181 S	CONSTRUCT HELIPAD NEAR DORA	\$162	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	OZARK	RT W E	CONSTRUCT HELIPAD NEAR PONTIAC	\$162	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	PERRY	RT H E	INSTALL NEW HANGARS AT PERRYVILLE AIRPORT	\$2,300	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	SCOTT	CRD AIRPORT RD S	ADD PERIMETER FENCE AT CAPE GIRARDEAU REGIONAL AIRPORT	\$2,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	SCOTT	CRD AIRPORT RD S	ADD FUEL FARM AT CAPE GIRARDEAU REGIONAL AIRPORT	\$1,500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	SHANNON	RT W S	CONSTRUCT HELIPAD NEAR LOW WASSIE	\$162	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	WRIGHT	MO 5 S	CONSTRUCT HELIPAD NEAR HARTVILLE	\$162	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
SOUTHEAST	WRIGHT	RT E S	CONSTRUCT HELIPAD NEAR NORWOOD	\$162	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (AVIATION)
SOUTHEAST	NEW MADRID	CRD ENTRANCE RD E	CONSTRUCT RR OVERPASS ON ENTRANCE ROAD IN ST. JUDE INDUSTRIAL PARK NEAR MARSTON	\$4,888	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (FREIGHT)
SOUTHEAST	BUTLER	CST 2ND ST S	IMPROVE AMTRAK DEPOT SERVICE FACILITY IN POPLAR BLUFF	\$2,719	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHEAST	CAPE GIRARDEAU	RR UNKNOWN RAILROAD S	RAILROAD RIGHT OF WAY AND DRAINAGE IMPROVEMENTS	\$2,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHEAST	DUNKLIN	MO 25 S	INSTALL SIGNAL LIGHTS AND BARS ON RTE. 25 AT HARPER STREET IN MALDEN	\$370	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHEAST	HOWELL	CST NORTH HOWELL AVE S	CONSTRUCT RAILROAD OVERPASS ON HOWELL AVENUE IN WEST PLAINS	\$15,206	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (RAIL)
SOUTHEAST	CAPE GIRARDEAU	CST LEMING LN S	IMPROVE CAPE TRANSIT AUTHORITY FACILITIES	\$1,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHEAST	CAPE GIRARDEAU	CST LEMING LN S	INSTALL BUS SHELTERS AND PAY SYSTEM FOR FIXED ROUTE SERVICE FOR CAPE TRANSIT AUTHORITY	\$500	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHEAST	REYNOLDS	MO 21 S	TRANSIT GRANT PROGRAM FOR THE SOUTHEAST DISTRICT	\$10,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (TRANSIT)
SOUTHEAST	NEW MADRID	CRD LEVEE RD S	CONTRIBUTION TO BUILD NORTH HARBOR AT NEW MADRID PORT	\$8,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
SOUTHEAST	STE. GENEVIEVE	CST LITTLE ROCK RD S	\$200,000 OPERATION FUNDS FOR STE. GENEVIEVE FERRY IN STE. GENEVIEVE COUNTY	\$200	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
SOUTHEAST	STE. GENEVIEVE	PVT NEW BOURBON PORT E	WALKWAY/LOADING RAMP FOR RIVERBOAT STOPS AT NEW BOURBON PORT IN STE. GENEVIEVE COUNTY	\$858	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
SOUTHEAST	STE. GENEVIEVE	PVT NEW BOURBON PORT E	CONSTRUCT INNER FREIGHT LOOP AT NEW BOURBON PORT IN STE. GENEVIEVE COUNTY	\$905	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)
SOUTHEAST	STE. GENEVIEVE	PVT NEW BOURBON PORT S	CONSTRUCT 3RD MOORING AT NEW BOURBON PORT IN STE. GENEVIEVE COUNTY	\$832	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS (WATERWAYS)

UNFUNDED MULTIMODAL NEEDS					
DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	ESTIMATED FUNDING NEEDED (\$1,000)*	CITIZENS GUIDE UNFUNDED NEEDS CATEGORY
			MULTIMODAL NEEDS - STATEWIDE TOTAL	\$1,012,186	

SUMMARY

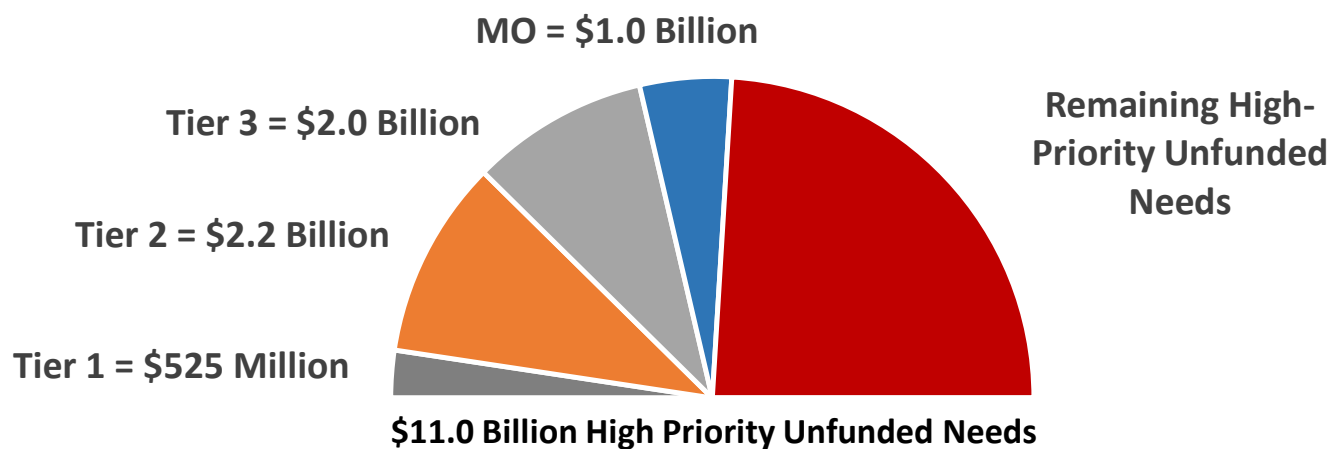
MULTIMODAL HIGH-PRIORITY UNFUNDED NEEDS

IMPROVE MULTIMODAL TRANSPORTATION OPTIONS							
DISTRICT	ACTIVE TRANSPORTATION	AVIATION	FREIGHT	RAIL	TRANSIT	WATERWAYS	GRAND TOTAL
NORTHWEST	\$9,868	\$23,130		\$7,752	\$1,230	\$4,300	\$46,280
NORTHEAST	\$25,125	\$5,425		\$1,025	\$5,725	\$9,700	\$47,000
KANSAS CITY RURAL	\$20,431	\$5,000	\$945	\$1,029	\$134		\$27,539
KANSAS CITY URBAN	\$62,172	\$18,700		\$29,150	\$71,850	\$22,000	\$203,872
CENTRAL	\$33,306	\$30,479		\$5,654	\$21,320	\$23,641	\$114,400
ST. LOUIS	\$173,760	\$69,830		\$10,567	\$66,396	\$16,450	\$337,003
SOUTHWEST RURAL	\$32,950	\$28,755	\$5,740	\$7,086	\$13,664		\$88,195
SOUTHWEST URBAN	\$23,000	\$2,500		\$26,000	\$4,500		\$56,000
SOUTHEAST	\$26,762	\$17,658	\$4,888	\$20,295	\$11,500	\$10,795	\$91,898
GRAND TOTAL	\$407,374	\$201,477	\$11,573	\$108,558	\$196,319	\$86,886	\$1,012,186

Amounts in \$1,000 in 2025 Dollars (Uninflated)

SUMMARY

10-Year Unfunded Needs Remaining after Tiers 1, 2, 3 and Multimodal



SUMMARY

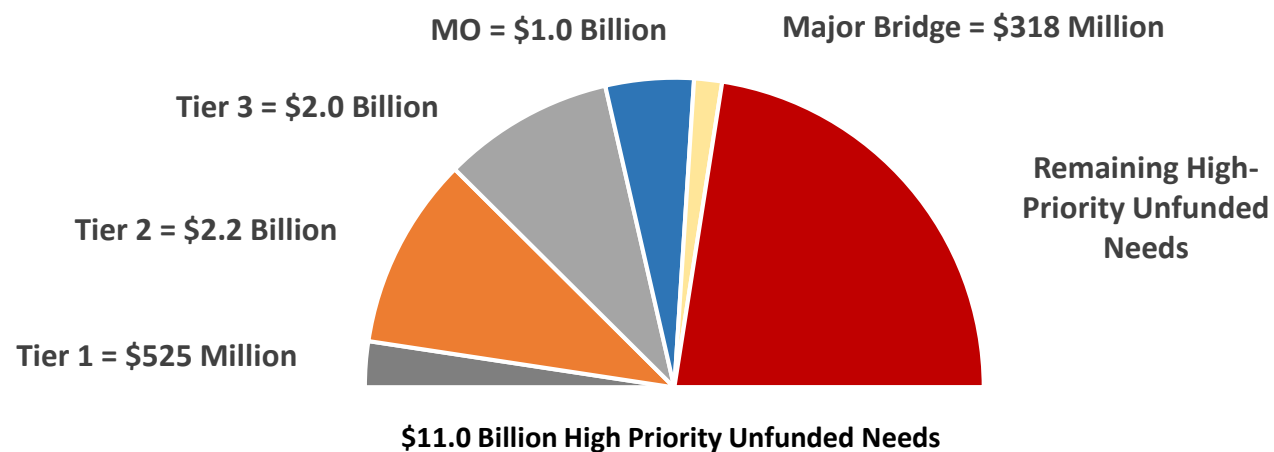
MAJOR BRIDGE NEEDS					
DISTRICT	COUNTY	ROUTE	LOCATION OR BRIDGE NAME	TOTAL COST (\$1000)	CATEGORY
NORTHWEST	ATCHISON	US 136	BROWNVILLE	\$74,000	IMPROVE BRIDGE CONDITION
NORTHWEST	BUCHANAN	US 36 E	DOWNTOWN ST. JOSEPH	\$28,000	IMPROVE BRIDGE CONDITION
ST. LOUIS	ST. LOUIS CITY	IS 44 W AND IS 55 N	THIRD ST VIADUCT	\$28,000	IMPROVE BRIDGE CONDITION
ST. LOUIS	ST. LOUIS CITY	MO 799	MARTIN LUTHER KING	\$125,000	IMPROVE BRIDGE CONDITION
ST. LOUIS	ST. LOUIS CITY	IS 64	DOUBLE DECKER IN ST. LOUIS*	\$63,000	IMPROVE BRIDGE CONDITION
MAJOR BRIDGE NEEDS - STATEWIDE TOTAL				\$318,000	

Amounts in \$1,000 in 2025 Dollars (Uninflated)

* Estimate based on rehabilitation. Replacement estimate will be significantly higher.

SUMMARY

10-Year Unfunded Needs Remaining after Tiers 1, 2, 3, Multimodal and Major Bridge



SUMMARY

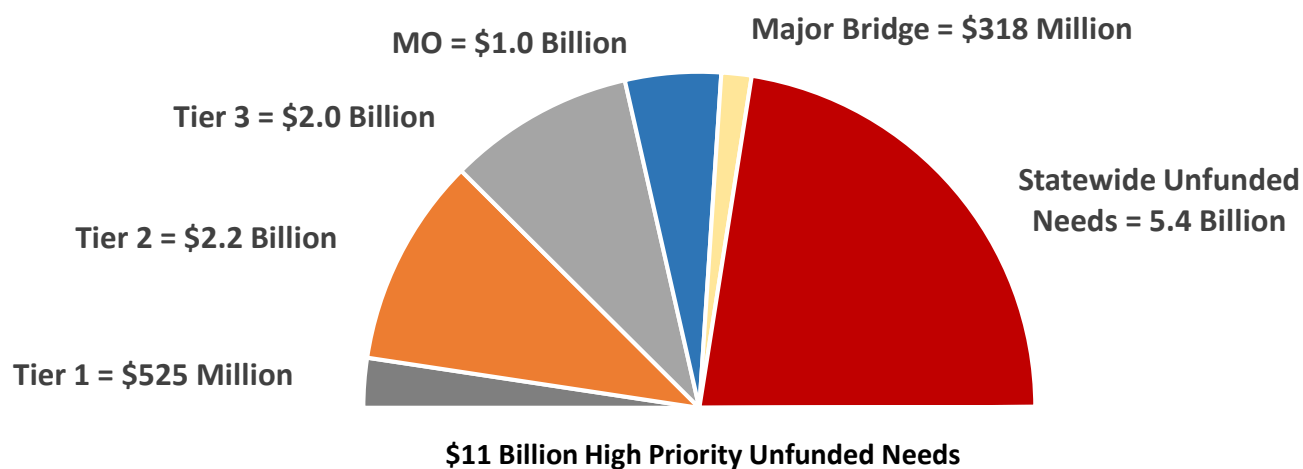
STATEWIDE UNFUNDED NEEDS		
DESCRIPTION	TOTAL COST (\$1000)	CATEGORY
RECONSTRUCT AND ADD CAPACITY TO IS 44 FROM MO 100 TO THE MISSOURI STATE LINE ^(Note *)	\$4,500,000	MAJOR INTERSTATE RECONSTRUCTION
REPLACE OR UPGRADE SIGNS, SIGNALS, CAMERAS, LIGHTING, STRIPING, AND GUARD CABLE AND ADDRESS TOP TIER VULNERABLE ROAD USER NEEDS	\$75,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
RECONSTRUCT INTERSTATE AND ADD OUTER ROADS TO INCREASE INTERSTATE RESILIENCY (PARTIAL)	\$100,000	MAJOR INTERSTATE RECONSTRUCTION
ANNUAL PROGRAM TO IMPROVE THE CONDITION OF LOW VOLUME ROADS	\$25,000	IMPROVE ROAD CONDITIONS
AMTRAK MISSOURI RIVER RUNNER	\$20,000	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS
HIGHWAY-RAILROAD CROSSING SAFETY IMPROVEMENTS	\$650,000	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY
TOTAL STATEWIDE UNFUNDED NEEDS:	\$5,370,000	

Note * - Estimated total range of \$4.5 billion to \$7.5 billion based upon initial long range scoping estimates.

