

Posted: October 29, 2025, at 9:30 a.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.

Kauffman Foundation Conference Center
Towne Square Meeting Room
4801 Rockhill Road
Kansas City, MO

November 6, 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 October 1, 2025, and Special Meeting on September 30, 2025.	9:05 – 9:10
2. <u>Action Item</u> – Consideration of Items on the Consent Agenda. 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>	9:10 – 9:15
3. <u>Non-Action Item</u> – Committee and Board Reports. 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)	9:15 – 9:30
4. <u>Non-Action Item</u> – <u>MoDOT Director’s Report.</u>	9:30 – 9:45

Est. Time**PUBLIC PRESENTATIONS.**

1. **Non-Action Item – Presentation by the City of Kansas City, Missouri.** 9:45 – 10:00
 The City of Kansas City plans to begin construction on the Roy Blunt Luminary Park (formerly the South Loop Project) over I-670. The presentation will include project limits and location, requirements, construction, challenges, community engagements, roles, economic impacts, and project milestones.
Jeff Martin, Assistant City Manager

 City of Kansas City
 414 East 12th Street
 Kansas City, MO 64106
 (816) 513-1313

2. **Non-Action Item – Presentation by the World Cup Transportation Planning Committee.** 10:00 – 10:15
 The goal of the 2026 FIFA Kansas City World Cup Transportation Planning Committee is to provide a safe, seamless, and easy-to-use transportation system for visitors and residents during the World Cup. The presentation will include the event overview, committee structure, workstreams, regional collaboration, and timelines.
Jason Sims, Director of Transportation

 2026 FIFA World Cup – Kansas City
 1100 Walnut Street
 Suite 3450 B
 Kansas City, MO 64106
 (913) 475-8810

3. **Non-Action Item – Mid-America Regional Council (MARC).** 10:15-10:30
 The Mid-America Regional Council will present about current and future regional projects and priorities.
David Warm, Executive Director of the Mid-America Regional Council

 Mid-America Regional Council
 600 Broadway, Suite 200
 Kansas City, MO 64105
 (816) 474-4240

4. **Non-Action Item – Presentation by Northland Regional Chamber of Commerce.** 10:30 – 10:45
 The Northland Regional Chamber of Commerce will provide an update for future transportation and infrastructure enhancements in the north Kansas City region.
Jenny Johnston, Northland Regional Chamber of Commerce President

 Northland Regional Chamber of Commerce
 4131 N Mulberry Drive
 Suite 250
 Kansas City, MO 64116
 (816) 455-9911

Est. Time**MODOT PRESENTATIONS.**

5. **Action Item** – **Consideration of Bids for Transportation Improvements.** 10:45 – 11:00
 Consideration of award or rejection of bids on individual projects that will be presented, which is necessary to construct the improvements contained in the current year of the Statewide Transportation Improvement Program.
Sarah Kleinschmit, State Design Engineer
6. **Non-Action Item** – **Update from MoDOT’s Kansas City District.** 11:00 – 11:15
 This presentation will provide a brief overview of the current state of the make-up of the district, employee turnover, projects, upcoming events, and other critical issues in the Kansas City (KC) District.
Greg Bolon, Kansas City District Engineer
7. **Action Item** – **Fiscal Year 2025 Annual Comprehensive Financial Report, Including Independent Audit Report.** 11:15 – 11:30
 Consideration to accept the MoDOT Fiscal Year 2025 Annual Comprehensive Financial Report, including the independent auditor’s report, as required in Section 21.795.2(1) RSMo.
Brenda Morris, Chief Financial Officer, and Ted Williamson, CPA of RubinBrown LLP
8. **Action Item** – **Resolution Authorizing the Offer for Sale of State Appropriations Mega Projects State Road Bonds, Series A 2025.** 11:30 – 11:45
 Consideration to adopt a resolution that authorizes the preparation, review, and distribution of the Preliminary Official Statement and Final Official Statement.
Brenda Morris, Chief Financial Officer

-- 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.**RECESS.**

**Department of Transportation Building
105 West Capitol Avenue
Jefferson City, MO**

Open Meeting 2:30 p.m.

RECONVENE.

MODOT PRESENTATIONS.

Est. Time

9. **Action Item** – **Request for Approval of Location and Design of Highways:**
U.S. Route 63 Corridor Improvements. 2:35 – 2:55

Consideration to approve the location and design for a project that will extend the four-lane freeway from U.S. Route 50 south to the Maries River bridge, south of Westphalia, including construction of an interchange connecting Westphalia and a new bridge at Missouri Route 133 over U.S. Route 63.
Machelle Watkins, Central District Engineer, and Randy Aulbur, Central District Assistant District Engineer

PUBLIC COMMENT PERIOD.

Members of the public who wish to present on the Highway 63 Realignment agenda item may speak to the Commission on transportation-related issues by signing in at the registration desk. Comments will be limited to five minutes per person.

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.

ADMINISTRATIVE RULES/POLICIES.

1. **Report and Recommendation Regarding Notice of Proposed Amended Rulemaking – Procurement of Supplies.**

Consideration to file the final order of rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in the Missouri Register.

Brenda Morris, Chief Financial Officer and Terri Parker, Chief Counsel

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP).

2. **2026 – 2030 Statewide Transportation Improvement Program Amendment.**

Consideration to revise the 2026-2030 Statewide Transportation Improvement Program (STIP) approved in July 2025 for the implementation of twelve Highway and Bridge projects.

Eric Schroeter, Deputy Director/Chief Engineer

3. **Improve I-70 Project Contract Authorizations.**

Consideration to approve the Improve I-70 contracts as part of the Improve I-70 Project contingent upon the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund.

Eric Kopinski, I-70 Program Coordinator

4. **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	67	J6S3625
Greene	MM	J8S0836D
Stoddard	114	J9S3726/J9S3775
Jackson	7	JKU0010

5. **Request for Approval of Location and/or Design of Highways.** Consideration for the following roadways location and/or design.

Route 53, Butler County from Route 142 to Route UU in Poplar Bluff.

This project includes the realignment of intersecting routes along Route 53. This proposed improvement includes widening Route 53 to include a center left-turn lane from near Route 142 Intersection to County Road 306, in Poplar Bluff, Missouri

Donnie Brown, Southeast District Engineer

-- REPORTS --

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

1. **MoDOT Briefing Report.**
Ed Hassinger, Director
2. **Missouri Department of Transportation Financial Report – Fiscal Year 2026.**
Year-to-Date. Period ending September 30, 2025.
Doug Hood, Financial Services Director
3. **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 KIRKWOOD, MISSOURI,
WEDNESDAY, OCTOBER 1, 2025**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, October 1, 2025, at Kirkwood Performing Arts Center, Strauss Black Box Theatre and Event Space, 210 East Monroe Avenue, Kirkwood, 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 Wednesday, October 1, 2025.

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

-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

APPROVAL OF MINUTES

Upon motion by Commissioner Smith, seconded by Commissioner Boatwright, a quorum of Commission members present approved the minutes of the regular meetings held on September 4, 2025, and the special meetings held September 3, 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 October 1, 2025, Consent Agenda

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

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees' Retirement System Board of Trustees. A Commissioner also serves on the Missouri Coalition for Roadway Safety Executive Committee. The following committee and board reports were made during the October 1, 2025, meeting.

Audit Committee – Commissioner Slay stated the audit committee met on September 15, 2025. The committee reviewed and accepted one internal audit report: Review of Maintenance Required Safety Activities and Training. The next audit committee meeting is scheduled for November 5, 2025.

Legislative Committee – Commissioner Boatwright reported the Governor called a special session that started on September 3 and concluded on September 12. During this special session the General Assembly addressed congressional redistricting and initiative petition reform. Additionally, the General Assembly held its annual veto session on September 10.

House Bill 1, the redistricting bill, was sponsored by Representative Dirk Deaton (R-Seneca). House Joint Resolution 3, sponsored by Representative Ed Lewis (R-Macon), proposed changes to the state's initiative petition process. Governor Kehoe signed House Bill 1; it will be effective beginning with the election of the 120th Congress, which will be in 2026.

House Joint Resolution 3, on the other hand, is a constitutional amendment and must go before a vote of the people before it could go into effect. Lawmakers convened for the Veto Session of the First Regular Session of the 103rd General Assembly on September 10. At odds with the flurry of activity around the special session, the 2025 veto session was mundane. Because Governor Kehoe did not veto any legislative bills, the House and Senate had only line-item budget vetoes to debate.

On September 10, Director Ed Hassinger presented a transportation update to the Joint Committee on Transportation Oversight. At this meeting he reported the department will have a supplemental appropriations request for the Fiscal Year 2026 budget. The requested supplemental appropriations total \$643 million in the State Road Fund, since it was reduced in anticipation of the passage of legislation creating the Federal Road Fund. Such legislation was not passed, and the Fiscal Year 2026 Truly Agreed and Finally Passed budget does not provide enough spending authority for the full fiscal year to make contractor payments, purchase materials and equipment needed to maintain roadways, and pay employees. The requested supplemental budget needs to be passed by the legislative spring break to have the spending

authority in place to continue operations and payments to contractors and employees. The Commission and department are focusing on the passage of the supplemental budget.

Commissioner Boatwright also shared that MoDOT has targeted its efforts into four key focus areas: (1) deliver the program, (2) restore operations, (3) work safely for our team and the traveling public, and (4) focus on customers. He then elaborated on each of those areas.

He concluded by noting that Congress has reached the end of their fiscal year. They were unable to pass a budget or a continuing resolution and as a result the federal government has shut down temporarily while congress continues to work on the budget. Hopefully a resolution will be reached soon.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith reported the board met on September 30, 2025. The board accepted the Fiscal Year 2025 Financial Statement Audit presented by Williams-Keepers LLC. This was the twenty-ninth consecutive clean audit for the MTFC. Doug Hood, MoDOT Financial Services Director, was elected the MTFC Treasurer. Sunny Wilde, MoDOT Assistant Financial Services Director, was elected the MTFC Assistant Treasurer. The board approved a one-year renewal option with Williams-Keepers LLC to perform audit services for fiscal year 2026. The board received its seventeenth certificate of achievement from the Government Finance Officers Association (GFOA) for excellence in financial reporting. The next MTFC meeting will be in February.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Hegeman stated that the board met on September 18. Representatives from MPERS' actuary, GRS, presented the annual actuarial valuation. The annual actuarial valuation is designed to measure the overall financial condition of the retirement system. Mr. Simon reported to the Board that all the System's vital signs are "green" or without concern. The Investment Committee met before the board meeting on September 18, 2025. Various investment staff presented the current liquidity analysis, the private markets pacing plan, the semi-annual internal fixed income review, and a management fee analysis. Mr. Simon reported that MPERS' hired a new Chief Financial Officer (CFO) who started on August 4, 2025. This position was filled early to include overlap prior to the current CFO's retirement in early 2026. He also shared that MPERS will be open in their new building beginning September 29, 2025. The next board meeting is scheduled for November 20, 2025.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported two weeks ago, hundreds of safety advocates gathered in Columbia, Missouri for the annual Missouri Highway Safety and Traffic Conference. It was a wonderful event that brought together many different disciplines who can work together to reduce traffic fatalities.

The Coalition Executive Committee will meet again on Thursday, October 9. Anticipated agenda items include discussing implementation of the state's new strategic highway safety plan, legislative priorities for the upcoming session, and novel programs for further consideration in Missouri.

On Wednesday, October 29, the Coalition will be hosting the 9th annual Buckle Up Phone Down Day (BUPD) in Missouri. This day is set aside to bring some extra attention to Buckle Up, Phone Down, and it is always a great opportunity for schools, businesses, cities, counties, and even other states to join the cause. To commemorate the day, each MoDOT district is planning a number of activities to highlight BUPD, and all Coalition partners are also being encouraged to find ways to engage the public on that day. The Commission encourages everyone to join in by posting BUPD support and using the BUPD Day hashtag (#BUPDDay).

Total traffic fatalities remained down three 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 October 1, 2025, Commission meeting, Director Ed Hassinger provided the following report:

U.S. Route 54 BUILD Grant – Director Hassinger noted that a couple months ago the effort to widen U.S. Route 54 in northern Missouri received some good news in the form of a \$24.9 million federal BUILD Grant. The grant will widen about a 14-mile segment of 54 from a two-lane roadway to a shared four-lane with alternating passing lanes in Audrain and Pike counties. Congressman Sam Graves, who chairs the House Transportation and Infrastructure Committee, was instrumental in bringing that opportunity to life, alongside the A Better 54 Coalition. This is an exciting step forward on this effort, and there are many partners in northern Missouri that are thrilled with the news. The Director thanked the Coalition and the local communities for helping tee this up, and Congressman Graves for coming through with the big hit. MoDOT looks forward to delivering this project to the region. The Director recognized Congressman Graves's team as well as Alan Winders and Bill Allen with A Better 54 Coalition, all who made the trip today to help celebrate making this project a reality for northern Missouri.

Improve I-70 Groundbreaking – Director Hassinger reported last month MoDOT celebrated another milestone in the effort to improve I-70 across the state. He noted that if it feels like he is sharing a milestone on this program just about every month, it is because he is. This program continues to move at unprecedented speeds. On September 9, the Chairman and Director met in Grain Valley with local officials, representatives of state and federal elected leaders, and industry partners to break ground on the third Improve I-70 project, this one from Blue Springs to Odessa. The Director shared a brief video of highlights from that event. He noted it is worth reminding everyone what a crucial role they play in making those work zones a safe place to work and drive. Drivers should expect to see active construction, narrowed lanes and lower speed limits – now at three work zones along the corridor – so work with us: slow down and stay alert.

St. Louis Bridge Crews – Restoring Operations – The Director highlighted some crucial bridge work this St. Louis District team has completed in the last year. Just this past spring, an oversized load collided and struck the Route AF bridge over I-44 in Franklin County, causing significant damage to the bridge's steel girders. By mid-July, the St. Louis bridge maintenance team heat-straightened the damaged girder and made all the other necessary repairs. There is a similar story for the Route AH bridge over I-44, also in Franklin County. It was struck in June, causing significant damage and this crew had it heat-straightened by August. These are just a couple success stories in this area that really showcase how critical it is that the department restores the capabilities of operations at MoDOT. The MoDOT team was able to use in-house expertise to make the repairs quickly and efficiently. It is a great example of the importance of retaining core competencies in the different work areas.

Highway Safety Conference/Day of Remembrance – Director Hassinger shared a brief recap of one of the more energizing and important gatherings hosted by the department each year. MoDOT's annual Highway Safety Conference was held a couple weeks ago, bringing together more than 570 safety advocates from across the state. Those attendees got to be among the first to access Missouri's new strategic highway safety plan. That plan, "Show-Me Zero 2.0", is built around the safe system approach and consists of five key elements: safer people, safer vehicles, safer speeds, safer infrastructure, and safer

response. The conference was a chance to share the many strategies across these five elements that can be implemented by all Missourians. One key area highlighted in the discussions focused on how to improve safety for the most vulnerable road users, primarily pedestrians. The Director noted there would be a deeper dive into that later in the meeting, so the public can see in greater detail how the MoDOT team and partners are working to address this. That was only one of many conversations with the shared goal of improved highway safety. Discussions also centered on the anticipated traffic impacts of hosting the World Cup in Kansas City, post-crash care opportunities, the importance of traffic stops, the success of safety countermeasures, how to reach and engage younger generations, and more. The Director had the privilege of sharing a few words at the conference, particularly aimed at work zone driver behavior, which has been, quite frankly, atrocious as of late.

Last month MoDOT observed the annual Day of Remembrance, where staff pause in each of the districts and Central Office to remember and honor those coworkers who died in the line of duty. Each of the 140 names are read and reflect on the department's mission to never add another name to that list. Some of the behaviors in work zones, namely excessive speeds and dangerous distractions, are putting people at risk, which is unacceptable. While the team of dedicated safety advocates is exhausting all avenues to improve the state of highway safety in Missouri, the road toward zero fatalities continues to rely on the critical role each of us play behind the wheel.

AASHTO Awards – Director Hassinger noted the Communications team recently attended the American Association of State Highway and Transportation Officials (AASHTO) annual transportation communication conference, where the team brought home awards for outstanding work in public relations. The department's work zone safety video that was put together for work zone awareness week this year was recognized as the top public service announcement.

MoDOT's team in Kansas City put together a great video detailing the work that went into the Buck O'Neil bridge mural as part of that project. It is a really neat video where viewers can hear from the MoDOT team as well as the artist who brought it to life and see all the history wrapped up in this huge, beautiful mural. That recap took top video honors. MoDOT's team in the Central District was recognized for their public involvement approach to keeping various customers in the loop about last summer's work happening on the U.S. Route 54 bridges in Jefferson City. This awards contest is considered the premier competition in the transportation industry, and these wins are the result of a lot of hard work to get the messages crafted and delivered effectively to the people who need them.

The Director shared one more piece of good news: MoDOT's Focus on Bridges program advanced to the top 12 in the America's Transportation Awards competition. The project, which took first place in the regional competition, is now in the running for the top two prizes: the Grand Prize and the People's Choice Award, the latter of which is determined by public online voting. Director Hassinger encouraged everyone to go to the MoDOT website and vote daily for this project, which brought 250 new and improved bridges to communities all across the state.

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PUBLIC PRESENTATIONS

WELCOME BY CITY OF KIRKWOOD

Elizabeth Gibbons, Mayor of Kirkwood, welcomed the Commission to the City of Kirkwood and provided historical background on the city, which was the first planned community west of the Mississippi River and was formed in 1853. She noted that the steepest, non-mountainous grade of railroad track in the country is in Kirkwood, coming up the hill from Valley Park. The original wooden train station was replaced in 1893 with the current stone station, which is in the process of undergoing a \$5.8 million renovation. Kirkwood is the third busiest train station along the Missouri River route, only to Saint Louis and Kansas City. Mayor Gibbons also highlighted the city's connected essential services such as electric, water, and trash, along with the transportation structure such as I-44, I-270, and Manchester Road. The cost-share project on Manchester Road updated sidewalks and lighting. The city has also worked on trails to connect downtown to the surrounding areas.

Commissioner Erdman thanked Ms. Gibbons for her comments and rich history of the City of Kirkwood.

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MISSOURI RAIL PASSENGER ADVISORY COMMITTEE (MORPAC)

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; presented about the Missouri Rail Passenger Advisory Committee (MORPAC), who are volunteers from communities with an Amtrak stop in their town. 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. Mr. Pearce stated there are two federal rail lines, both coming from Chicago. One is the Southwest Chief that goes from Chicago all the way to Los Angeles; there are two stops in Missouri, La Plata and Kansas City. The other

federal rail line, Texas Eagle, goes from Chicago to San Antonio, with stops in St. Louis and Poplar Bluff. He noted the state of Missouri does not financially support these lines as they are federally funded.

He expressed his appreciation for the department, legislative, and Governor's support of the Missouri River Runner. Mr. Pearce reported on the economic impact of Amtrak. He explained that last year the state budget included \$17.5 million to support two daily round trips of this state funded train service. He noted that ridership had increased in 2024 to 194,276 passengers with projected 2025 numbers higher than the previous year. Additionally, there are 116 Missourians who are employed directly with Amtrak, with a payroll of over \$10 million.