Amounts in \$1,000 in 2025 Dollars (Uninflated)

SUMMARY

10-Year High Priority Unfunded Needs



SUMMARY

TOTALS BY PRIORITY

DISTRICT	TIER 1	TIER 2	TIER 3	MULTIMODAL	MAJOR BRIDGE	STATEWIDE	TOTAL
NW	\$26,319	\$89,302	\$100,906	\$46,280	\$102,000	-	\$364,807
NE	\$24,575	\$93,250	\$94,075	\$47,000		-	\$258,900
KCR	\$12,000	\$51,073	\$51,971	\$27,539		-	\$142,583
KCU	\$100,000	\$414,000	\$419,600	\$203,872		-	\$1,137,472
CD	\$62,700	\$228,682	\$234,853	\$114,400		-	\$640,635
SL	\$172,520	\$840,431	\$567,200	\$337,003	\$216,000	-	\$2,133,154
SWR	\$47,227	\$185,311	\$188,310	\$88,195		-	\$509,043
SWU	\$30,350	\$123,274	\$120,681	\$56,000		-	\$330,305
SE	\$49,455	\$189,850	\$193,776	\$91,898		-	\$524,979
STATEWIDE	-	-	-	-	-	\$5,370,000	\$5,370,000
GRAND TOTAL	\$525,146	\$2,215,173	\$1,971,372	\$1,012,186	\$318,000	\$5,370,000	\$11,411,877

Amounts in \$1,000 in 2025 Dollars (Uninflated)

SUMMARY

TOTALS BY TYPE

DISTRICT	IMPROVE BRIDGE CONDITIONS	IMPROVE ROAD CONDITIONS	INCREASE ECONOMIC GROWTH AND IMPROVE SAFETY	MAJOR INTERSTATE RECONSTRUCTION	IMPROVE MULTIMODAL TRANSPORTATION OPTIONS	TOTAL
NW	\$23,420	\$42,605	\$76,026	\$74,476	\$46,280	\$262,807
NE	\$16,350	\$11,650	\$183,900	\$0	\$47,000	\$258,900
KCR	\$0	\$97,659	\$17,385	\$0	\$27,539	\$142,583
KCU	\$0	\$102,000	\$831,600	\$0	\$203,872	\$1,137,472
CD	\$1,334	\$23,592	\$501,309	\$0	\$114,400	\$640,635
SL	\$86,600	\$154,100	\$493,800	\$845,651	\$337,003	\$1,917,154
SWR	\$0	\$3,600	\$417,248	\$0	\$88,195	\$509,043
SWU	\$0	\$0	\$274,305	\$0	\$56,000	\$330,305
SE	\$9,280	\$10,804	\$412,997	\$0	\$91,898	\$524,979
STATEWIDE	-	\$25,000	\$725,000	\$4,600,000	\$20,000	\$5,370,000
MAJOR BRIDGE	\$318,000	-	-	-	-	\$318,000
GRAND TOTAL	\$454,984	\$471,010	\$3,933,570	\$5,520,127	\$1,032,186	\$11,411,877

Amounts in \$1,000 in 2025 Dollars (Uninflated)



1

MEDICAL AND LIFE INSURANCE PLAN: Appointment of Board Member

-- Presented by Brandon Denkler, Assistant to Chief Administrative Officer – Employee Health & Wellness, Medical and Life Insurance Plan Board Chairman, 573-751-7463.

ISSUE: 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 MoDOT Director or the Missouri State Highway Patrol Superintendent and are subject to Commission approval.

RECOMMEND that the Commission:

- Approve the appointment of David Silvester as a Missouri Department of Transportation retired employee representative. Mr. Silvester's term will end November 2031.

DEPARTMENT/PATROL VIEW:

- David Silvester has been recommended by Ed Hassinger, Director of the Missouri Department of Transportation.

OTHER VIEWS:

- Employees and retirees have an interest in this appointment. However, no opposition has been expressed.

MHTC POLICY:

- Employees – Medical and Life Insurance – Guidelines for Board of Trustees.

OTHER PERTINENT INFORMATION:

- The eight member board consists of four active MoDOT employees, two active Missouri State Highway Patrol, and one retiree member from each.
- Active employees may serve an unlimited number of six-year terms.
- Retiree members shall serve a maximum of two three-year terms.
- David Silvester will replace Jeffery Padgett whose term ends November 30, 2025. Mr. Padgett served on the Medical Board of Trustees since November 2019.

SOURCE OF FUNDING: Not applicable.



2

APPROVAL OF PLANS FOR CONDEMNATION

-- Presented by Sarah Kleinschmit, State Design Engineer, 573-751-2876.

ISSUE: Commission policy authorizes the Chief Engineer or his designee to approve and file plans as needed for the condemnation of right of way subject to approval by the Commission in order to expedite the delivery of projects. In addition, Commission approval of detailed project plans is required under Section 227.050, RSMo as a precedent to condemnation action to acquire right of way to construct needed improvements.

RECOMMEND that the Commission:

- Approve the noted detailed project plans approved by the Chief Engineer.

DEPARTMENT VIEW:

- The department continues to negotiate with property owners, however, approval of plans for condemnation is needed to maintain the project schedule.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Highways – Right of Way – Acquisition.

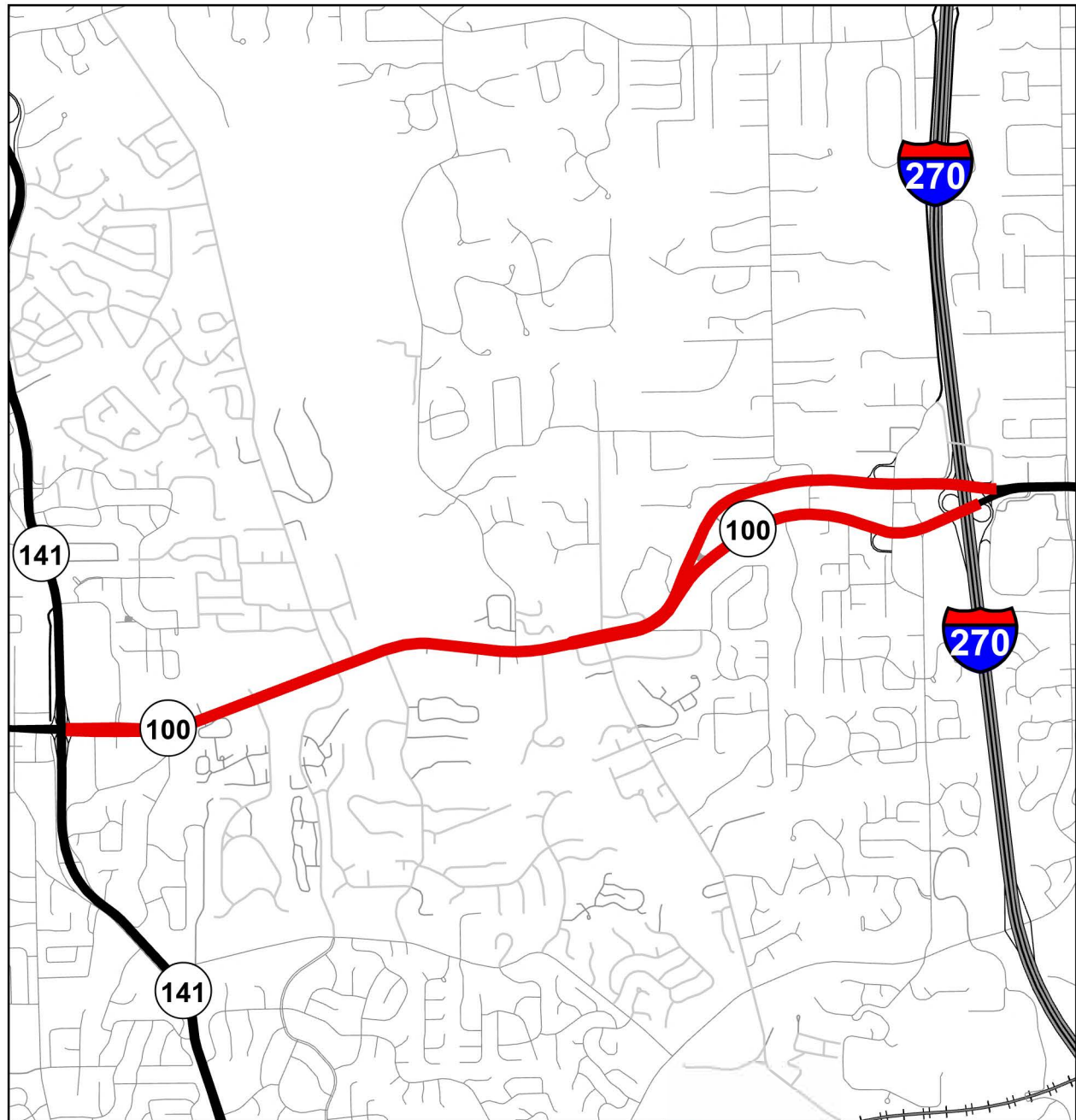
OTHER PERTINENT INFORMATION:

<u>County</u>	<u>Route</u>	<u>Job Number</u>
St. Louis	100	J6P3274
Greene	OR 65	J8S3158

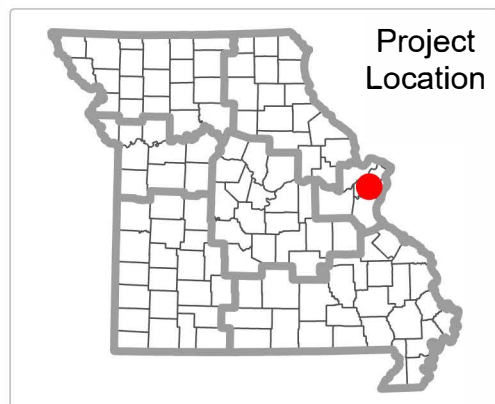
PROJECT DESCRIPTION:

- Route 100, St. Louis County – A highway improvement project including pavement, ADA, signals, guardrail, bridge rehabilitation, and pavement marking, together with any incidental work on the above state road from New Ballas Road to Route 141.
- Route OR 65, Greene County – A highway improvement project including bridge replacement over BNSF Railway, together with any incidental work on the above state road between Monrow Street and Lombard Street in Springfield.


SOURCE OF FUNDING: Funding for these improvements has already been committed in the Commission approved FY2022-FY2026 Statewide Transportation Improvement Program.



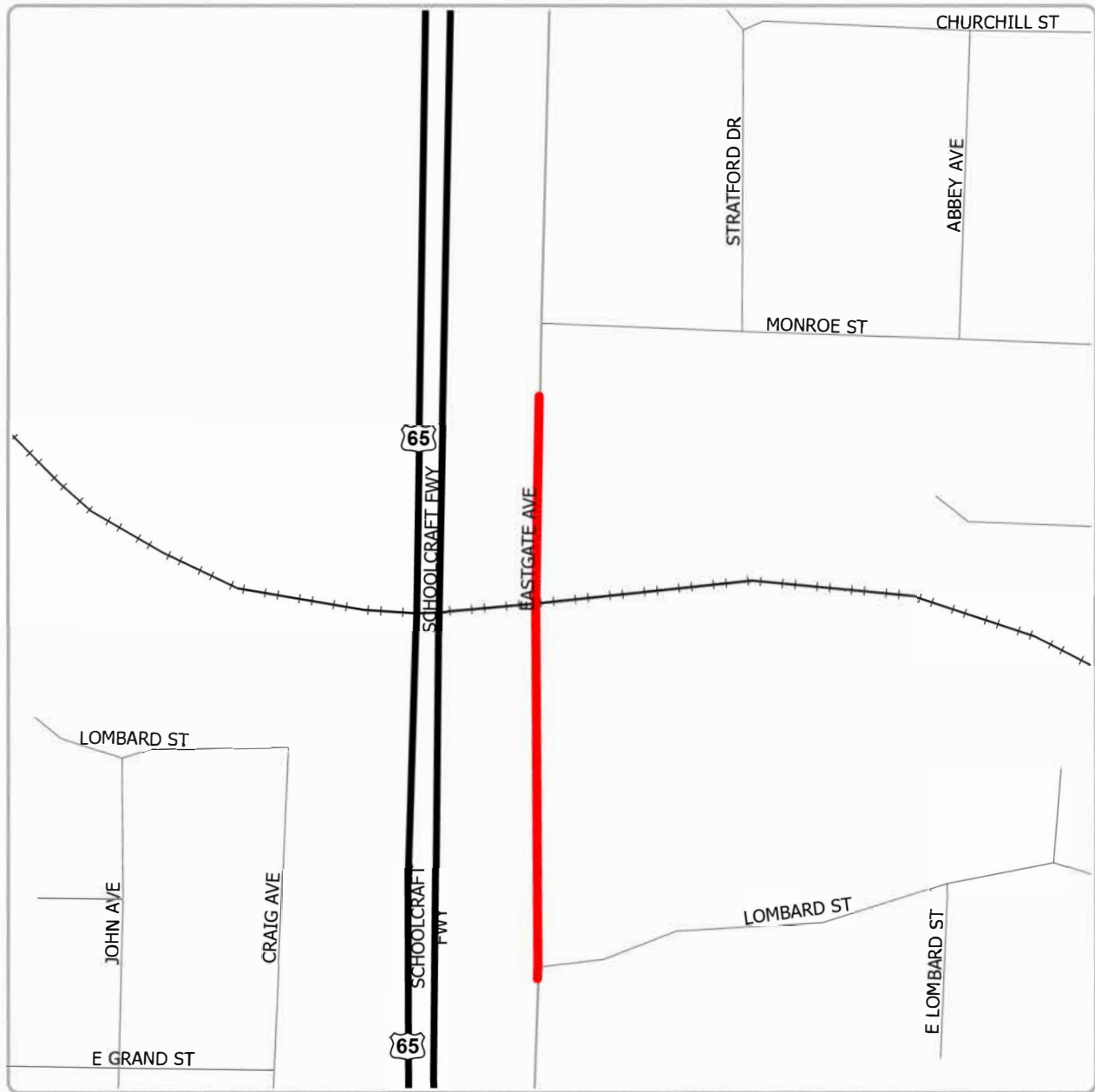
 **Project Location**



**CERTIFICATION OF
RIGHT OF WAY PLANS
J6P3274
ROUTE 100
ST. LOUIS COUNTY**

0  1 Miles





Project Location

**CERTIFICATION OF
RIGHT OF WAY PLANS
JOB NUMBER:
J8S3158
SOUTHWEST DISTRICT**

0 0.1 Miles





3

REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN OF HIGHWAYS

– Presented by Stacy Reese, Southwest District Engineer, 417-895-7689.

ISSUE: The public meeting process has been completed for the following project. Commission action regarding the roadway design is required prior to acquisition of right of way.