Ms. Gibbons shared the excitement about Missouri hosting games in the 2026 World Cup. With increased ridership anticipated for the World Cup, a third round trip train between Kansas City and St. Louis will be offered during specific months. She thanked the legislature for providing this additional funding. Every station along the line is thrilled and ready to support travelers to the World Cup.

Ms. Bruckerhoff shared about the MORPAC marketing committee's efforts to increase ridership. Efforts include partnering with the University of Central Missouri (UCM) journalism students to offer backpack journalism. The UCM students came into communities and wrote stories, which landed on UCM media channels, along with print and digital version of the Muleskinner. Advanced Media ran digital ads to increase awareness all throughout the Midwest, which helped increase ridership. The Missouri Division of Tourism also features the Missouri River runner on social media and the Missouri Travel Guide, and in numerous other promotions domestically and internationally. The Missouri River Runner Marketing Partners will be honored at the Governor's Conference on Tourism next week by receiving the Marketing Campaign Award for Small Markets. This award is given to an organization that has effective integrated marketing campaign that results in increased tourism and economic benefit to a region.

Ms. Bruckerhoff concluded by highlighting the newest partner, Ollie the mascot. He is the only Amtrak mascot in the United States and has become a star in just one year. Ollie has made 18 appearances

at events along the Missouri River runner line and met thousands of people. He has his own calendar, business card, and fan club.

Commissioner Baker thanked Mr. Pearce, Ms. Gibbons, and Ms. Bruckerhoff for their presentation, appreciated the focus on collaboration, partnership, and shared goals, and congratulated them on their marketing and outreach including Ollie.

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GREAT RIVERS GREENWAY AND MISSOURI DEPARTMENT OF TRANSPORTATION: COLLOBORATING FOR COMMUNITY IMPACT

Todd Antoine, Chief of Planning and Projects, presented to the Commission the history, mission, and projects of the Great Rivers Greenway, who is celebrating their 25th anniversary. 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. GRG is one of the only districts in the United States, funded with the sole mission of building an interconnected system of greenways, parks, and trails connecting all the great assets in the Saint Louis region, such as parks, community centers, transit stations, and rivers. The greenway network measures between 2.5 and 3 million bicycle and pedestrian visitors per year. It is used by residents, not for just recreational purposes but also as a way to get to their destination like school, work, and Metrolink. 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.

Great Rivers Greenway collaborates with partners and communities to build, care for, and bring to life a 140-mile network of greenways. The vision is to build about 650 miles of greenways, so there is still work to be done. GRG has three trails that connect directly to the Katy Trail system. Visitors come from across the United States to travel the Katy Trail so having connectivity in the St. Louis region has a positive economic impact.

Mr. Antoine noted Great Rivers Greenway collaborates with over 265 partners, and is accountable to the taxpayers through annual reports, collaborative regional plans every five years, and ongoing community engagement. He highlighted some of the partnerships with various government agencies; municipalities; state, regional, and transit agencies; county governments; nonprofit organizations; businesses; religious, cultural and art institutions; and neighborhood associations.

Mr. Antoine provided an overview of various projects including leveraging resources on \$30 million in various federal grants received through East-West Gateway Council of Governments, as well as working with MoDOT to build out the system. He highlighted the following projects: Centennial Greenway along I-170; Centennial Greenway bridges over Highways 364 and 94; Gravois Greenway (Grant's Trail) along I-55; St. Vincent Greenway in the City of Pagedale on St. Charles Rock Road; Meramec Greenway river bridge along I-44; and the Centennial Greenway project that is underway to connect the 39 North Ag Tech Innovation District, U.S. 67 bridge, and Creve Coeur. He also highlighted the region's partnership on the City Arch River project, which was a \$380 million project that just concluded with the completion of the old courthouse.

Mr. Antoine concluded with presenting the Brickline Greenway, which is a major initiative with the City of St. Louis and numerous partners to connect some of the main attractions and recreational amenities in the St. Louis region. The Brickline Greenway promotes an exceptional experience, connectivity, economic growth, environmental leadership, and healthy lifestyles. The overall investment is \$245 million, which is using public, private, and nonprofit resources. Great Rivers Greenway is at about 60 percent of their goal.

Commissioner Erdman thanked Mr. Antoine for his inspiring presentation and bold vision. Commissioner Smith thanked Mr. Antoine for his partnership in working to create safe environments for pedestrians and bicyclists.

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PUBLIC COMMENTS

APPRECIATION AND SUPPORT FROM ST. LOUIS COUNTY

Kenneth Murdock, St. Louis County's Director of Diversity, Equity, and Inclusion, stated the county values their relationship with MoDOT and have worked collaboratively on many key projects including I-64 and I-270. He noted both projects have had profound and positive effects on the area. As a local public agency, the county depends upon federal funds to advance their limited dollars to bring value and needed projects to the area. The county will continue to work diligently to modify their process, so they are able to meet obligation requirements, assuring federal funding stays in the region to maintain and build local roads. Mr. Murdock thanked the Commission and MoDOT for the open communication between the agencies.

Commissioner Erdman thanked Mr. Murdock for his comments and the county's partnership.

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TRANSPARENCY, REQUEST FOR MATERIALS, AND ROADWAY CONCERNS

Arnie Dienoff expressed his concern regarding disclosing public documents including meeting material. He reported he is drafting legislation that requires meeting materials be posted in advance of the meeting including details, contracts, communications, cost analysis, meeting minutes, and the financial report. Mr. Dienoff requested the following: meeting material for the October 1, 2025, open meeting; minutes and material for the Missouri Transportation Finance Corporation (MTFC) meeting held September 30, 2025; and any votes or discussions from the closed meeting held September 30, 2025. He also stated all meeting locations should include free parking and be ADA accessible.

Mr. Dienoff reported I-270 from I-70 to Big Bend Road needs repaired, safety repairs across the state are not getting fixed; and construction zones need attention. He said the Missouri State Highway Patrol and local county municipal law enforcement need to work more overtime in these areas and more needs to be done regarding inattentive driving.

Commissioner Erdman thanked Mr. Dienoff for his comments and noted the applicable staff took notes on his comments and concerns.

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SAFER STREETS FOR ST. LOUIS

Michael Carmody, Safer Streets for St. Louis, requested safety countermeasures in projects in the St. Louis region. He recommended proven safety countermeasures in East-West Gateway Council of Governments projects when they received federal transportation grants. He highlighted the Safer tool that was development to facilitate safety discussions during the project planning phase. He requested that MoDOT provide oversight to direct other entities toward missed safety opportunities.

Commissioner Erdman thanked Mr. Carmody for his comments.

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MODOT PRESENTATIONS

UPDATE FROM MODOT'S ST. LOUIS DISTRICT

On behalf of the Director, Tom Blair, St. Louis District Engineer, provided to the Commission an overview of the current state of roads, bridges, projects, and other critical issues in the St. Louis District and highlighted the Director's four focus areas of safety, operations, program delivery, and customer service. The St. Louis District is home to approximately 2.5 million Missourians in the City of St. Louis, St. Charles, Franklin, Jefferson, and St. Louis counties. The district maintains about 6,000 lane miles of interstates, major, and minor routes; of those lane miles, 1,717 are interstate miles which is the most of any district. Twenty-six percent of vehicle miles traveled in the state of Missouri, on the state transportation system, occur in the St. Louis District. The district also maintains 1,167 non-major bridges and 55 major bridges.

Mr. Blair stated safety is a priority for everyone and highlighted the department's values of "I am safe, what I use is safe, where I am is safe, my customers are safe, so we go home safe." The district is

implementing strategies in projects and operations to reduce crashes and serious injuries. MoDOT staff use risk-based assessments and typical applications to ensure a safe standard across the department and state. There have been 157 fatalities in the St. Louis region in 2025, which is similar to 2024. Twenty-five percent of fatalities involved vulnerable road users. The top issues concerning crashes is seatbelt use, helmet use, speeding, and distracted driving. Staff continue to educate drivers on these issues. There have been 1,508 crashes in work zones and 527 occurred on the state system. Of all MoDOT truck mounted attenuators (TMAs) strikes, about 48 percent of them happen in the St. Louis District. This happens when drivers run into the back of vehicles protecting employees that are sweeping and mowing grass. Mr. Blair highlighted a few items that play a critical role in helping drivers be more attentive such as the hands-free law that prohibits drivers from holding a cell phone while operating a vehicle, TMAs with enhanced visibility through changeable message signs, and third brake lights and DVR cameras on TMAs.

Michelle Forneris, St. Louis District Assistant District Engineer, reported how restoring operations is essential for safety, to help efficiently maintain the system, and to meet customer expectations. While pavement conditions are in good condition, the bridge conditions have room for improvement. However, the St. Louis District has many more assets than just pavement and bridges. Over 40 percent of MoDOT's traffic signals are located within the St. Louis District, which takes a lot of maintenance and engineering to maintain and operate those intersections. Almost 170 dynamic message signs and over 700 cameras are essential to both the MoDOT team and the traveling public to make better informed travel decisions. The district also has 279 miles of concrete barrier, 149 miles of guard cable, and 36 miles of sound walls. Additionally, the traffic management of the state system is housed at the Transportation Management Center located in Chesterfield and maintained by the MoDOT team.