- **Location:** Route MM, Greene County
From Haile Street in Brookline to Route 60 in Republic.
- **Project Description:** The proposed improvement includes relocation of Route MM and add railroad grade separation extended from Haile Street in Brookline to intersection of County Road 160 to Route 60 in Republic, Greene County. The proposed alignment includes improvements to the signalized intersection at US Route 60, a roundabout at Farm Road 160, lane widening north of Farm Road 160 to Haile Street, a grade separated overpass bridge over BNSF railroad, approximately one mile of 5-lane road realignment to the north side of US 60, and tie-in connection to Farm Road 103 on the south side of US 60. The project also includes at-grade railroad crossing closures at East Haile St./Orr St., existing Route MM and Farm Road 168, and US 60 and Farm Road 170. typical section for the roundabout provides for a 20' lane with a 10' truck apron and 108' center median. The roundabout has been designed to accommodate truck traffic. Route MM has been designed for 12' lanes in each direction, with raised medians and stub-out intersections to meet standard spacing requirements to accommodate dedicated left turns. Curb and gutter will be constructed along the realignment, with sidewalks and accommodations for multi-use paths as a cost-share with the City of Republic.
- **Project Length:** 1.932 miles
- **Right of Way Type:** Normal Access and Fully Controlled Access.
- **Traffic:** Construction of the roundabout will be completed in stages to provide access to the adjacent properties. A signed detour existing City roads will be provided for the stages requiring closure at the Route MM/US 60 intersection. All other at-grade railroad crossing closures will be completed as a final stage of the project.
- **Meetings Held:** Meeting: February 28, 2022 – Republic Community Center
Hearing: April 2, 2024 – Springfield Livestock Marketing Center
- **Attendance:** 100 people attended the February 28, 2022 meeting
65 people attended the April 2, 2024 meeting
- **Job No.:** J8S0836D

RECOMMEND that the Commission:

- Approve the design as presented at the public meeting.

DEPARTMENT VIEW:

- The railroad crossing at Route MM/Farm Road 168 has experienced several crashes and fatalities that warrant the closure. These crashes are the primary reason for the realignment.
- The crossing at Farm Road 170 and US 60 has experienced vehicle queuing that occurs during a train block that provides safety risk along US 60 due to congestion.
- The new realignment will also address safety and any access issues associated with the railroad crossing closure at Orr Street.
- After further consideration, the District decided to not close the railroad crossing at Farm Road 93 until such time that better access can be determined.

OTHER VIEWS:

- Received written comment expressing concern about railroad crossing closure at Orr Street for emergency response.
- Received written concern from Brookline Fire District expressing concern about property acquisition close to the Orr Street closure. After further consultation with them, they were in support of the improvements.
- Received written comments expressing concern about railroad crossing closure at Farm Road 168 and at Farm Road 93 restricting ease of access.
- Received several written comments supporting the construction of the realignment to provide improved access for north/south connectivity from Republic to MO 360.

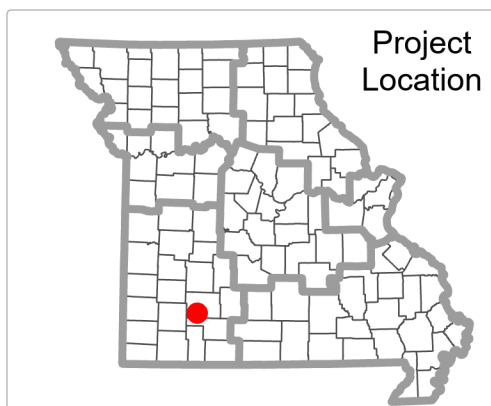
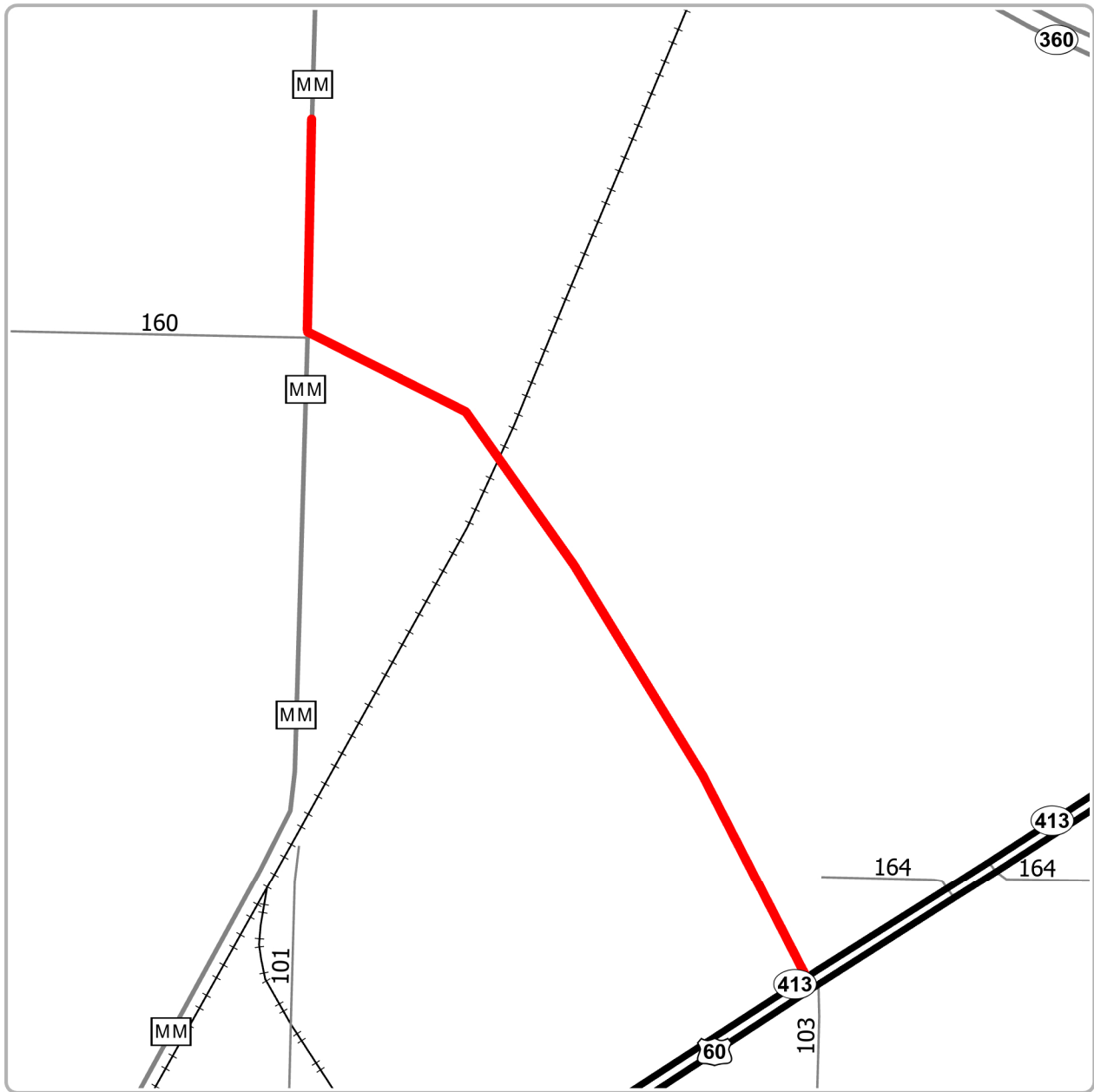
MHTC POLICY:

- Highways – Location and Design – Design Approval.

OTHER PERTINENT INFORMATION:

- The Revised Statutes of Missouri charge the Commission with the responsibility for approving roadway designs, based on that approval, property needed for the improvement is acquired by negotiations and/or condemnation. Construction of this project is scheduled for FY2026 of the STIP.

SOURCE OF FUNDING: Funds to accomplish this improvement have already been committed in the FY2025-FY2029 Statewide Transportation Improvement Program. Any overruns or savings will be the responsibility of the Commission. No additional funds need to be committed as a result of this particular action.



Project Location

DESIGN APPROVAL
ROUTE MM
GREENE COUNTY
JOB NUMBER:
J8S0836D
SOUTHWEST DISTRICT





4

DISPOSAL OF EXCESS PROPERTY, ROUTE 50, JACKSON COUNTY, EXCESS PARCEL NUMBER KC-10591

-- Presented by Greg Bolon, Kansas City District Engineer, 816-607-2281.

ISSUE: In keeping with the Commission policy, the sale of all properties owned by the Commission with appraised or sale values in excess of \$200,000 or considered controversial in nature must be approved by specific Commission action. The subject tract contains 3.26 acres located on the northwest side of Route 50 and Route 291 North interchange in the City of Lee's Summit, and will be conveyed to the City of Lee's Summit for a consideration of \$1 and other valuable consideration.

RECOMMEND that the Commission:

- Convey 3.26 acres to the City of Lee's Summit for the consideration of \$1 and other valuable consideration.
- The property is located on the northwest side of Route 50 and Route 291 North interchange in the City of Lee's Summit.

DEPARTMENT VIEW:

- In 2022, the City of Lee's Summit entered into a Cost Share Agreement with MoDOT for a project that includes bridge replacement, grading, paving, drainage, signage, sidewalks, and intersection improvements on Route 291 North over Route 50. As part of this agreement, MoDOT committed to offset a portion of the City's costs by conveying Parcel No. KC-10591 to the City. Enhancements include several safety and traffic benefits for MoDOT. The Traffic Impact Study (TIS) indicated better storage, traffic flow, and capacity at Route 291.
- Originally valued at \$1,600,000 in October 2020, the parcel initially consisted of 4.74 acres with improvements that served as the MSHP Troop A Headquarters. Due to project design and right-of-way requirements, the remaining tract now consists of 3.26 acres. This remaining parcel will be partially improved with a city street (Blue Parkway), which will connect to Route 291 North. There is also a connection from Blue Parkway to Lee's Summit High School. Approximately 2 acres of the site will remain vacant, with an estimated inferred value of \$675,000. Additionally, the City has accepted ownership and maintenance of 1.94 miles of Blue Parkway.
- The property is held by the Commission in less than fee simple title. The full disclosure clause will be included in the quitclaim deed.
- The Commission will reserve access to Route 50 and Route 291 North.

OTHER VIEWS:

- Not applicable.

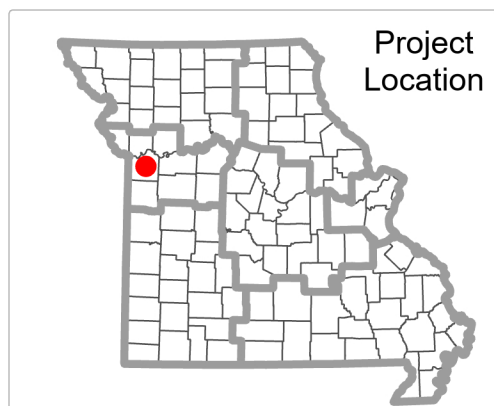
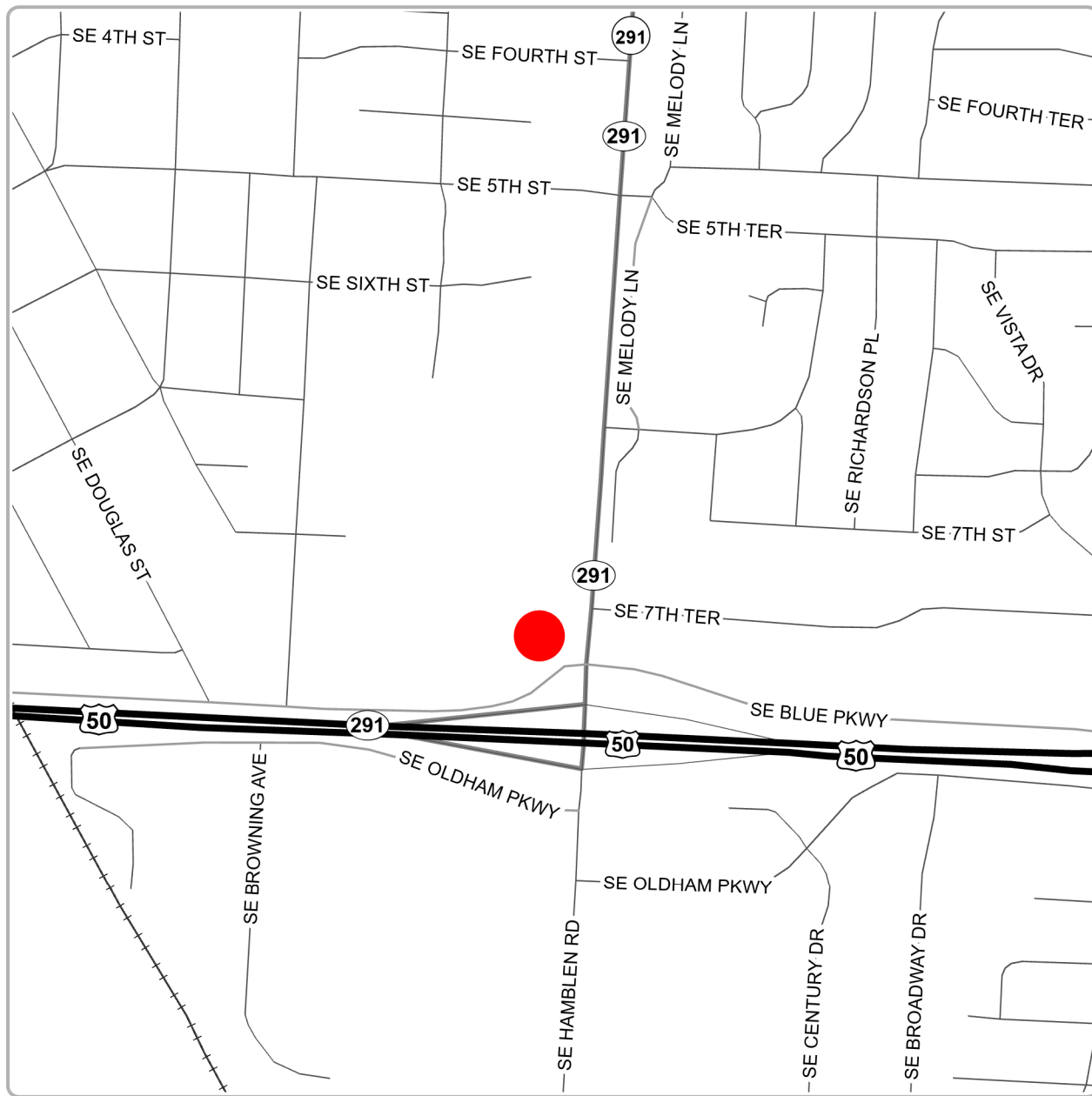
MHTC POLICY:

- Highways – Right of Way – Disposal of Excess Real Property – Disposal of Excess Real Property, Excess Right of Way, and Uneconomic Remnants.

OTHER PERTINENT INFORMATION:


- *RSMo 227.290. Highways and transportation commission may convey or exchange land or leasehold. (2) The commission may also, in its discretion, convey at no cost, or exchange its interest in any land or leasehold that is no longer necessary to be used for the construction, maintenance, or operation of the state highway system, or for any other lawful reason, to any federal, state, or local governmental entity.*

SOURCE OF FUNDING: Not applicable.



 **Project Location**

**DISPOSAL OF EXCESS PROPERTY
KC10591
ROUTE 50 & 291
JACKSON COUNTY**

0  0.3 Miles





1

IMPROVE I-70 PROGRAM REPORT

-- Presented by Eric Kopinski, I-70 Project Director, 314-415-0964.