The district is working to deliver visible results in its litter and debris removal. Roadside litter and debris along the roadway are on the rise in the St. Louis area; and the amount of time and resources the team spends on these two tasks is not enough to keep the area clean. Ms. Forneris reported that to date,

the district's maintenance team spent over 14,300 labor hours picking up roadside litter, and over 16,400 labor hours sweeping in 2024. MoDOT crews have picked up over 70,800 bags of litter and removed 8,800 tons of debris road sweeping. Those efforts are also supplemented with contracted litter pickups on many corridors. Litter and road debris is significant and there are a tremendous amount of resources used to pick up tons of trash routinely.

MoDOT crews have used 1,800 tons of patching material and spent over 44,700 hours performing pothole patching operations this year. They have filled approximately 46,600 potholes this year. St. Louis crews spend quite a bit of effort conducting bridge maintenance like deck sealing and deck repair. They have sealed over 1,400,000 square feet on 101 structures in 2024 and required 2,600 square feet of decking. Over 1,600 labor hours have been spent removing graffiti. Addressing safety and cleanup of unsheltered encampments on state right of way account for over 2,000 labor hours.

Tom Evers, St. Louis District Assistant District Engineer, presented on delivering the program. There are 100 active projects worth \$922 million in the St. Louis District. He provided a highlight of a few of the major projects. The I-55 project in St. Louis City and St. Louis County is an asset management project that is rebuilding bridges while expanding their life. This addressed 14 bridges between Lindbergh and Arsenal and will also resurface the scarring from traffic switches. It should be completed in early 2026. The I-55 expansion and interchange improvement project from Route Z to U.S. 67 is a \$246 million project that will add an additional lane on an 8-mile section and address 27 bridges. It is expected to be completed in December 2026. Primarily an asset management project, I-270 at I-64 is major bridge work and replacement at Conway Road. The two-year construction project is worth \$38.5 million and handles over 180,000 cars per day. This project is expected to be completed in spring 2026.

Mr. Evers reported that 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. He highlighted the 14

remaining projects covering 40 centerline miles, with an estimated investment of \$143 million, including \$55 million dedicated to ADA upgrades. Sidewalk upgrades also require temporary or permanent easements; just over the last two years, the department has acquired over 600 easements.

Mr. Evers explained the 2026-2030 Statewide Transportation Improvement Program (STIP) for the St. Louis District includes 207 projects valued at \$1.4 billion; this will include work on 71 bridge projects affecting a total of 377 structures, 58 projects addressing 553 centerline miles (2,155 lane miles) of pavement improvements, and 125 centerline miles (678 lane miles) of structural sign replacements.

Mr. Blair noted the district operates the Traffic Management Center (TMC). The St. Louis TMC monitors traffic for the district and serves as MoDOT's 24/7 hub for after-hours statewide calls and incident management. The TMC handles more lane-blocking incidents than any other in the Midwest. The district's customer service team answers on average 231 phone calls per day, which is a 61 percent increase from the previous year.

He concluded by recognizing the hardworking people in the St. Louis district. He noted the district is 91 percent staff which is a big accomplishment. He thanked the Commission for investing in MoDOT to be competitive. The St. Louis team is deeply connected to the community and committed to developing strong leaders. As far as the community, the district is making a dedicated effort to grow and fill vacant positions, leading communities by serving and participating in local recruitment and outreach efforts.

Commissioner Hegeman thanked Mr. Blair and his team for their presentation and noted how much work is being accomplished in the district and commended the team for their hard work. He also really stressed the public involvement in distracted driving and the unsettling number of TMA accidents.

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VULNERABLE ROAD USERS IN MISSOURI

On behalf of the Director, Katy Harlan, Traffic Safety Engineer, reported that over the last decade Missouri has seen a higher rate in vulnerable road user (VRU) fatalities and serious injuries. A vulnerable

road user is any person that is walking, biking, or traveling by personal conveyance, including things like scooters or wheelchairs. These users of the system are the most vulnerable and the number of fatalities and serious injuries involving these users has been on the rise for over a decade. Nationally from 2010 to 2020, the total number of fatalities has been increasing, but the number of pedestrian and bicycle fatalities in that same time frame has been increasing at a higher rate. This same trend can be seen when looking at Missouri specific data, too. From 2015 to 2023, the total number of fatality and serious injury crashes in Missouri has increased by 14 percent, but the VRU fatal and serious injury crashes increased by 51 percent. Knowing the trend was occurring across the country, additional emphasis was brought to these road users through the Bipartisan Infrastructure Law (BIL), which contains a specific requirement that all states need to complete a VRU safety assessment along with their Highway Safety Improvement Program (HSIP).

Missouri saw over 760 million miles walked and over 110 million miles biked in 2024. From 2015 to 2023, Missouri saw 1,144 VRU fatal crashes, 3,445 VRU serious injury crashes, and 12,331 minor injury VRU crashes. It is anticipated that 2025 will end with an increase in 18 percent in VRU fatalities. As always, it is important to remember that these are not just numbers; these are people that have been killed and injured on the roadways.

Ms. Harlan reviewed the assessment that breaks down the crash data and reviews risk factors in various ways to showcase where there is the potential opportunity for improvements on the road to zero. This assessment is required to occur in the same timeframe when the Strategic Highway Safety Plan is updated, once every five years. Some of the risk factors include the time of day, lighting, and the type of roadway. For example, the assessment showed that over half of the fatal and serious injury crashes occurred at night, either in dark, unlit, or lit conditions. The assessment also reviewed various systemic factors, including the neighborhood, roadway configuration, and users.

Ms. Harlan shared it is important to note that there have been other programs and planning done with a focus on VRU that have already occurred. This includes things such as the ADA transition plan, apportionment of certain federal funds, and the Safer program. Looking first at the ADA transition plan, it was identified at the beginning that there were over 37,000 barriers within the right of way that needed to be addressed to completely comply with the requirements of the Americans with Disabilities Act. Since the start of addressing the barriers identified as part of this plan, the department has completed over \$190 million of work. This accounts for 66 percent of the plan being completed as of August 2025. It is estimated that another \$120 million will be expended to complete this plan by August 2027. Another source of allocated funding for VRUs is through the Highway Safety Improvement Program. As previously mentioned, the Bipartisan Infrastructure Law added a special rule specific to VRUs starting this fiscal year. Fifteen percent of the total HSIP funds will be spent on VRU projects and will be approximately \$12 million. Finally, the Safety Assessment for Every Roadway program focuses on asking the right questions in the project development process, with the goal of having safety on all projects. The Safer document also incorporates the Federal Highway Administration (FHWA) Proven Safety countermeasures and is broken down into several sections, which include things like roadway visibility, access management, transportation systems management and operations, and VRUs. Each section is a list of questions that prompts the project team to consider various aspects within the project areas. This program started in July of 2022 and has been very successful, with over 70 percent of projects in the first three years of the most recent Statewide Transportation Improvement Program (STIP) including a safety improvement.

Ms. Harlan highlighted continuing activities and planned next steps such as continuing the HSIP VRU apportionment and the Safer document and updating various policies within the Engineering Policy Guide to provide more direction and address some of the findings from the assessments and other ongoing research. She concluded by stating there is currently a research project underway through a grant to review

the current lighting policy and compare that to national guidance for pedestrian lighting. Those results will provide the next steps in updating the department's policy. Other upcoming guidance includes reviewing various VRU safety countermeasures. Some examples of these countermeasures include high visibility crosswalks, leading pedestrian intervals, and pedestrian refuge islands.

Commissioner Erdman thanked Ms. Harlan for her presentation and appreciated the amount of data processed to pinpoint issues and opportunities. Commissioner Slay thanked Ms. Harlan for her work and noted the national trend of increasing pedestrian fatalities is alarming.

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HIGH PRIORITY UNFUNDED NEEDS UPDATE

On behalf of the Director, Llans Taylor, Transportation Planning Director, presented Missouri's High Priority Unfunded Needs. This document plays a critical role because it fills the gap between the funded Statewide Transportation Improvement Program (STIP) and the Long-Range Transportation Plan (LRTP). The LRTP is often more visionary and aspirational, and then on the other end of the spectrum the STIP is a funded concrete plan of projects. This document helps MoDOT identify the next needs between the STIP and the LRTP. 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 high-priority unfunded annual transportation needs under six categories.

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. Through the established planning framework policy, MoDOT can collaboratively and strategically work with local officials throughout the state to address unlimited needs with limited resources and involve planning partners in the decision-making process. Initially started in 2019, the department now has an established process to annually prepare a list of unfunded transportation

needs. This list enables the department to be prepared should additional resources become available and continue its collaboration with its planning partners.

The High Priority Unfunded Needs List includes multiple tiers of needs. The first tier represents the highest priority needs which could be delivered with additional funds in the STIP timeframe. The second and third tier represents the highest priorities which could be delivered beyond the horizon of the STIP. The Multimodal tier represent 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.

Mr. Taylor was pleased to report that from 2019 to 2025, \$6.1 billion in projects were moved from the unfunded needs list into the STIP. From 2019 to 2020, \$742 million in projects were moved from the unfunded needs list into the STIP. From 2020 to 2021, the STIP was not updated due to the COVID-19 pandemic, but the department still moved \$9 million worth of projects from the unfunded needs list to the STIP. From 2021 to 2022, the department was able to move \$1.25 billion from unfunded into the STIP. The most significant move occurred from 2022 to 2023 with \$2.9 billion in projects advanced to the STIP. From 2023 to 2024, \$763 million in projects were moved from the unfunded needs list into the STIP. From 2024 to 2025, \$328 million in projects were moved from the unfunded needs list into the STIP. This list has helped the state advance a tremendous amount of work to improve transportation in Missouri.