ISSUE: The safety and economic prosperity of Missourians depends, in part, on an Interstate 70 (I-70) that grows along with the state and nation. That is why the Missouri Department of Transportation is working to improve I-70. Today, many portions of the facility are strained beyond capacity and outdated interchange designs increase delays and dampen economic activity.

MoDOT has been working on the best plan to be efficient and innovative in how the 200 miles of I-70 improvements will be delivered. As of August 2024, the Improve I-70 individual project limits have been updated and now include eight total project segments across the state. The nearly 200 miles will be broken into various contracts that will be awarded through 2027. Total completion of the corridor is anticipated by the end of 2030.

RECOMMEND that the Commission:

- This item is for information only; no action is required.

DEPARTMENT VIEW:

- I-70 is a major east-west interstate extending from Cove Fort, Utah to Baltimore, Maryland. The segment of I-70 within the state of Missouri holds both regional and national significance and connects the two largest cities of Kansas City and St. Louis. Additionally, I-70 carries more rural daily traffic in Missouri than any other route in the state. The nearly 250 miles across the state have been an engine for economic growth and prosperity since 1956.
- Communication at all levels within the department is essential to providing services to the traveling public.

OTHER VIEWS:

- I-70 is a vital transportation corridor in Missouri, connecting the state's two largest cities and carrying more rural daily traffic than any other route in the state. The 250 miles of I-70 through Missouri have been an engine for economic growth and prosperity.
- Missouri marks the distinction of being the birthplace to the interstate with the first interstate project under construction on I-70 in St. Charles County between Fifth Street and Route 94/First Capitol Drive. This project broke ground on August 13, 1956. However, being the first also makes it the oldest.

MHTC POLICY:

- Highways – Construction – Contract Awards.
- Execution of Documents.
- Design-Build Contracting.
- Highways – Construction – Bidding Process – Escrowing Bid Documents.
- State and Local Governmental Entities – General.
- STIP – Joint STIP Projects With State and Local Governmental Agencies – Execution of Documents.

- STIP – Environmental Approvals – Execution of Documents.
- STIP – Environmental Damage Mitigation – Execution of Documents.
- STIP – STIP Preparation and/or Implementation – Execution of Documents.
- Highways – Right of Way – Easements and Leases – Easements Across Commission Property.
- Highways – Right of Way – Easements and Leases – Lease of Property from Others.
- Multimodal – Railroads – Execution of Documents – Rail Industry Operations – Execution of Documents.
- Highways – Construction – Contract Administration – Construction Change Orders.
- Highways – Consultant Engineering Services.
- Highways – Construction – Contract Awards – Award of Construction Contracts.
- Commission – Delegation of Authority to Director and Chief Engineer.

OTHER PERTINENT INFORMATION:

- Not applicable.

SOURCE OF FUNDING: Missouri's Fiscal Year 2024 budget from the General Assembly and signed into law by Governor Parson provides \$2.84 billion in General Revenue for the costs to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on nearly 200 miles of Interstate 70, from Blue Springs to Wentzville.

October Commission Report

MoDOT Improve I-70 Program

Funding Summary

With the passage of the State Fiscal Year (SFY) 2024 budget on June 30, 2023, the Missouri General Assembly allocated \$2.8 billion in state funding from the General Revenue Fund for the Improve I-70 Program. The funding is to be utilized to add a third lane and rebuild/repair the existing lanes to both eastbound and westbound I-70 from Blue Springs to Wentzville for a total project length of nearly 200 miles.

Of the \$2.8 billion in funding, \$1.4 billion is General Revenue funds with transfer authority to the State Road Fund I-70 Project Fund (SRF I-70 Project Fund) to directly pay for project costs. As MoDOT is ready to issue contracts for work on I-70, the funding is transferred into the SRF I-70 Project Fund. MoDOT and the Office of Administration executed a formal funding agreement similar to the funding agreement utilized for the Governor's Focus on Bridges Program. The remaining \$1.4 billion is for debt service payments from bonds issued by the Missouri Highways and Transportation Commission (MHTC) for the Improve I-70 Program. A maximum allocation of \$136 million per year is allocated for debt service payments. With this historic investment and the funding previously authorized by the MHTC in the Statewide Transportation Improvement Program (STIP) the Improve I-70 Program is fully funded.

In SFY 2025, the Missouri General Assembly allocated \$40 million in Budget Stabilization Funds for the costs to construct an interchange and outer road improvements along I-70 in Warren County.

MoDOT has developed a funding flow chart to demonstrate how the General Revenue, Budget Stabilization, and STIP funding will be utilized for the Improve I-70 Program projects. Additionally, the MoDOT Improve I-70 Program team produces a monthly financial report. A copy of the most recent monthly report for July 2025 is included in Appendix A.

Schedule Update

MoDOT continues to keep an aggressive schedule for the Improve I-70 Program. By only having one contract procurement at a time, it allows the department to maximize competition for each project. For each project the Improve I-70 team performs a risk assessment and project delivery determination. Based on the findings from these two exercises, MoDOT determines if Design-Build or traditional design bid build is the method of delivery. A copy of the most recent statewide schedule for the program is included in Appendix B.

Columbia to Kingdom City Project Update

The Improve I-70: Columbia to Kingdom City Project was awarded at the February 2024 Commission meeting. Since the project award, the design and construction teams have been working tirelessly to stay ahead of the aggressive schedule. Concrete paving continues in the seven-mile stretch between Callaway County Routes J and M. This segment of the project has the additional eastbound and westbound lanes complete. Also in this segment, the existing eastbound lanes have had the old pavement removed and replaced. By December of this year, drivers will experience three lanes in each direction with new full depth pavement on this section of I-70. The three lanes eastbound will be separated by the three lanes westbound with a permanent concrete barrier wall.

Interchange work for the improvements at I-70 and U.S. Route 63 in Columbia is also fully underway. Multiple bridges are being constructed. Significant bridge work in the interchange is also taking place. Within the last week, crews have also completed considerable work for the new I-70 and U.S. Route 54 interchange in Kingdom City.

This project remains on schedule and on budget.

Wentzville to Warrenton Project Update

MoDOT awarded the Improve I-70: Warrenton to Wentzville project at the November 2024 Commission meeting; this project includes adding an additional lane on I-64 from I-70 to Route K. The design for the project has kept an aggressive schedule. In the field, paving crews have made excellent progress with considerable amounts completed along I-64. I-70 has also started to have paving completed in various segments within the project limits. Interchange work has continued for the planned improvements at I-64 and I-70. Earlier this month, work at the I-70 and Route T/W interchange in Foristell also started. The Foristell interchange improvements are scheduled to be completed in Fall of 2026.

This project remains on schedule and on budget.

Blue Springs to Odessa Project Update

The Improve I-70: Blue Springs to Odessa project was awarded at the May 2025 Commission meeting. Since the award, the project team has held public meetings in Blue Springs and Odessa. These meetings were well attended by the local community. In mid-September the project celebrated with the groundbreaking ceremony to kick off the design and construction of this important project.

Construction has started with grading crews preparing areas for new pavement. There has also been ongoing work to replace existing bridges on I-70. There is a total of 14 existing bridges which will be replaced as part of this project.

This project is still on budget and on schedule to be completed by late 2028.

Rocheport to Columbia Project Update

The next Improve I-70 project scheduled for contract award is Improve I-70: Rocheport to Columbia. MoDOT has shortlisted three extremely competitive industry teams. Each of these teams is participating in confidential one-on-one technical meetings with MoDOT. The award of this project is still on schedule to occur at the Commission meeting on December 3, 2025. Design work will take place throughout the winter. Public meetings for this project are expected to take place in early 2026 in Rocheport and Columbia. At these meetings, the public can learn about the details from the best value Design-Build proposal as well as speak to MoDOT and the industry partners who will be delivering the project. Construction is scheduled to start in early spring of 2026.

Boonville to Columbia Project Update

For the Improve I-70: Boonville to Columbia project MoDOT is using the traditional design-bid-build procurement process. By utilizing both Design-Build and design-bid-build, it allows the department to maximize value based on risk profile of the various segments along I-70. A well-attended public meeting for this project was held in Boonville on July 21. Industry outreach continues for this segment with a letting scheduled for January 2026 and a Commission Award February 2026.

Appendix A – Monthly Budget Report July 2025

**Improve I-70 Program Financial Summary**

As of July 31, 2025

Cash Basis (Dollars in Thousands)

	State Road Fund (0320)				I-70 Project Fund (0324) ^{1,2}			
	<u>Budget</u>	<u>Obligated⁵</u>	<u>Actual</u>	<u>Percentage Expended</u>	<u>Budget</u>	<u>Obligated⁵</u>	<u>Actual</u>	<u>Percentage Expended</u>
MoDOT Staff ⁶	\$ 29,241	\$ 36,270	\$ 4,722	16.1 %	\$ -	\$ -	\$ -	- %
Environmental Services - COE	460	460	169	36.7	-	-	-	-
Environmental Services - DNR	100	100	8	8.0	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Consultant Contracts	3,956	6,129	851	21.5	55,000	27,307	18,303	33.3
Construction Contracts ⁷								
Blue Springs to Odessa	42,988	43,588	-	-	158,000	158,000	19,118	12.1
Odessa to Boonville	9,387	-	-	-	609,931	-	-	-
Saline County Bridges	5,297	5,297	2,596	49.0	-	-	-	-
Boonville to Rocheport	2,129	-	-	-	71,000	-	-	-
Rocheport to Columbia	41,868	-	-	-	216,500	-	-	-
Columbia to Kingdom City	129,179	127,146	12,999	10.1	-	-	-	-
Kingdom City to Warrenton	22,846	-	-	-	289,569	-	-	-
Warrenton to Wentzville	153,894	153,844	969	0.6	-	-	-	-
Truck Parking	30,907	-	-	-	-	-	-	-
Total I-70 Disbursements	\$ 472,252	\$ 372,834	\$ 22,314	4.7 %	\$ 1,400,000	\$ 185,307	\$ 37,421	2.7 %

**Improve I-70 Program Financial Summary**

As of July 31, 2025

Cash Basis (Dollars in Thousands)

	I-70 Bond Proceeds Fund (0323) ³				Budget Stabilization Fund (0522) ⁴			
	<u>Budget</u>	<u>Obligated⁵</u>	<u>Actual</u>	<u>Percentage Expended</u>	<u>Budget</u>	<u>Obligated⁵</u>	<u>Actual</u>	<u>Percentage Expended</u>
MoDOT Staff ⁶	\$ -	\$ -	\$ -	- %	\$ -	\$ -	\$ -	- %
Environmental Services - COE	-	-	-	-	-	-	-	-
Environmental Services - DNR	-	-	-	-	-	-	-	-
Right of Way	1,500	1,500	1,467	97.8	-	-	-	-
Consultant Contracts	36,603	19,588	11,565	31.6	-	-	-	-
Construction Contracts ⁷								
Blue Springs to Odessa	162,012	152,684	3,000	1.9	-	-	-	-
Odessa to Boonville	-	-	-	-	-	-	-	-
Saline County Bridges	-	-	-	-	-	-	-	-
Boonville to Rocheport	74,000	-	-	-	-	-	-	-
Rocheport to Columbia	213,500	-	-	-	-	-	-	1.0
Columbia to Kingdom City	295,660	287,726	115,552	39.1	-	-	-	-
Kingdom City to Warrenton	230,380	-	-	-	-	-	-	-
Warrenton to Wentzville	386,345	369,327	84,090	21.8	40,000	40,000	4,725	11.8
Truck Parking	-	-	-	-	-	-	-	-
Total I-70 Disbursements	\$ 1,400,000	\$ 830,825	\$ 215,674	15.4 %	\$ 40,000	\$ 40,000	\$ 4,725	11.8 %

Appendix A (continued) – Monthly Budget Report July 2025

**Improve I-70 Program Financial Summary****As of July 31, 2025****Cash Basis (Dollars in Thousands)**

	Total			Percentage
	<u>Budget</u>	<u>Obligated^s</u>	<u>Actual</u>	<u>Expended</u>
MoDOT Staff ⁶	\$ 29,241	\$ 36,270	\$ 4,722	16.1 %
Environmental Services - COE	460	460	169	36.7
Environmental Services - DNR	100	100	8	8.0
Right of Way	1,500	1,500	1,467	97.8
Consultant Contracts	95,559	53,024	30,719	32.1
Construction Contracts ⁷				
Blue Springs to Odessa	363,000	354,272	22,118	6.1
Odessa to Boonville	619,318	-	-	-
Saline County Bridges	5,297	5,297	2,596	49.0
Boonville to Rocheport	147,129	-	-	-
Rocheport to Columbia	471,868	-	-	-
Columbia to Kingdom City	424,839	414,872	128,551	30.3
Kingdom City to Warrenton	542,795	-	-	-
Warrenton to Wentzville	580,239	563,171	89,784	15.5
Truck Parking	30,907	-	-	-
Total I-70 Disbursements	\$ 3,312,252	\$ 1,428,966	\$ 280,134	8.5 %

Appendix B – Current Project Schedule

Improve I-70 - Updated Schedule										
Project	Limits	Miles	GR Funds	STIP	Total	Procurement Method	Issue RFP/ Letting Process	Project Award	Completion	Duration
1	Columbia to Kingdom City	20	\$297m	\$129m	\$420M	DB	September 2023	February 2024	December 2027	46 Months
2	Warrenton to Wentzville	19	\$434m	\$200m	\$634M	DB	June 2024	November 2024	December 2028	49 Months
3	Blue Springs to Odessa (M/O)	25	\$324m	\$43m	\$367M	DB	December 2024	May 2025	December 2028	43 Months
4	Rocheport to Columbia	14	\$399m	\$41m	\$440M	DB	June 2025	December 2025	December 2029	48 Months
5	Boonville to Rocheport	13	\$150M	\$2M	\$152M	DBB	January 2026 Letting	February 2026	December 2027	22 Months
6	Statewide Truck Parking - INFRA Grant	0	\$0	\$0	\$30M	DB	January 2026	May 2026	May 2028	24 Months
7	Odessa to Concordia	13	\$150m	\$0	\$150M	DBB	January 2027 Letting	February 2027	December 2029	34 Months
8	Kingdom City to Warrenton	44	\$561m	\$22m	\$583m	DB	June 2026	November 2026	December 2030	49 Months
9	Concordia to Boonville	42	\$525m	\$15m	\$540m	DB	January 2027	May 2027	December 2030	43 Months
	Total	190	\$2,840m	\$452m	\$3.32 Billion	Both	-	-	December 2030	7 Years
	Under Contract									
	Preliminary Engineering Ongoing									



2

MEDICAL AND LIFE INSURANCE PLAN: Medical and Life Insurance Plan Report

-- Presented by Brandon Denkler, Assistant to Chief Administrative Officer – Employee Health & Wellness, Medical and Life Insurance Plan Board Chairman, 573-751-7463.

ISSUE: Attached are reports that provide MoDOT and MSHP Medical and Life Insurance Plan (the Plan) financial and claims data. Graphs are provided for January through June 2025 and for the most recent 5 calendar years.