Planning partners are an essential element in the process that develops this list. Over the last several months, MoDOT staff worked with Metropolitan Planning Organizations and Regional Planning Commissions throughout the state to develop this list of unfunded road and bridge needs, and Multimodal needs. This list is constrained by dollar amount and time. The project list that resulted from the process totaled \$4.7 billion statewide. The tier one list totaled \$525 million, the tier two list totaled \$2.2 billion, and the third tier totaled \$2.0 billion. The multimodal tier totaled \$1.0 billion. In addition to the three tiers

and the multimodal category, there are two more categories including the major bridges at \$318 million, and a statewide unfunded needs category at \$5.4 billion. These unfunded projects were distributed across a variety of types of projects including improve bridge conditions, improve road conditions, increase economic growth, and improve safety, major interstate reconstruction, and multimodal. Altogether, the unfunded needs list totals \$11 billion.

There were ten public meetings held in August to receive public comment and input on the unfunded needs list. There were 162 participants that attended the public meetings. Additionally, this information was available on MoDOT's website for public comment. Fifty-five comments were received, generally supporting needs identified in the list. Sixteen comments were received identifying needs not currently listed.

The department will continue to bring the High Priority Unfunded Needs List to the Commission annually. The current list will be available online and shared with others to educate the public, transportation leaders, and elected officials about transportation needs in Missouri and how additional transportation funds could be used. Bringing this to the Commission finalizes the update for this year. The next steps are to share the comments received through this process with the planning partners. Then after the next STIP, the department will begin updating this list once again.

Commissioner Erdman shared why this process is so important. Missouri has the STIP, which engages local people in all the regions of the state in deciding what the priorities are, and shows citizens how their project is funded and will be constructed. He explained that there are a lot of unmet needs, and the department is now identifying them and listing them as the things the Commission and department would do next if there was additional funding. The department is building consensus behind what comes next. It is remarkable how robust the planning process is and has a lot to do with the department's credibility that it has built by using this process.

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BUSINESS ISSUES

MEDICAL AND LIFE INSURANCE PLAN: APPOINTMENT OF BOARD MEMBER

On behalf of the Director, Brandon Denkler, Medical and Life Insurance Plan Board Chairman, recommended approval of the appointment of Mr. David Silvester as a Missouri Department of Transportation retired employee representative, for a term ending November 2031. The Commission established and approved guidelines for a self-insured Medical and Life Insurance Plan for employees of the Department and the State Highway Patrol on November 9, 1977. The guidelines established a board of trustees to manage the operations of the Plan. Potential board members, and the board chairman, are recommended by either the Department Director or the State Highway Patrol Superintendent and are subject to Commission approval.

Via approval of the consent agenda, the Commission unanimously approved the appointment of Mr. David Silvester as a Missouri Department of Transportation retired employee representative, for a term ending November 2031.

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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. She noted Calls B01, C03, and F01 have local funding, as noted in Table I below, and the department has not received all the necessary concurrences.

Ms. Kleinschmit recommended: (1) Award of contracts to the lowest responsive bidders for bids received at the September 19, 2025, letting, as recommended, and noted in Table I below; and (2) Rejection of Call C02 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction.

Table I
Award of Contracts
September 19, 2025, Bid Opening

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	B, U, E	Grundy, Linn	JNW0013	\$1,996,563.70	\$0.00	Louis-Company, LLC	3 Bridge Deck Replacements
A02	I-29	Buchanan	JNW0051	\$6,302,999.97	\$0.00	Herzog Contracting Corp.	Resurface
B01*	I-72	Marion	J2I3367	\$194,500.00	\$0.00	AAD Contracting, Inc.	Bridge Washing
B02	B	Pike	JNE0052	\$2,246,714.60	\$0.00	Bleigh Construction Company	Bridge Replacement
	W		JNE0152				
B03	D	Macon	JNE0061	\$770,491.39	\$0.00	Magruder Paving, LLC	Resurface
	YY		JNE0058				
B04	A	Marion	JNE0066	\$738,337.20	\$0.00	W. L. Miller Company	Seal Coat
	H	Marion, Ralls	JNE0070				
C01	I-435	Clay	JKU0030	\$3,609,495.59	\$0.00	Ideker, Inc.	Resurface
C03**	24	Jackson	JKU0226	\$8,814,024.33	\$0.00	Leavenworth Excavating & Equipment Company, Inc.	Pavement Widening and ADA Improvements
D01	I-70	Boone, Callaway, Cooper	JCD0011	\$1.35	\$0.00	Geromini Concrete Paving, LLC dba GC Paving	Job Order Contract for Concrete Pavement Repair
D06	U	Miller, Pulaski	JCD0147	\$569,949.25	\$0.00	Vance Brothers, LLC	Seal Coat
D08	B	Gasconade, Phelps	JCD0153	\$744,975.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal Coat
D09	J	Morgan	JCD0179	\$271,040.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal Coat
D2A	O	Callaway	JCD0144	\$754,972.73	\$0.00	Vance Brothers, LLC	Seal Coat
	UU		JCD0143				
D2B	I-70 OR	Callaway	JCD0145	\$459,851.70	\$0.00	Vance Brothers, LLC	Seal Coat
	JJ		JCD0146				
F01***	I-70, I-64, I-255	St Louis, St Louis City	J6I3662	\$739,999.99	\$0.00	Interstate Maintenance Incorporated	Bridge Washing
F02	370	St Charles	J6P3554	\$41,032,209.45	\$0.00	Millstone Weber, LLC	Bridge Painting and Rehabilitation
	370		JSL0248				Bridge Rehabilitation

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
F03	61 OR	St Charles	JSL0014	\$124,631.00	\$0.00	Byrne & Jones Enterprises, Inc. dba Byrne & Jones Construction	Resurface
F04	67	St Charles	JSL0246	\$590,367.67	\$0.00	KCI Construction Company	Landscaping, Guardrail Installation
F05	231	St Louis	J6S3631	\$13,545,000.00	\$0.00	N.B. West Contracting Company	Coldmill, Resurface, ADA Improvements
G02	13	Henry	JSR0031	\$5,621,746.88	\$0.00	Capital Paving & Construction, LLC	Resurface
	7, 13		JSR0024				
G3A	52	Bates	JSR0310	\$4,672,063.12	\$0.00	APAC-Central, Inc.	Resurface
G3B	AA, J	Bates, Vernon	JST0162	\$1,466,342.26	\$0.00	APAC-Central, Inc.	Coldmill and Resurface
H01	AA	Butler	J9S3677	\$1,878,592.60	\$0.00	Robertson Contractors, Inc.	2 Bridge Replacements
H02	67	Wayne	JSE0083	\$2,833,659.89	\$0.00	Robertson Contractors, Inc.	Bridge Replacement
H03	AF	Wright	J9S3691	\$1,925,438.35	\$0.00	Gene Haile Excavating, Inc.	Bridge Replacement
			TOTAL:	\$101,903,968.02	\$0.00		

* Call B01 – Funding by the Illinois DOT (IDOT) – \$97,250

** Call C03 – Funding by City of Independence – \$1,117,142.33

*** Call F01 – Funding by the Illinois DOT (IDOT) – \$369,999.99

Table II
Rejection of Bids
September 19, 2025, Bid Opening

Call	Route	County	Job No.	Description
C02	I-635	Platte	JKU0095	Bridge Rehabilitation

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received at the September 19, 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 Call C02 due to excessive bids per Section 102.15(a) of the Missouri Standard Specifications for Highway Construction as noted in Table II above.
3. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Erdman abstained from voting on Calls A01, C01, C03, and G3A. Commissioner Smith abstained from voting on Call G02. Commissioner Hegeman abstained from voting on Calls A02 and G02.

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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. Louis	100	J6P3274
Greene	65	J8S3158

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 MM, Greene County
Job No. J8S0836D
Public Hearing April 2, 2024
Online Public Comments Received Between April 2 and April 16, 2024

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. The project has an estimated construction cost of \$25.7 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 1.9 miles in length.

On behalf of the Director, Stacy Reese, Southwest District Engineer, recommended approval of the location and design as presented at the public meeting.

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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PROPERTY ACQUISITION AND CONVEYANCES

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

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

On behalf of the Director, Greg Bolon, Kansas City District Engineer, recommended conveyance of 3.26 acres of excess property to City of Lee's Summit, located in the northwest side of Route 50 and Route 291 North interchange in the City of Lee's Summit.

Via approval of the consent agenda, the Commission unanimously approved the property conveyance described above. Commissioner Hegeman abstained from voting on Disposal of Excess Property, Route 50 in Jackson County, Excess Parcel Number KC-10591.

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-- REPORTS --

REPORTS

The Commission received the following written reports.

MEDICAL AND LIFE INSURANCE PLAN: MEDICAL AND LIFE INSURANCE PLAN REPORT

On behalf of the Director, Brandon Denkler, Assistant to the Chief Administrative Officer, Employee Health and Wellness, provided financial and claims data reports for the period January 2025 through June 2025, and for the most recent five calendar years to update the commission on the cost and utilization of the Medical and Life Insurance Plan. The number of claims processed monthly in the first six months of calendar year 2025 decreased 1.6 percent compared to the first half of calendar year 2024. Medical claims decreased 1.0 percent, and pharmacy claims decreased 8.0 percent when compared to the same timeframe in 2024.

There was an increase of 11.7 percent in 2024 total claims expense when compared to 2023. Medical claim costs increased 16.3 percent while pharmacy claims decreased 2.2 percent when compared to 2023. The specialty drug costs have increased 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. 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 total operating revenues increased 12.6 percent compared to the same period in 2024. This is the result of a Medicare rebate received in the first half of 2025. The Medical Plan had a loss of \$6.0 million in the first half of calendar year 2025; resulting in a net position of \$28,600,542 as of June 30, 2025.