RECOMMEND that the Commission:

- No action is required.

DEPARTMENT/PATROL VIEW:

- These reports are provided to update the Commission on the cost and utilization of the Plan. The Commission Policy guidelines require the Plan to provide updates on a semi-annual basis.

OTHER VIEWS:

- Employees and retirees have an interest in this information.

MHTC POLICY:

- Employees – Medical and Life Insurance – Guidelines for Board of Trustees.

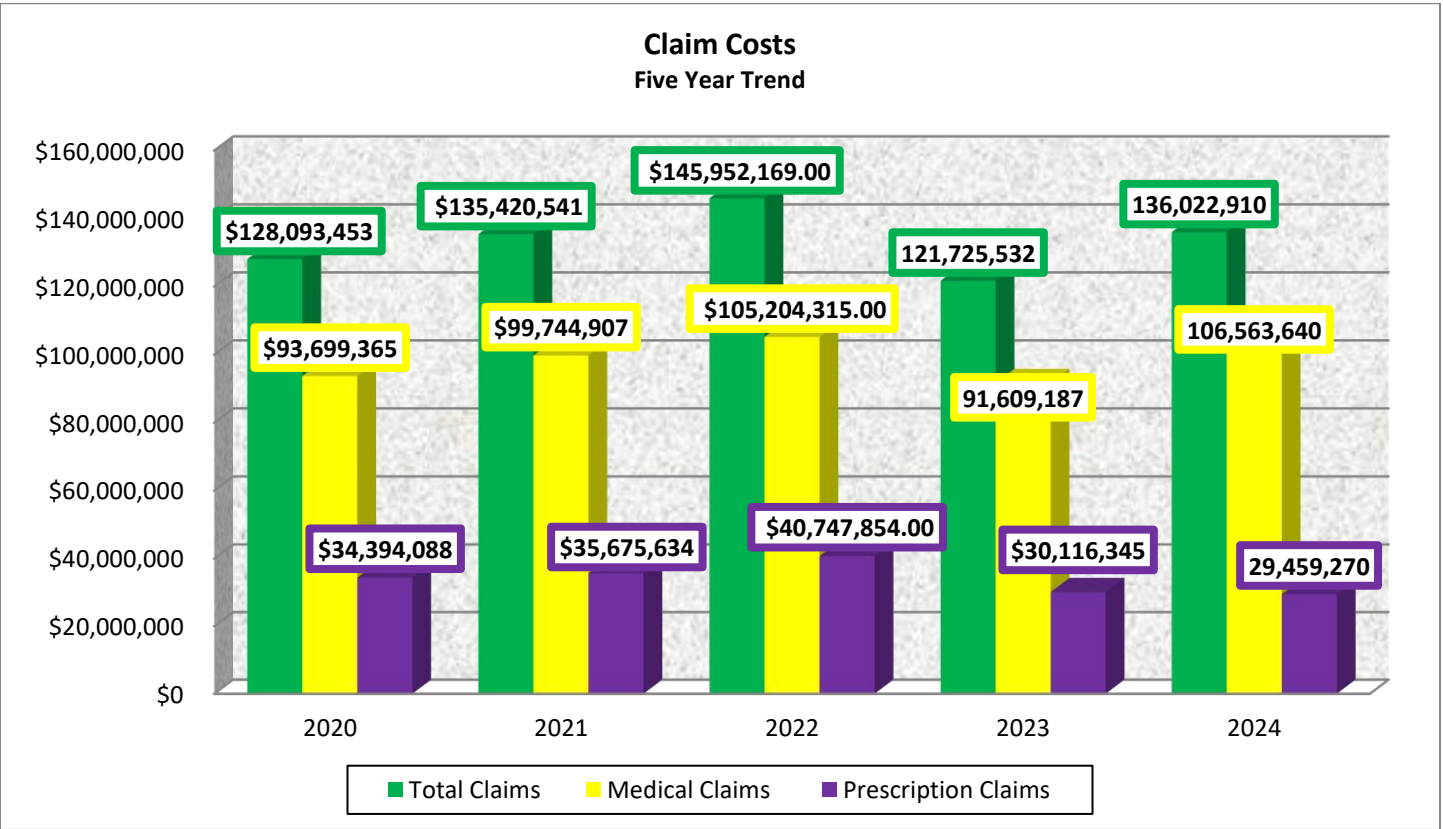
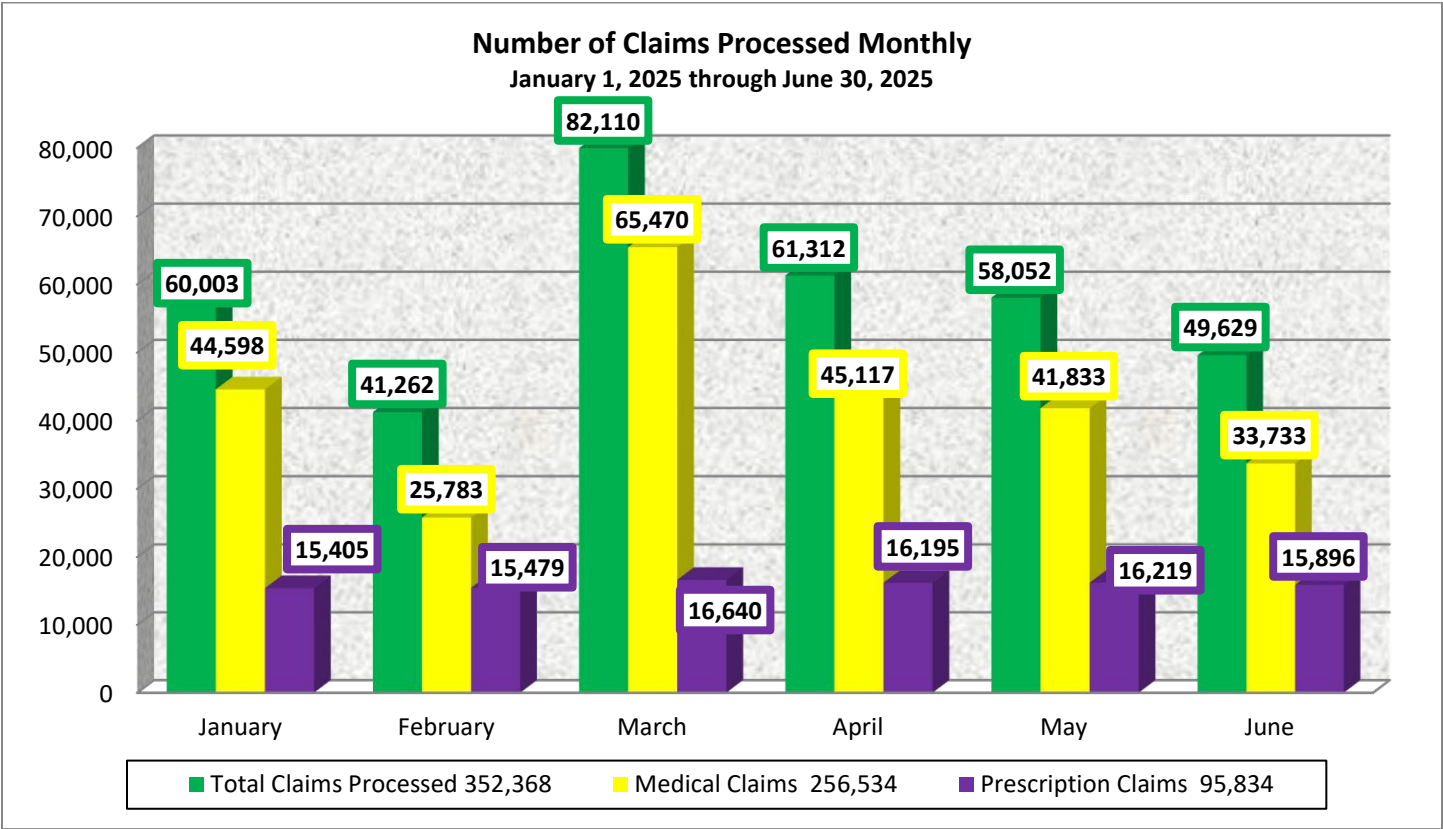
OTHER PERTINENT INFORMATION:

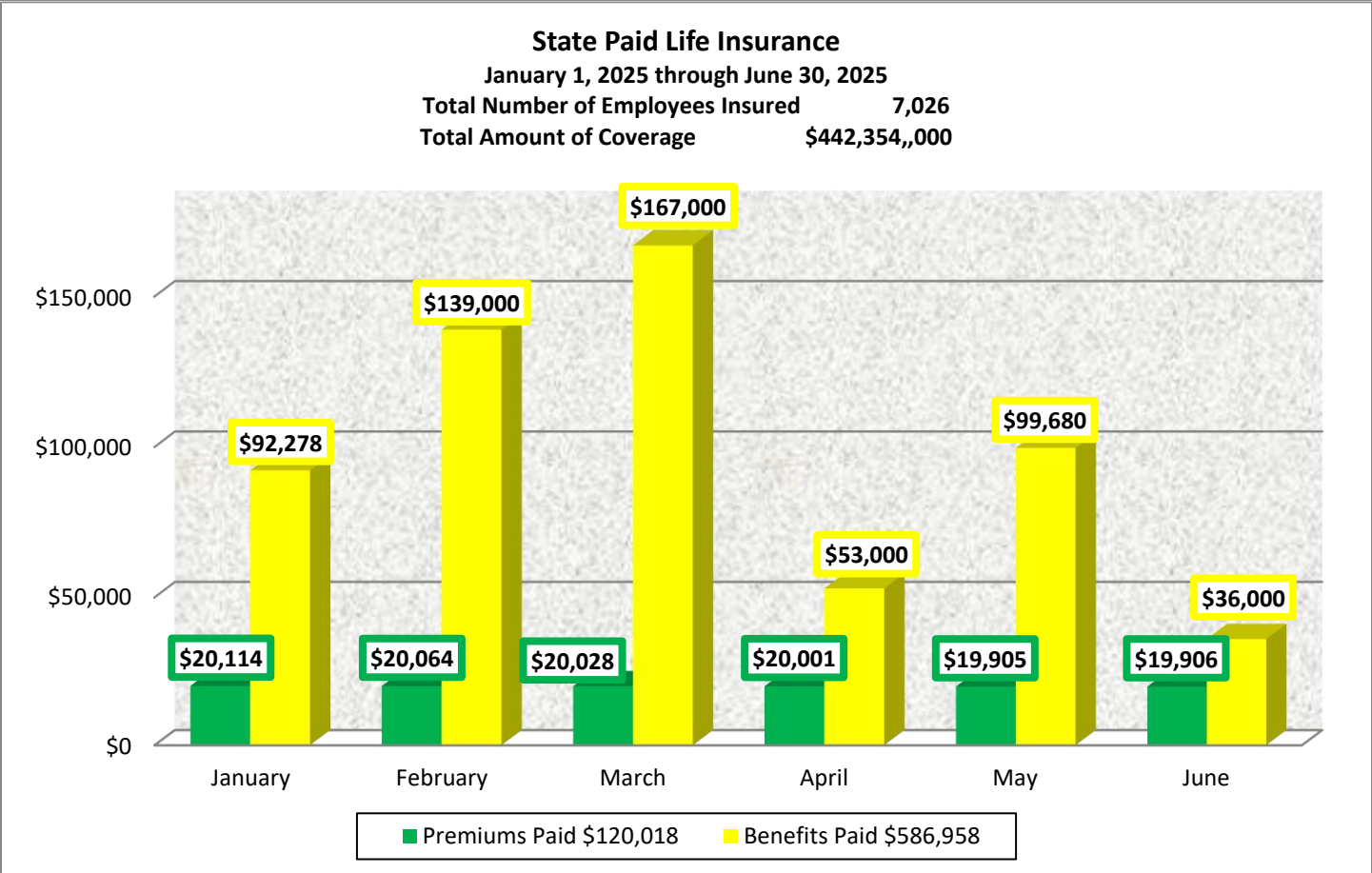
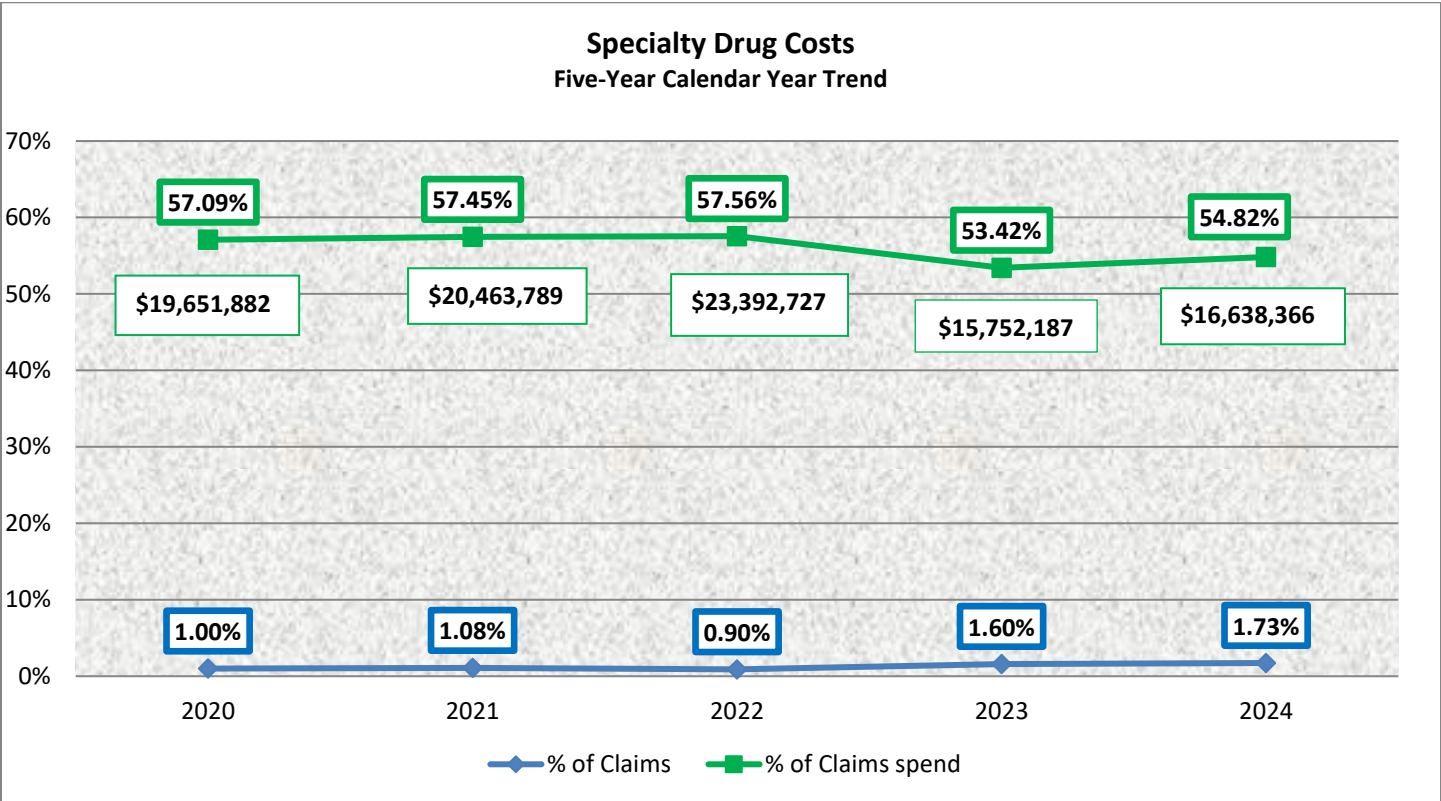
- The first graph in Attachment 1 reflects the Number of Claims Processed Monthly. There was a decrease of 1.6 percent in the total number of claims processed during the first half of calendar year 2025 compared to the first half of calendar year 2024. There was a decrease of 1.0 percent in Medical claims and an 8.0 percent decrease in pharmacy claims when compared to the same timeframe in 2024.
- The Claim Costs chart illustrates an increase of 11.7 percent in total claims expense when compared to calendar year 2023. Medical claim costs increased 16.3 percent while pharmacy claims decreased 2.2 percent when compared to 2023.
- The Specialty Drug Costs chart shows the costs in specialty has increased to 54.82 percent in calendar year 2024, while the volume continues to account for just over 1.5 percent of all pharmacy claims.
- The State Paid Life Insurance program provides a death benefit equal to the employee's annual salary (rounded up to the next thousand) subject to a maximum of \$250,000. If the death is work-related, this benefit is three times the employee's annual salary. This benefit is provided at no cost to the employee. Through June 2025 there were 9 active employee deaths, all of which were MoDOT employees.
- The Optional Life Insurance program is voluntary and the premium is paid in full by the employee/retiree. The available life insurance is capped at six times the annual salary (rounded up to the next thousand).
- In Attachment 2, the Statements of Revenues, Expenses and Changes in Net Position, Medicare Part D Coverage Gap is a component of the Patient Protection and Affordable Care Act. The Plan covers the initial cost of prescriptions at the point of sale. The Plan

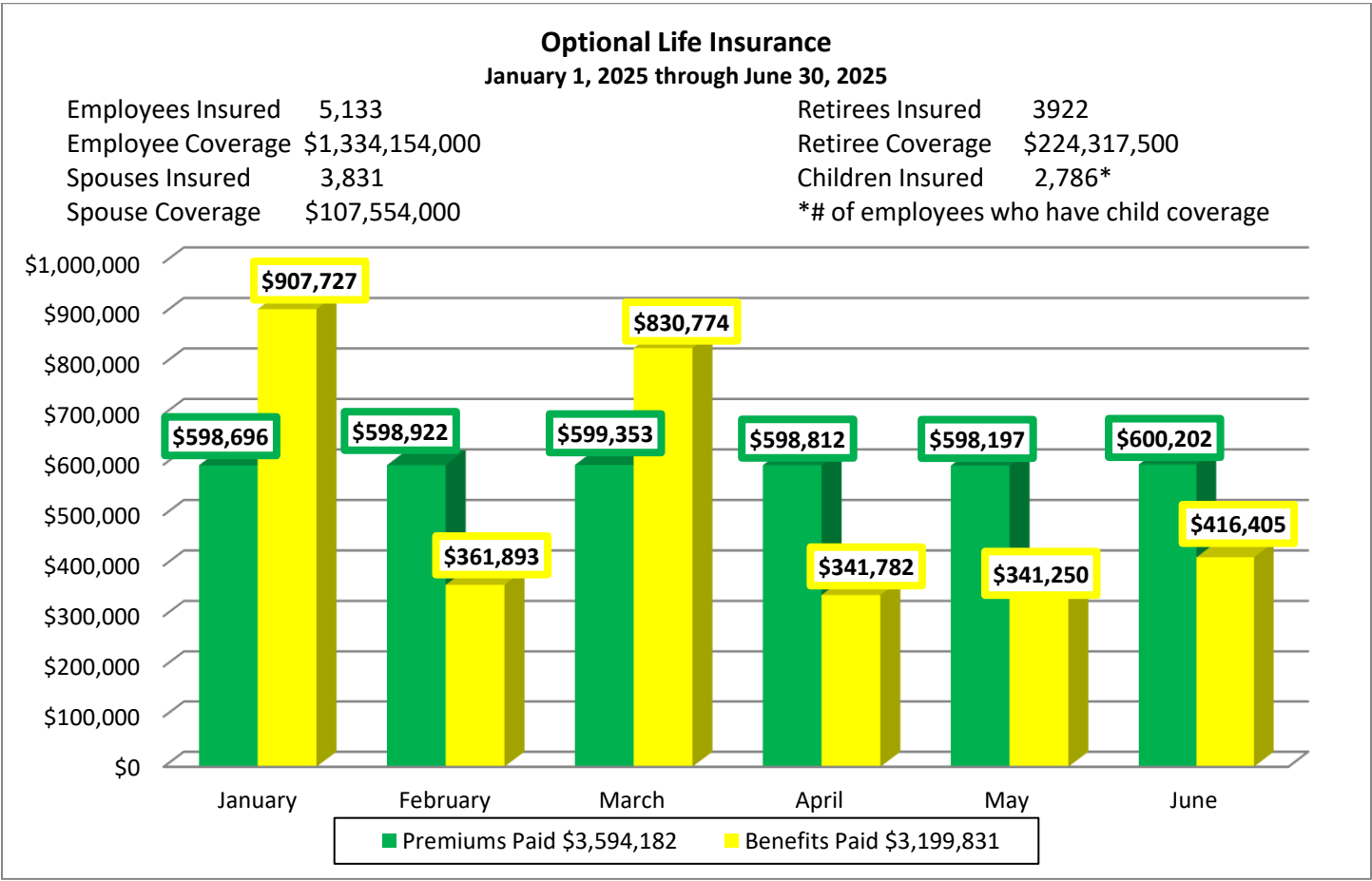
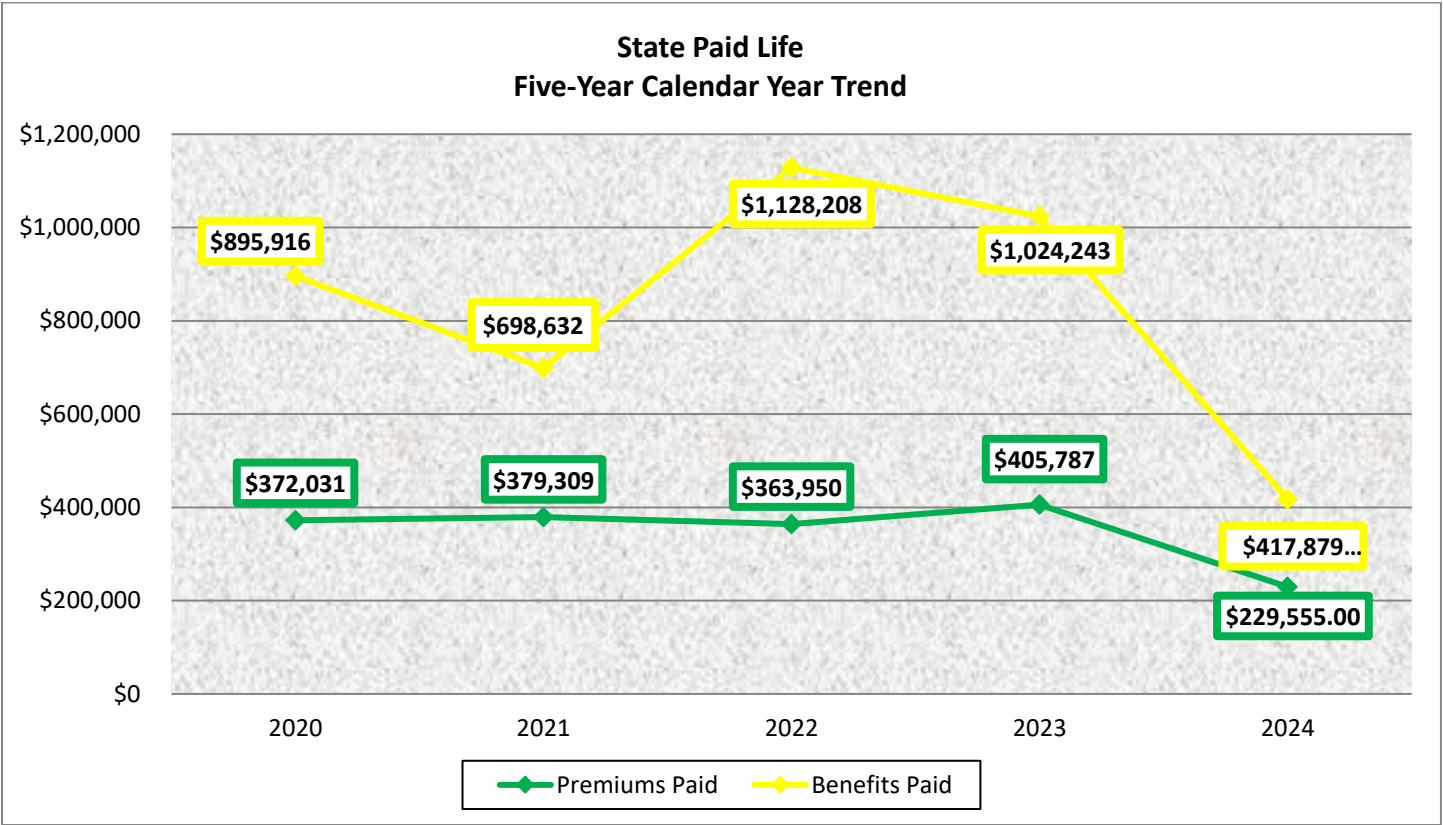
then receives reimbursement from drug manufacturers. This is the reason “Medicare Part D Coverage Gap” is listed on the Plan financial statements as both a revenue and an expense.

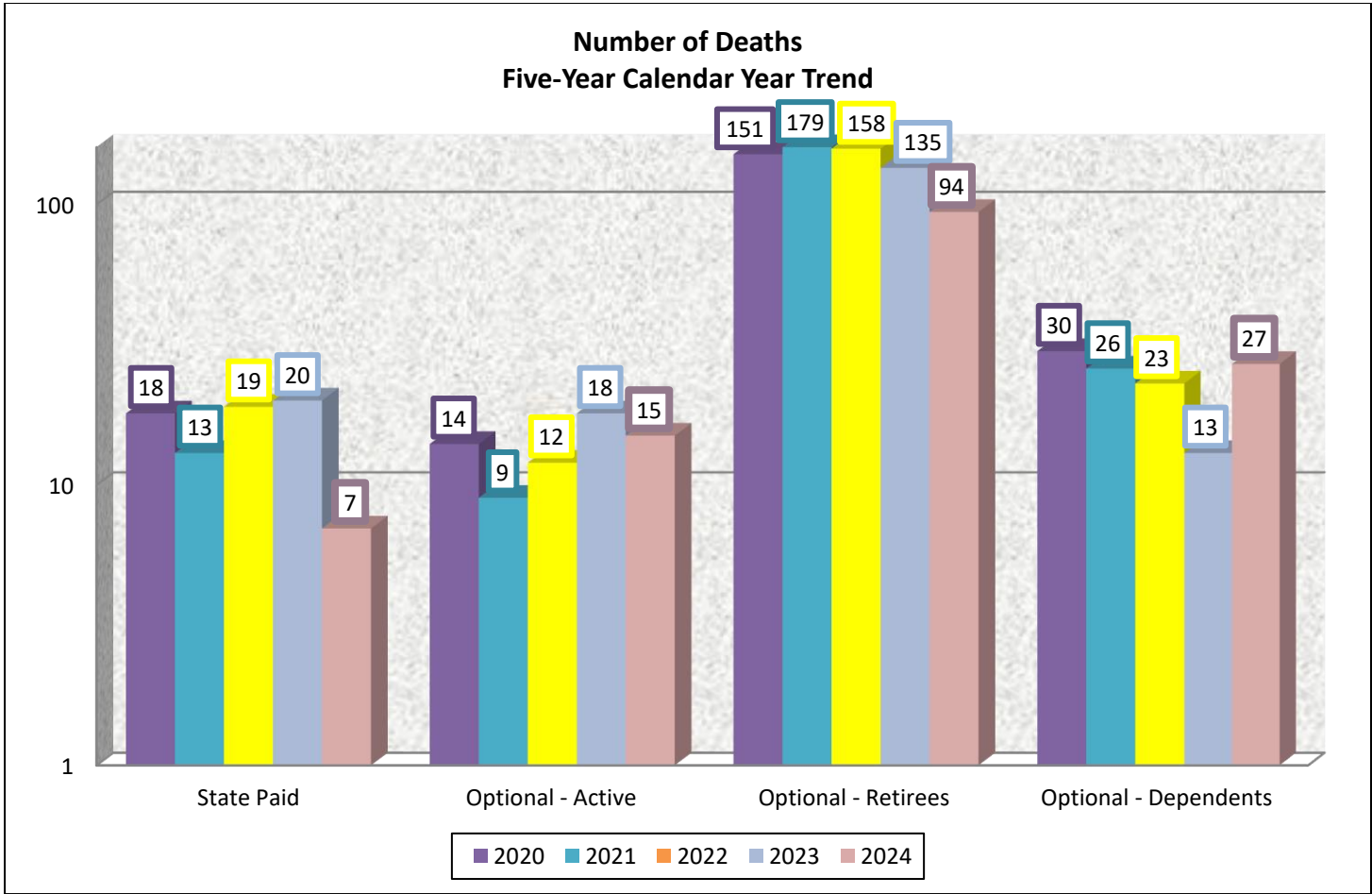
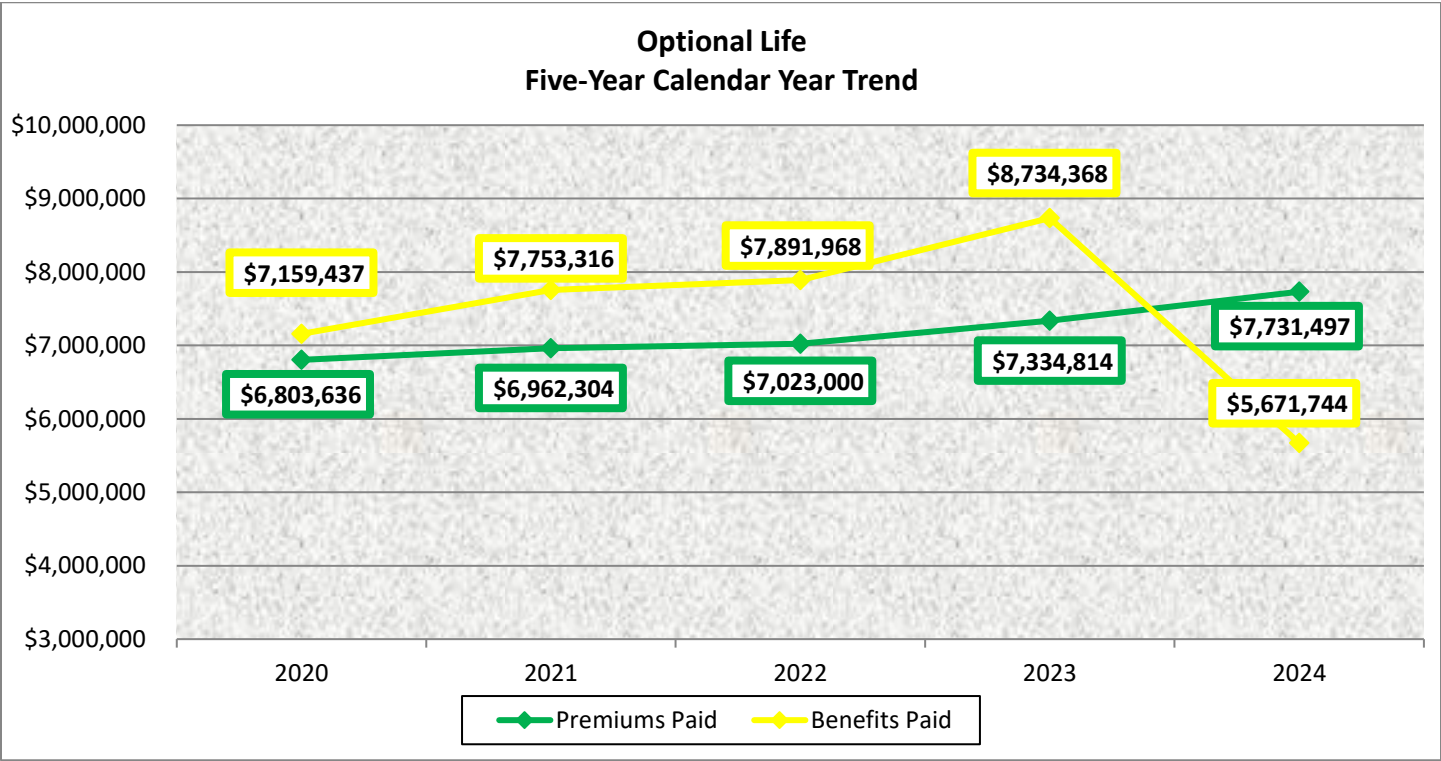
- The Total Operating Revenues increased 12.6 percent compared to 2024. This is the result of a Medicare rebate received in the first half of 2025.
- The Medical Plan had a loss of \$6,032,921 in the first half of calendar year 2025; resulting in Net Position of \$28,600,542 as of June 30, 2025.