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MODOT IMPROVE I-70 PROGRAM REPORT

Eric Kopinski, Improve I-70 Program Project Director, provided to the Commission report regarding the Improve I-70 Program. 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. Missouri has 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. Construction of the Missouri portion of I-70 was completed in 1965 making it the oldest interstate in U.S. history.

The safety and economic prosperity of Missourians depends, in part, on an I-70 that grows along with the state and nation. That is why the Missouri Department of Transportation is working to improve I-70. With the passage of the State Fiscal Year 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.

Funding. Of the \$2.8 billion in funding, \$1.4 billion is General Revenue funds with transfer authority to the State Road Fund (SRF) 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. MoDOT and the Office of Administration (OA) 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.

The department is exploring federal discretionary grants as an opportunity to leverage funding. In the summer of 2023 MoDOT submitted an aggressive grant application request of \$300 million for the Improve I-70 Program. In January 2024, Missouri was notified of a partial award of \$92.8 million.

In State Fiscal Year 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.

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. An estimated project list and timeline is outlined in the table below.

Project Limits	Award	Completion
Columbia to Kingdom City	February 2024	December 2027
Warrenton to Wentzville	November 2024	December 2028
Blue Springs to Odessa	May 2025	December 2028
Rocheport to Columbia	December 2025	December 2029
Boonville to Rocheport	February 2026	December 2027
Statewide Truck Parking	May 2026	May 2028
Odessa to Concordia	February 2027	December 2029
Kingdom City to Warrenton	November 2026	December 2030
Concordia to Boonville	May 2027	December 2030

A project update is outlined in the table below.

Project Limits	Update
Columbia to Kingdom City	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.
Warrenton to Wentzville	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	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 schedule to be completed by late 2028.

Project Limits	Update
Rocheport to Columbia	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.
Booneville to Columbia	For the Improve I-70: Booneville 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 Booneville on July 21. Industry outreach continues for this segment with a letting scheduled for January 2026 and a Commission Award February 2026.

* * * * *

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.

* * * * *

MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2026

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

* * * * *

CONSULTANT SERVICES CONTRACT REPORT

Sarah Kleinschmit, State Design Engineer, submitted a written report of consultant contracts executed in the month of August 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 630 active contracts held by individual engineering consultant firms prior to September 1, 2025. Thirteen engineering consultant services contracts were executed in August 2025, for a total of \$6,491,028. There were zero non-engineering consultant contracts executed in August 2025.

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

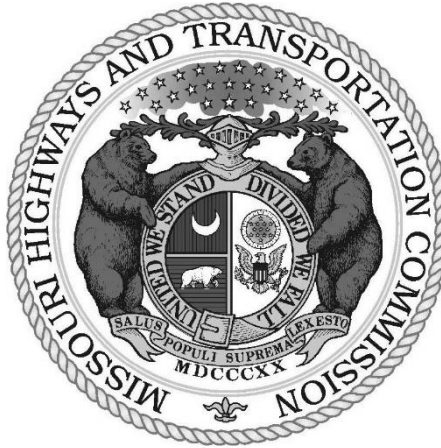
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The Mission of the Missouri Highways and Transportation Commission is to:

- 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.

* * * * *



MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes

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**MINUTES OF THE SPECIAL HIGHWAYS AND TRANSPORTATION
COMMISSION MEETING HELD IN ST. LOUIS, MISSOURI,
TUESDAY, SEPTEMBER 30, 2025**

A special meeting of the Missouri Highways and Transportation Commission was held on Tuesday, September 30, 2025, at Holiday Inn St. Louis SW – Route 66, Sunset Event Space – Army Room, 10705 Watson Road, St. Louis, Missouri. Warren K. Erdman, Chairman, called the meeting to order at 1:45 p.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; and Jennifer Jorgensen, Secretary to the Commission, were present on Tuesday, September 30, 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, Aye
Commissioner Smith, Aye
Commissioner Hegeman, Aye
Commissioner Slay, Aye
Commissioner Baker, Aye

The Commission met in closed session on Tuesday, September 30, 2025, at 1:45 p.m. and adjourned at 3:30 p.m.

* * * * *

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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.

* * * * *



Director's Report



Congratulations, Commissioner Baker!

Director's Report

NOVEMBER 6, 2025

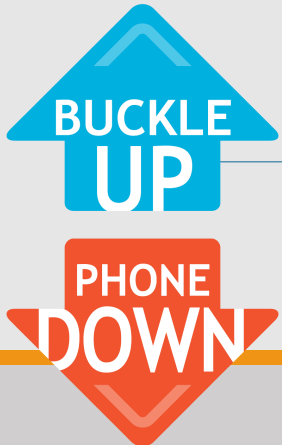




Buckle Up Phone Down Day



***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](https://www.modot.org/past-meeting-recordings).***



Today we join @MoDOT in celebrating #BUPD Day!

In 2024, just over 59% of vehicle occupant fatalities in WY were not using a seat belt at the time of the crash.

Whether you're driving across town or across the state, Buckle
Phone 
[#wyoroad](#) [#Buckleupforlife](#)



It's easy. It's simple. It will help save lives. Two very straight forward actions to take as the person behind the wheel to help keep our roads safe: Buckle up, phone down. We are proud to join the @MoDOT and other state DOTs in sharing this important message.

[#BUPDDay](#)



Today is [#BuckleUpPhoneDown](#) day, which reminds us of two simple lifesaving steps. In Wisconsin, on average, each year:

- 10,106 crashes involve distracted driving
- Over 2,200 unbelted occupants are injured in crashes

Take the [#BUPD](#) challenge: [zeroinwisconsin.gov/buckle-up-phon...](#)



Buckle Up Phone Down Day is a reminder that small choices can save lives. Today, and every day, join Claudia and me in committing to driving safely: buckle your seat belt and put your phone down. Together, we can make Missouri's roads safer. [#BUPD](#)

Take the pledge: [form.jotform.com/70314101030128](#)

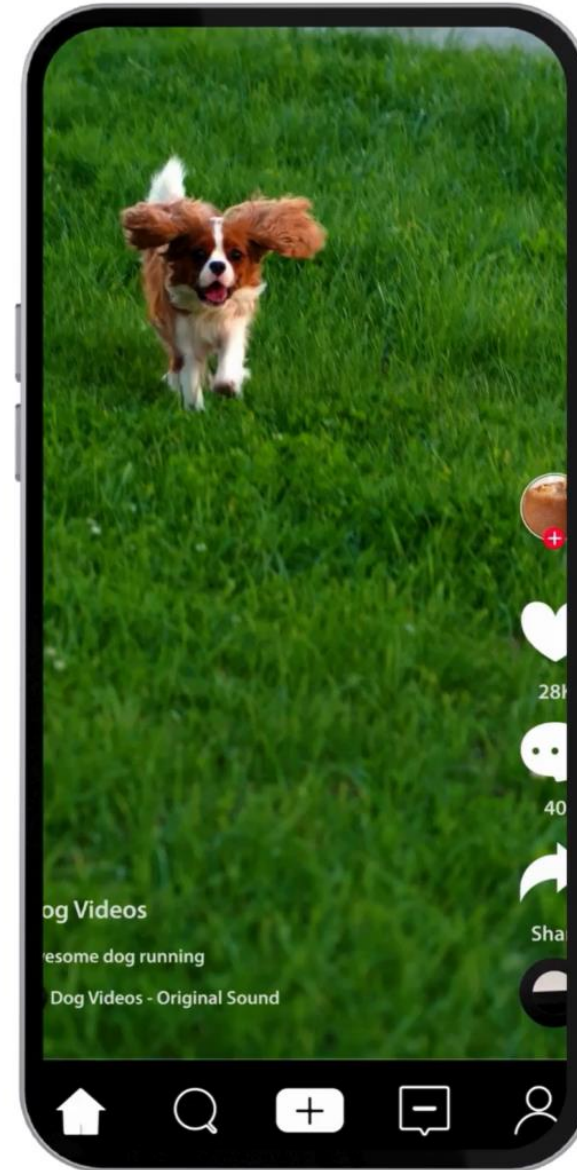


Always buckle up (& require your passengers to do so as well) & put your phone down when driving! Let us know about issues on state-maintained roads at [indot4u.com](#) or (855) 463-6848. Visit [bupdin.com](#) to learn more. [#BUPD](#) [#BUPDIN](#) [#BUPDIndiana](#) [#BUPDDay](#)



Today is [#BuckleUpPhoneDown](#) Day and CA has accepted the challenge from our partners at Missouri DOT to get the word out! Make a commitment to zero distractions while driving. Safety first!







Improve I-70 Update





***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](https://www.modot.org/past-meeting-recordings).***





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recordings](https://www.modot.org/past-meeting-recordings).***



Improve I-70 Milestone





Missouri River Runner Recognized

Director's Report

NOVEMBER 6, 2025





1

PRESENTATION BY THE CITY OF KANSAS CITY, MISSOURI

-- Presented by Jeff Martin, Assistant City Manager, City of Kansas City, Missouri (KCMO).

ISSUE: The City of Kansas City, Missouri in partnership with planning partners and MoDOT plans to begin construction on the Roy Blunt Luminary Park (formerly the South Loop Project) over I-670. The project includes constructing a deck over the interstate from Grand Boulevard to Wyandotte Street, creating 5 acres of green space.

Mr. Martin's presentation will include:

- Project limits and location
- MoDOT requirements
- Construction of the structure and challenges
- Community engagement process
- Governance and operations roles
- Economic impacts
- Project milestones

MoDOT STAFF POSITION:

- MoDOT works closely with KCMO to partner and coordinate many projects around the Kansas City district. The City of Kansas City is the largest municipality in the district and MoDOT enjoys a good working relationship with KCMO.