SOURCE OF FUNDING: Operating budget and member premiums.









Statements of Net Position **June 30, 2025 and 2024**

	<u>2025</u>	<u>2024</u>
ASSETS		
Cash and Cash Equivalents	\$10,894,115	\$12,556,875
Investments	34,631,366	35,739,721
Medical Insurance Premiums Receivable		
MoDOT – Member	1,661	(348)
Highway Patrol – Member	1,800	1,657
MoDOT – State	1,724,388	1,580,710
Highway Patrol – State	704,400	641,960
Other Receivable	---	1,601,974
Investment Interest Receivable	<u>40,600</u>	<u>82,011</u>
TOTAL ASSETS	<u>47,998,330</u>	<u>52,204,560</u>
LIABILITIES		
Unearned Revenue		
MoDOT – Member	1,801,389	1,710,917
Highway Patrol – Member	860,523	924,787
MoDOT – State	3,338,927	3,338,927
Highway Patrol – State	1,892,767	1,892,767
Accounts payable		
Medical Claims	4,182	3,698
Incurred but Not Reported Claims	<u>11,500,000</u>	<u>9,700,000</u>
TOTAL LIABILITIES	<u>19,397,788</u>	<u>17,571,096</u>
TOTAL NET POSITION	<u>\$28,600,542</u>	<u>\$34,633,464</u>

Statements of Revenues, Expenses and Changes in Net Position
Years Ended June 30, 2025 and 2024

	<u>2025</u>	<u>2024</u>
OPERATING REVENUES		
State Premiums		
Medical (Employee Plans)	\$ 79,678,022	\$ 69,893,486
Medical (Retiree Plans)	28,039,441	25,339,869
State Paid Life	235,568	333,004
Member Premiums		
Medical (Employee Plans)	15,155,262	14,773,720
Medical (Retiree Plans)	13,556,047	12,527,928
Optional Life (Employee Plans)	2,215,560	2,094,149
Optional Life (Retiree Plans)	5,656,657	5,438,645
Medicare Reimbursement	1,379,692	331
Medicare Part D Coverage Gap	---	(748)
Subrogation Refunds	121,987	142,531
Prescription Formulary Rebates	8,230,880	6,422,505
Other Income	<u>---</u>	<u>574</u>
TOTAL OPERATING REVENUES	<u>154,269,116</u>	<u>136,965,994</u>
OPERATING EXPENSES		
State Paid Life Insurance Premiums	235,397	321,573
Optional Life Insurance Premiums	7,862,362	7,557,920
Medical Claims	108,917,661	97,725,199
Medicare Prescription Drug Claims	5,000	519,395
Medicare Part D Coverage Gap	---	297
Prescription Drug Claims	31,113,887	30,165,201
Change in Incurred but Not Reported Claims	1,800,000	1,400,000
Administrative Services		
Allsup	---	9,000
Medical	12,279,336	8,127,466
Other	---	221,795
Prescription Drugs	84,824	97,726
Professional Fees	385,363	617,402
Miscellaneous	<u>1,484</u>	<u>31,275</u>
TOTAL OPERATING EXPENSES	<u>162,685,314</u>	<u>146,794,249</u>
OPERATING INCOME	<u>(8,416,198)</u>	<u>(9,828,255)</u>
NONOPERATING REVENUES (EXPENSES)		
Interest Income	976,529	1,218,677
Market Value of Investments Adjustment	1,441,742	1,456,143
Investment Fees	<u>(34,994)</u>	<u>(37,764)</u>
TOTAL NONOPERATING REVENUES (EXPENSES)	<u>2,383,277</u>	<u>2,637,056</u>
NET INCOME (LOSS)	<u>(6,032,921)</u>	<u>(7,191,199)</u>
NET POSITION, July 1	<u>34,633,463</u>	<u>41,824,663</u>
NET POSITION, June 30	<u>\$ 28,600,542</u>	<u>\$ 34,633,464</u>



3

MoDOT BRIEFING REPORT

-- Presented by Ed Hassinger, Director, 573-751-4622.

ISSUE: Governor Mike Kehoe requested all state agencies provide his office with information through standard formats for communication. One of the standards of interactions is an Issue Brief that will educate and inform the Governor regarding significant matters that the departments are addressing.

Each month, this report to the Commission will include the Issue Briefs and Meeting Requests that were sent from MoDOT to the Governor since the previous MoDOT Briefing report. There were no briefing reports provided for the past month.

RECOMMEND that the Commission:

- This item is for information only; no action is required.

DEPARTMENT VIEW:

- Good communication with the administration is important, likewise, keeping the Commission informed is important as well.
- Communication at all levels within the department is essential to providing services to the traveling public.

OTHER VIEWS:

- The public supports government that operates in an open and transparent manner.

MHTC POLICY:

- COMMISSION – Guiding Principles – Transparency – Open Meetings and Records.

OTHER PERTINENT INFORMATION:

- Not applicable.

SOURCE OF FUNDING: Not applicable.



4

MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2026

-- Presented by Doug Hood, Financial Services Director, 573-526-3955.

ISSUE: Attached is a copy of the Financial Report for fiscal year to date August 31, 2025, with budget and prior year comparisons.

RECOMMEND that the Commission:

- This report is for information only; no action is required.

DEPARTMENT VIEW:

- This report is presented based on cash disbursements.
- During the 2025 legislative session, the general assembly proposed the creation of a new Federal Road Fund. In anticipation of the legislation being passed, the general assembly reduced the appropriations from the State Road Fund. The appropriation authority from the State Road Fund is only sufficient for seven to nine months of expenditures. The general assembly did not pass enabling legislation creating the mechanism to fund the Federal Road Fund and the Governor's Office later vetoed the related appropriations from the new fund. Once supplemental appropriations are received, a budget amendment will be presented to the Commission for approval and the budget will increase to the necessary levels.
- Significant differences between the current and prior year Financial Report, Attachment 1, are described below:
 - Total MoDOT disbursements are \$152.1 million more than the same period last fiscal year. The increase is due to the net effect of increased spending in Personal Services, Expense and Equipment, Safety and Operations Program, Low Volume Roads, Program Delivery Program, and Improve I-70 Program, and decreased spending in Fringe Benefits, General Assembly Designated and Funded Projects, Multimodal Program, and Motor Carrier Refunds.
 - Personal Services disbursements are \$2.3 million more than the same period last fiscal year and Fringe Benefits disbursements are \$508,000 less than the same period last fiscal year. The increase in personal services is due to the continued implementation of the Commission approved market compensation plan effective July 1, 2025, and fewer vacancies compared to the previous year. The decrease in Fringe Benefits can be attributed to the department's retirement contribution rate decreasing from 52.0 percent in fiscal year 2025 to 37.0 percent in fiscal year 2026.
 - Expense and Equipment disbursements are \$15.0 million more than the same period last fiscal year. Disbursements were lower in fiscal year 2025 due to delays in planned work, such as striping, chip sealing, and pavement repair due to wet weather conditions in July 2024. The increase can also be attributed to the timing of facility projects and fleet deliveries.
 - The Program disbursements for Safety and Operations are \$816,000 more than the same period last fiscal year due to the timing of reimbursement requests for

federal safety grants. The timing of disbursements depends on when pass-through entities submit requests for reimbursement and is not predictable.

- Disbursements for Low Volume Roads first appropriated in 2025 are \$30.5 million more than the same period last fiscal year. This appropriation will be spent over multiple years, and we are in the second year of spending. Additionally, disbursements will vary based on the construction season.
- The Program disbursements for Program Delivery increased \$69.2 million compared to the same period last fiscal year due to an increase in contractor payments related to a larger construction program.
- The Improve I-70 Program disbursements for Program Delivery are \$55.4 million more than the same period last fiscal year due to the project just beginning in late fiscal year 2024. As of August 31, 2025, MoDOT has awarded four of the nine projects that make up this program.
- The General Assembly Designated and Funded Projects disbursements for Program Delivery are \$19.1 million less than the same period last fiscal year due to completing most of the Low Volume Road improvements first appropriated in fiscal year 2024.
- The Program disbursements for Multimodal decreased by \$1.1 million compared to the same period last fiscal year due to the delivery of transit vehicles and the timing of reimbursement requests for aviation, transit, and rail projects.
- Attachment 2 provides a breakdown of the ARPA (American Rescue Plan Act) and the General Assembly Designated and Funded projects MoDOT is overseeing. The Office of Administration is responsible for making the disbursements on these projects.
- Attachment 3 provides details for the funding of the Improve I-70 Program.
- Attachment 4 provides details for the funding of the Forward 44 Program.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Financial – Budget – Operating Budget.

OTHER PERTINENT INFORMATION:

- The Financial Report is prepared on a cash basis and does not reflect outstanding construction awards or funds encumbered for expenses and equipment.

SOURCE OF FUNDING: Disbursements are funded from the department's various funds.



Fiscal Year 2026 Financial Summary

Two Months Ended August 31, 2025 and 2024

Cash Basis (Dollars in Thousands)

	Fiscal Year 2026 <u>Budget¹</u>	Amended Fiscal Year 2026 <u>Budget²</u>	Fiscal Year 2026 <u>Actual</u>	Percentage of Budget-to- Date	Fiscal Year 2025 <u>Actual</u>
Administration					
Personal Services	\$ 19,277	\$ 19,277	\$ 3,914	20.3 %	\$ 3,759
Expense and Equipment	<u>5,162</u>	<u>5,162</u>	<u>440</u>	<u>8.5</u>	<u>296</u>
Total Administration	24,439	24,439	4,354	17.8	4,055
Safety and Operations					
Personal Services	150,946	150,946	28,898	19.1	28,064
Expense and Equipment	254,298	254,298	48,635	19.1	37,484
Program	31,401	31,401	5,990	19.1	5,174
Low Volume Roads	<u>120,000</u>	<u>86,367</u>	<u>30,537</u>	<u>35.4</u>	<u>---</u>
Total Safety and Operations	556,645	523,012	114,060	21.8	70,722
Program Delivery					
Personal Services	78,965	78,965	15,705	19.9	14,537
Expense and Equipment	30,755	30,755	2,913	9.5	2,431
Program	2,284,406	2,284,406	412,313	18.0	343,101
Improve I-70 Program	2,800,000	2,622,397	64,498	2.5	9,050
Forward 44 Program	577,500	577,500	105	0.0	---
Gen. Assembly Designated/Funded Projects	<u>392,363</u>	<u>308,040</u>	<u>3,667</u>	<u>1.2</u>	<u>22,797</u>
Total Program Delivery	6,163,989	5,902,063	499,201	8.5	391,916
Fleet, Facilities, and Information Systems					
Personal Services	15,356	15,356	2,317	15.1	2,222
Expense and Equipment	<u>117,457</u>	<u>117,457</u>	<u>10,955</u>	<u>9.3</u>	<u>7,677</u>
Total Fleet, Facilities, and Information	132,813	132,813	13,272	10.0	9,899
Multimodal					
Personal Services	3,358	3,358	446	13.3	410
Expense and Equipment	1,119	1,119	85	7.6	96
Program	281,853	275,123	20,567	7.5	21,681
Railroad Grade Crossing Safety Program	25,000	25,000	265	1.1	71
Gen. Assembly Designated/Funded Projects	<u>96,466</u>	<u>68,344</u>	<u>204</u>	<u>0.3</u>	<u>---</u>
Total Multimodal	407,796	372,944	21,567	5.8	22,258
Fringe Benefits					
Retirement and Long-Term Disability	193,706	193,706	19,739	10.2	25,106
Medical, Life Insurance, and EAP	59,769	59,769	9,158	15.3	8,360
Retiree Medical Insurance	21,865	21,865	3,409	15.6	2,227
Workers' Compensation	9,447	9,447	4,197	44.4	1,500
Other Fringe Benefits ³	<u>29,922</u>	<u>29,922</u>	<u>4,416</u>	<u>14.8</u>	<u>4,234</u>
Total Fringe Benefits	314,709	314,709	40,919	13.0	41,427
Subtotal MoDOT Disbursements	<u>7,600,391</u>	<u>7,269,980</u>	<u>693,373</u>	<u>9.5</u>	<u>540,277</u>
Motor Carrier Refunds	<u>41,000</u>	<u>41,000</u>	<u>4,798</u>	<u>11.7</u>	<u>5,805</u>
Total MoDOT Disbursements	\$ <u>7,641,391</u>	\$ <u>7,310,980</u>	\$ <u>698,171</u>	<u>9.5 %</u>	\$ <u>546,082</u>

¹During the 2025 legislative session, the general assembly proposed the creation of a new Federal Road Fund. In anticipation of the legislation being passed, the general assembly reduced the appropriations from the State Road Fund. The appropriation authority from the State Road Fund is only sufficient for seven to nine months of expenditures. The general assembly did not pass enabling legislation creating the mechanism to fund the Federal Road Fund and the Governor's Office later vetoed the related appropriations from the new fund. Once supplemental appropriations are received, a budget amendment will be presented to the Commission for approval and the budget will increase to the necessary levels.

²Fiscal year 2026 amended budget is Truly Agreed to and Finally Passed appropriation amounts adjusted for vetoes, restrictions, and reverted amounts.

³Includes fringe benefits appropriated in House Bill 5 for social security and unemployment tax and the department's share for MoDOT employees who are enrolled in the Missouri Consolidated Health Care Plan (MCHCP), Missouri State Employees' Retirement System (MOSERS), and MO Deferred Compensation Plan.



Fiscal Year 2026 Financial Summary
ARPA¹ of 2021 and General Assembly
Designated and Funded Projects²
Two Months Ended August 31, 2025 and 2024
Cash Basis (Dollars in Thousands)

	Fiscal Year 2026 <u>Budget⁴</u>	Fiscal Year 2026 <u>Actual</u>	Percentage of Budget-to- Date	Fiscal Year 2025 <u>Actual</u>
Projects³				
Waste Water Improvements ¹	\$ 6,690	\$ 1,337	20.0 %	\$ 366
Kirkwood Historic Train Station ¹	2,291	---	---	58
Carrolton Amtrak Station ¹	965	7	---	33
Washington County Airport ¹	1,000	127	12.7	---
Buffalo Municipal Airport ¹	687	14	---	---
Port Capital Improvement Projects ¹	10,990	216	---	384
New Madrid County Port Authority ¹	2,899	---	---	670
Elderly and Disabled Transit Assistant ¹	6,000	1,306	21.8	---
Highway 76 Road Improvements in Branson ²	6,200	---	---	---
I-35, I-29, and US 169 Road Improvements ²	30,000	---	---	---
Total Disbursements	\$ <u>67,722</u>	\$ <u>3,007</u>	<u>4.4</u> %	\$ <u>1,511</u>

¹American Rescue Plan Act (ARPA) is federal funding to support public transportation systems as they respond to the pandemic.

²Budget Stabilization funding consists of funds received from the federal government and is a General Revenue look alike.

³These projects are being administered by Office of Administration (OA); however, MoDOT is overseeing the projects.

⁴Fiscal year 2026 budget is Truly Agreed to and Finally Passed appropriation amounts.



Fiscal Year 2026 Financial Summary
Improve I-70 Program
Two Months Ended August 31, 2025
Cash Basis (Dollars in Thousands)

	<u>Budget</u>	<u>Bond Proceeds To Date</u>	<u>Prior Fiscal Year Disbursements</u>	<u>Fiscal Year 2026 Disbursements</u>	<u>Remaining</u>
<u>Bonding</u>					
I-70 Bonds	\$ 1,400,000	\$ 390,204	N/A	N/A	\$ 1,009,796
I-70 Construction from Bonds		\$ 390,204	\$ 190,960	\$ 64,390	\$ 134,854

	<u>Budget</u>	<u>Transfers To Date</u>	<u>Prior Fiscal Year Disbursements</u>	<u>Fiscal Year 2026 Disbursements</u>	<u>Remaining</u>
<u>Cash</u>					
OA I-70 Project	\$ 1,400,000	\$ (185,307)	N/A	N/A	\$ 1,214,693
I-70 Construction from General Revenue Transfer		\$ 185,307	\$ 37,313	\$ 108	\$ 147,886



Fiscal Year 2026 Financial Summary
Forward 44 Program
Two Months Ended August 31, 2025
Cash Basis (Dollars in Thousands)

	<u>Budget</u>	<u>Bond Proceeds to Date</u>	<u>Prior Fiscal Year Disbursements</u>	<u>Fiscal Year 2026 Disbursements</u>	<u>Remaining</u>
<u>Bonding</u>					
I-44 Bonds	\$ 363,750	\$ ---	N/A	N/A	\$ 363,750
I-44 Construction from Bonds		\$ ---	---	\$ ---	\$ ---

	<u>Budget</u>	<u>Transfers To Date</u>	<u>Prior Fiscal Year Disbursements</u>	<u>Fiscal Year 2026 Disbursements</u>	<u>Remaining</u>
<u>Cash</u>					
OA I-44 Project	\$ 213,750	\$ (12,707)	N/A	N/A	\$ 201,043
I-44 Construction from General Revenue Transfer		\$ 12,707	\$ 49	\$ 105	\$ 12,553



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CONSULTANT SERVICES CONTRACT REPORT

-- Presented by Sarah Kleinschmit, State Design Engineer, 573-751-2876.

ISSUE: This report represents consultant contracts executed in the month of August for both engineering and non-engineering related projects separated out by two budgets: Design Bridge Consultants (DBC) and MoDOT Operating Budget.

RECOMMEND that the Commission:

- This report is informational and requires no action.

DEPARTMENT VIEW:

- Fiscal Year 2025 DBC Budget Status as of September 1, 2025:
 Budgeted: \$110 million
 Expenditures: \$23.8 million
- Attachment 1 (DBC Budget Contracts Only) This attachment shows the active contracts held by individual engineering consultant firms prior to August 1, 2025. The table indicates the number of contracts held by each consultant, the total value of the contracts and the unexpended contract costs for each consultant. The firms certified as Disadvantaged Business Enterprises (DBE) are noted and include both minorities owned and women owned consultant business enterprises.
- Attachment 2 Indicates new contracts executed between August 1-31, 2025.

OTHER VIEWS:

- Engineering percentage of payout per fiscal year
 Year 1 51%, Year 2 27%, Year 3 19%, Year 4 3%

MHTC POLICY:

- Highways – Consultant Engineering Services – Consultant Engineer Services – STIP – Negotiated Contract.
- Highways – Consultant Engineering Services – Consultant Engineering Services – STIP – Hourly Rate.
- Equipment and Procurement – Procurement of Professional Services Consultants (Other than STIP Related) – Professional Services (other than engineering).

OTHER PERTINENT INFORMATION:

- Not applicable.

SOURCE OF FUNDING: Expenditures from the Statewide Transportation Improvement Program (STIP) budget are used to fund DBC contracts shown in Attachment 1 and 2.

Engineering Consultant Services Contracts Utilizing the DBC Budget Active Contracts Prior to August 1, 2025				
Consultant	DBE Firm Y/N?	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
Crawford, Murphy & Tilly (CMT)	N	50	\$52,058,634.00	\$41,532,060.00
HDR	N	33	\$40,630,751.00	\$23,377,026.00
Wilson & Company	N	24	\$33,762,786.00	\$25,736,135.00
George Butler Associates, Inc. (GBA)	N	26	\$29,108,692.00	\$18,404,469.00
Garver LLC	N	27	\$28,182,170.00	\$16,638,037.00
Bartlett & West	N	43	\$24,648,529.00	\$13,114,975.00
Olsson Assoc.	N	39	\$23,182,869.00	\$13,600,409.00
TREKK Design Group, LLC	Y	18	\$20,623,634.00	\$6,913,023.00
Burns & McDonnell	N	12	\$19,540,596.00	\$9,842,425.00
HNTB	N	26	\$18,101,732.00	\$10,628,853.00
CDM Smith	N	3	\$14,631,484.00	\$14,631,484.00
HR Green, Inc.	N	25	\$14,517,844.00	\$5,203,826.00
WSP USA Inc.	N	13	\$13,183,165.00	\$12,216,824.00
Jacobs Engineering Group	N	5	\$13,028,380.00	\$11,465,228.00
Hanson Professional Services, Inc.	N	6	\$11,662,257.00	\$6,555,809.00
Horner & Shifrin, Inc.	N	18	\$9,938,044.00	\$6,451,382.00
Kapsch TrafficCom USA, Inc.	N	1	\$9,763,797.00	\$9,763,797.00
HG Consult, Inc.	Y	7	\$9,472,068.00	\$8,897,461.00
EFK Moen	Y	34	\$9,010,351.00	\$2,697,673.00
Thouvenot, Wade & Moerchen, Inc.	N	8	\$8,235,147.00	\$1,299,442.00
Oates Associates, Inc.	N	9	\$7,985,413.00	\$2,427,017.00
Bacon Farmer Workman Engineering & Testing	N	17	\$6,529,095.00	\$3,113,608.00
Gonzalez Companies, LLC	Y	11	\$6,136,347.00	\$3,913,486.00
TranSystems	N	12	\$5,864,151.00	\$4,560,328.00
Lochmueller Group	N	9	\$5,662,759.00	\$2,531,124.00
Alfred Benesch and Company	N	8	\$4,800,604.00	\$965,977.00
AECOM Technical Services, Inc.	N	5	\$4,602,381.00	\$5,486,822.00
Engineering Design Source Inc. (EDSI)	Y	2	\$4,359,878.00	\$4,359,878.00
Civil Design	Y	7	\$4,145,837.00	\$859,599.00
Transcore ITS, LLC	N	4	\$3,948,254.00	\$3,948,254.00
OWN, Inc.	N	6	\$3,938,481.00	\$788,276.00
Affinis	N	4	\$3,197,454.00	\$1,857,017.00
Klingner & Associates, P.C.	N	8	\$3,099,657.00	\$1,404,621.00

Consultant	DBE Firm Y/N?	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
Kimley-Horn and Associates	N	4	\$2,905,994.00	\$1,468,665.00
Veenstra & Kim	N	13	\$2,806,810.00	\$1,476,239.00
CDG Engineers	N	4	\$2,062,192.00	\$1,546,343.00
Modjeski and Masters, Inc.	N	2	\$2,010,223.00	\$450,325.00
George L. Crawford & Associates dba CBB	N	8	\$1,583,010.00	\$1,378,560.00
EXP U.S. Services, Inc.	N	1	\$1,310,861.00	\$423,203.00
Parsons Transportation Group	N	1	\$1,215,898.00	\$1,215,898.00
Powell & Assoc	N	2	\$1,022,258.00	\$666,055.00
Anderson Engineering	N	4	\$1,011,550.00	\$346,185.00
CASCO Diversified Corporation	N	8	\$888,780.00	\$888,780.00
Prairie Engineers P.C.	Y	11	\$864,563.00	\$419,374.00
Access Engineering, LLC	Y	2	\$745,758.00	\$745,758.00
Wood Environment & Infrastructure Solutions	N		\$641,533.00	\$126,107.00
Quigg Engineering, Inc	Y	4	\$535,971.00	\$165,050.00
Surveying and Mapping, LLC	N	6	\$496,582.00	\$368,058.00
R. Hitt Consulting, LLC	N	1	\$453,886.00	\$453,886.00
Engineering Surveys & Services, LLC	N	3	\$360,197.00	\$212,773.00
HW Lochner	N	2	\$338,629.00	\$15,366.00
Pickering Firm, Inc.	N	4	\$302,129.00	\$109,132.00
Powell CWM, Inc.	N	2	\$278,411.00	\$96,851.00
Renaissance Infrastructure Consulting, Inc.	N	2	\$270,562.00	\$70,027.00
Cook, Flatt & Strobel Engineers, P.A.	N	4	\$255,616.00	\$255,616.00
Terracon Consultants, Inc.	N	2	\$254,656.00	\$172,512.00
Hutchison Engineering, Inc.	N	2	\$254,412.00	\$188,525.00
SCI Engineering, Inc.	N	5	\$245,426.00	\$141,665.00
GeoEngineers	N	3	\$230,594.00	\$45,688.00
All Civil Engineering, LLC	N	2	\$220,862.00	\$167,247.00
CB Engineering, Inc dba Cochran	N	2	\$215,103.00	\$181,280.00
UES Professional Solutions 25, LLC f/k/a Geote	N	1	\$178,909.00	\$27,773.00
Infrasense, Inc.	N	1	\$169,968.00	\$213,126.00
ABNA Engineering, Inc	Y	1	\$136,535.00	\$18,098.00
Kaskaskia Engineering	Y	2	\$136,340.00	\$127,054.00
West Engineers, Inc.	N	1	\$117,619.00	\$122.00
Toth & Associates, Inc.	N	1	\$114,182.00	\$114,182.00
Farnsworth Group Inc.	N	3	\$100,238.00	\$43,925.00
S.H. Smith & Co. Inc. (dba Smith & Co.)	N	1	\$99,705.00	\$10,042.00
Geotechnology, Inc.	N	3	\$99,390.00	\$32,514.00
Golder Associates Inc.	N	1	\$82,523.00	\$118.00

Consultant	DBE Firm Y/N?	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
Bowlby & Assoc	N	3	\$72,951.00	\$27,621.00
St. Charles Engineering & Surveying, Inc.	N	1	\$71,651.00	\$71,651.00
Merge Midwest Engineering	N	2	\$61,346.00	\$206.00
HS Smith and Company	N	1	\$56,479.00	\$6,198.00
Terracon	N	1	\$54,171.00	\$54,171.00
Poepping, Stone, Bach & Associates, Inc.	N	1	\$45,975.00	\$45,975.00
Midland Surveying	N	2	\$33,223.00	\$33,223.00
Custom Engineering Inc	Y	1	\$21,415.00	\$507.00
Allstate Consulting LLC	N	1	\$11,400.00	\$4,054.00
Totals		630	\$492,999,727.00	\$309,812,073.00

**Engineering Consultant Services
Contracts Utilizing the DBC Budget
Contracts Executed**

Consultant	DBE Firm Y/N?	Number of Contracts	Current Budget Amount	Available Budget Amount
Bacon Farmer Workman Engineering & Testi	N	2	\$584,828	\$584,828
Bartlett & West	N	1	\$50,710	\$50,710
EFK Moen	Y	1	\$172,522	\$84,442
Engineering Design Source Inc. (EDSI)	Y	1	\$710,016	\$710,016
Geotechnology	N	1	\$43,347	\$43,347
HG Consult, Inc.	Y	1	\$1,076,459	\$564,155
Horner & Shifrin, Inc.	N	1	\$29,946	\$29,946
Lochmueller Group	N	1	\$120,030	\$120,030
Oates Associates, Inc.	N	1	\$489,026	\$489,026
Olsson Assoc.	N	1	\$1,989,624	\$1,989,624
Terracon	N	1	\$42,370	\$42,370
TranSystems	N	1	\$1,182,149	\$383,962
		13	\$6,491,028	\$5,092,458