Roy Blunt Luminary Park

Bridging the Divide. Elevating Kansas City.



Urban Canyon

Built in the 1960s, I-670 makes up the south side of Kansas City's Downtown Loop, and while it expedited traffic, it has been a physical barrier separating neighborhoods and erasing blocks of Kansas City's urban fabric.

Luminary Park, formerly the South Loop project, constructs a deck over the interstate, from Grand Boulevard to Wyandotte Street, creating over 5 acres of park and green space.



PROJECT STUDY AREA



14th St

Central St

16th St

Wyandotte St

Baltimore Ave

Main St

Walnut St

Grand Blvd

Truman Rd

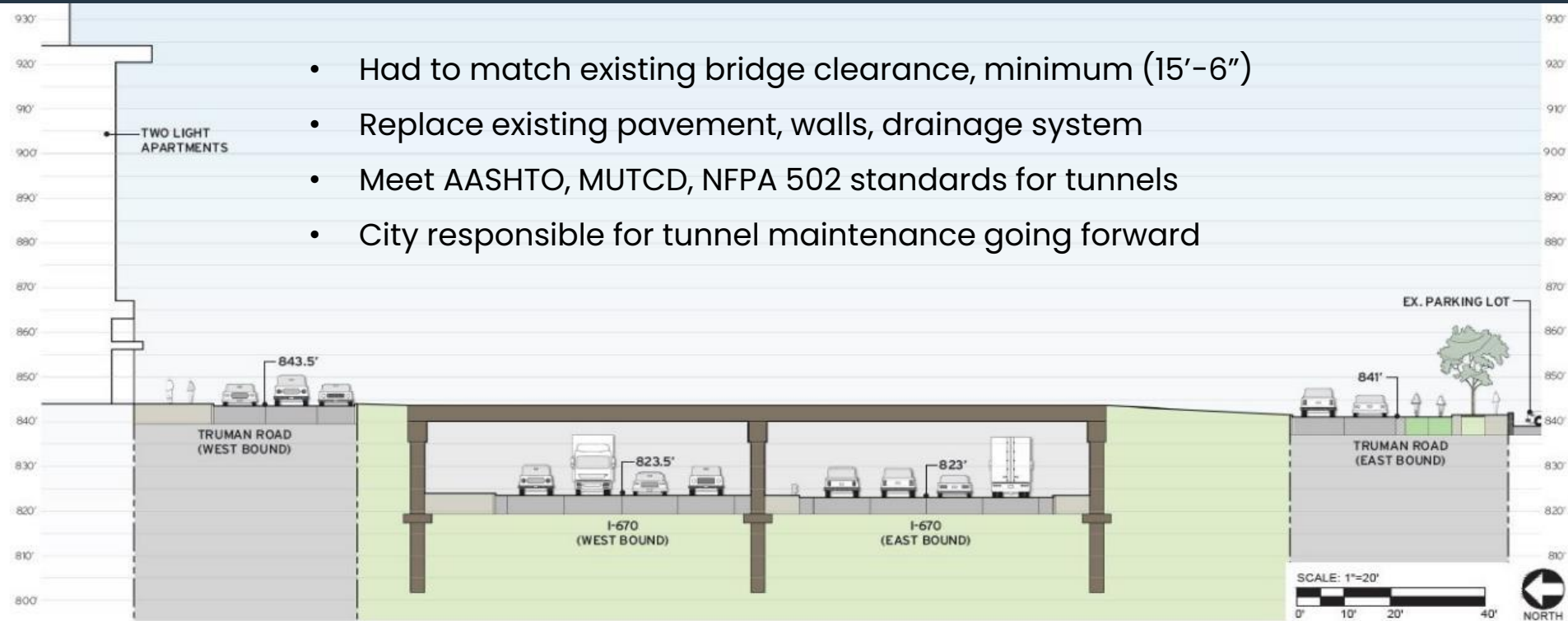
Truman Rd

I-670

T-Mobile Center

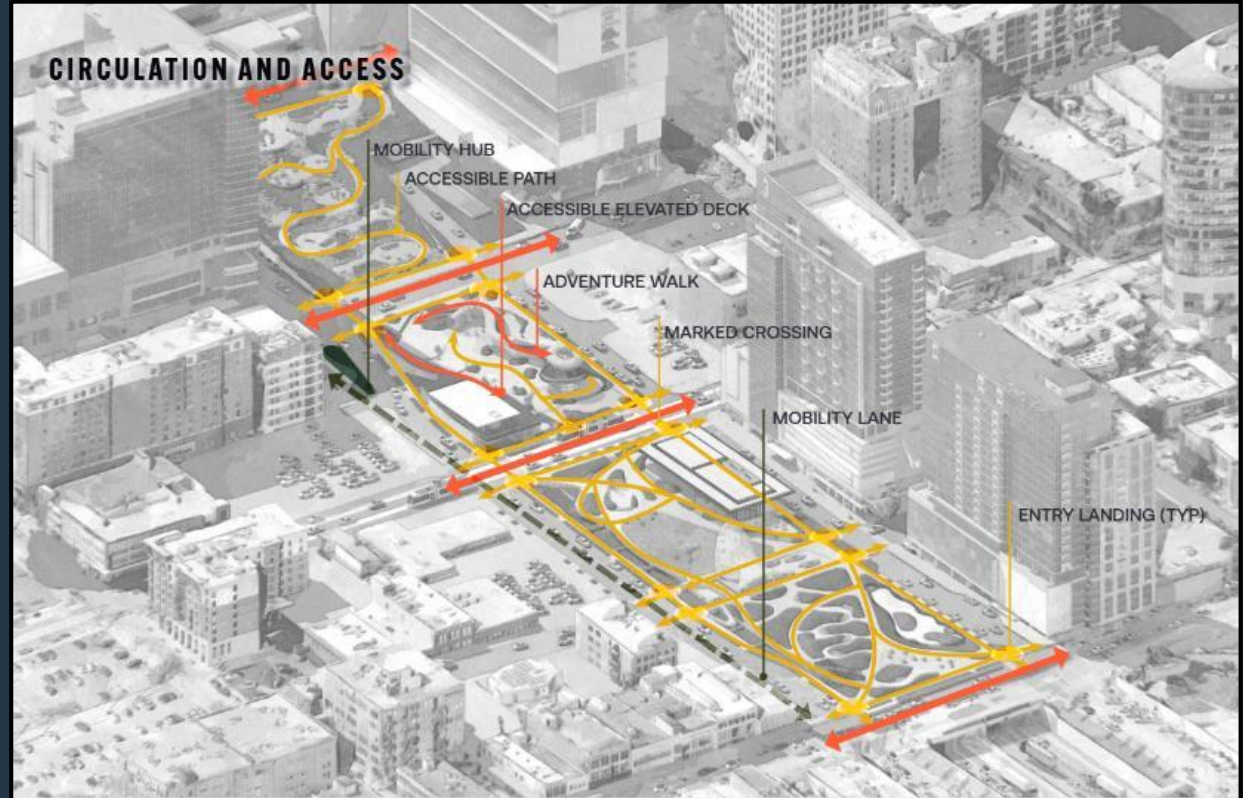
MoDOT Requirements

- Had to match existing bridge clearance, minimum (15'-6")
- Replace existing pavement, walls, drainage system
- Meet AASHTO, MUTCD, NFPA 502 standards for tunnels
- City responsible for tunnel maintenance going forward

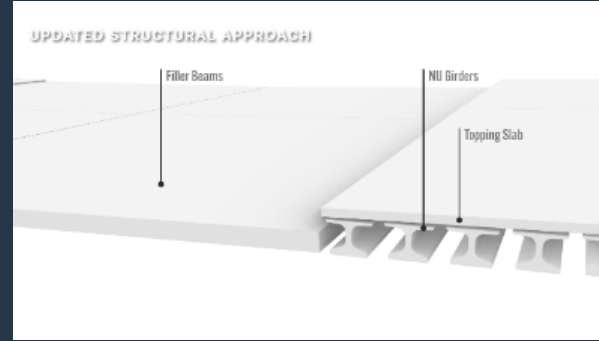
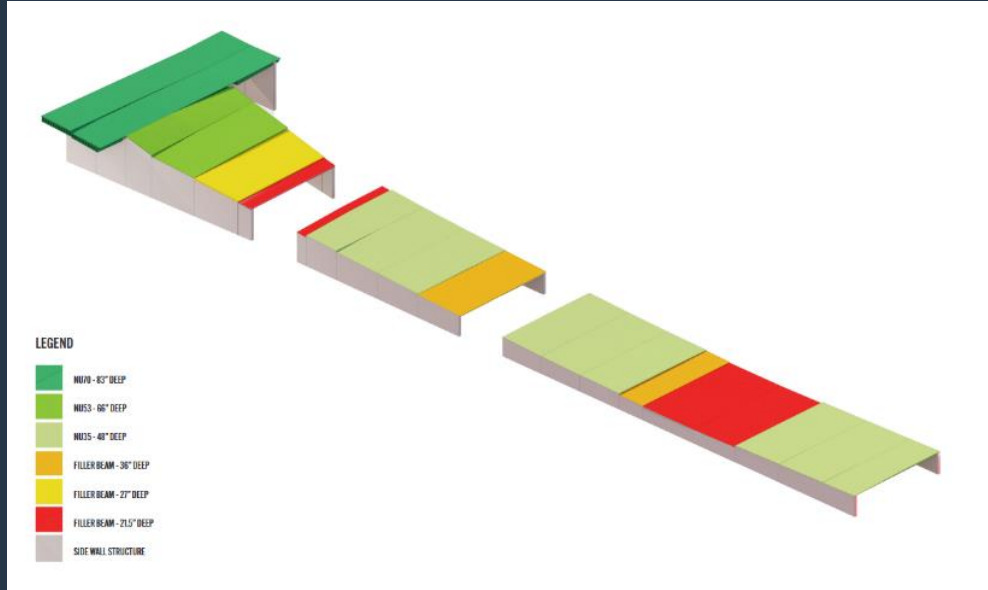


Challenges

- Seamless with surrounding downtown blocks
- ADA Accessible
- Entry from anywhere
- Easy sight lines for safety
- Top elevation of park locked in

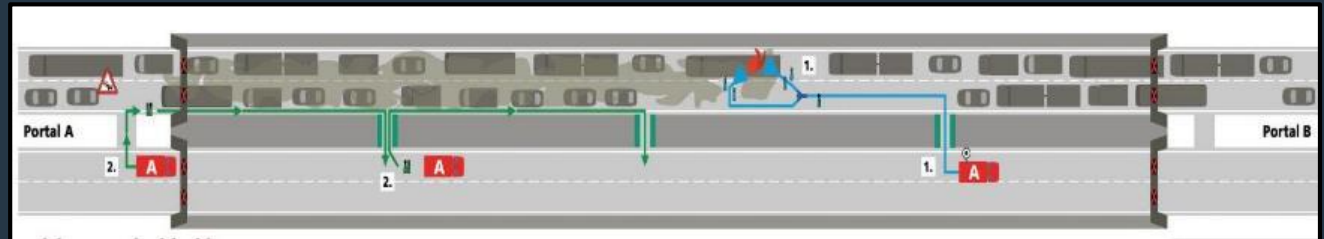


Super Structure



Tunnel Systems

- Overhead lighting
- High Pressure Mist FFS
- Lane guidance lighting
- Emergency exit doors
- Fire hydrants
- Emergency PA system



UPDATED SECTION

PAVILION

FILL MATERIAL

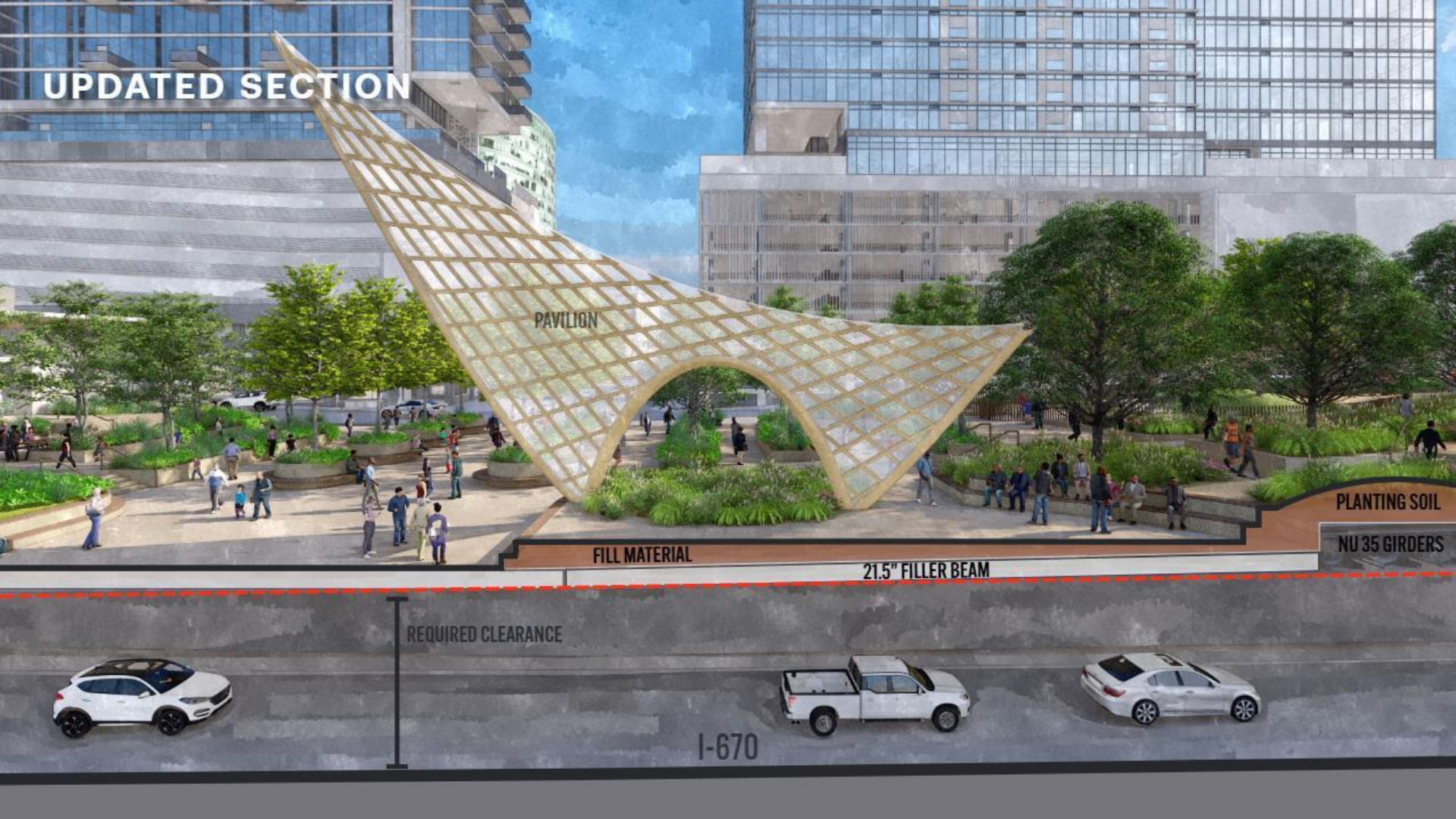
21.5" FILLER BEAM

PLANTING SOIL

NU 35 GIRDERS

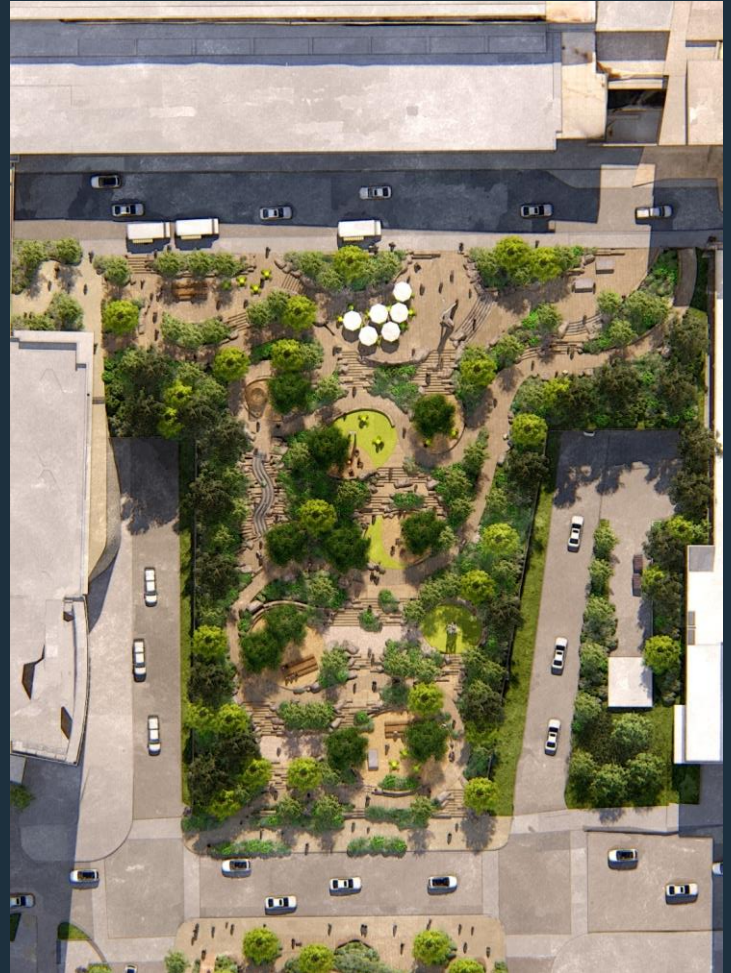
REQUIRED CLEARANCE

I-670



Community Engagement Process

The design concept in development is based on feedback collected through in-person public meetings and more than 2,700 survey responses. Participants were excited to be invited to engage in dialogue and help shape the future of this project through public meetings, pop-up events, and neighborhood engagement opportunities.



Governance & Operations Roles

KCMO

- Owns the park
- Oversees Community Impact Goals
- Funds annual tunnel maintenance
- Board position

DTC

- DTC Community Development Inc. – 501(c)(3) operates park pending Use Agreement
- Manages operations, maintenance, and activation of park
- Oversees annual revenue generation & budget
- Maintains park safety and cleanliness
- Retains naming rights improvements, program & events

PORT KC

- Participates in future capital improvements
- Board position

MoDOT

- Owns and maintains Interstate 670
- Approves tunnel design
- Oversees Costs Share Agreement – Design Compliance with MoDOT/FHWA Standards
- Distributes federal funding
- Provides Air Rights to KCMO

Economic Impacts

- ★ Increase visitors for tourism and events
- ★ Three-tiered event strategy on a global, national, and regional scale
- ★ Attract and retain businesses

Estimated net new economic and fiscal impacts in Kansas City over a 30-year period with NPV in 2023 dollars.

- **\$239 million** in net new direct spending
- **\$335.7 million** in total economic output
- **8,557 total** job years
(304 sustainable annual jobs)
- **\$312 million** in labor income
- **\$67.1 million** in City tax revenue
- **\$198.2 million** in School District revenue
- **\$35.4 million** in other special district revenue

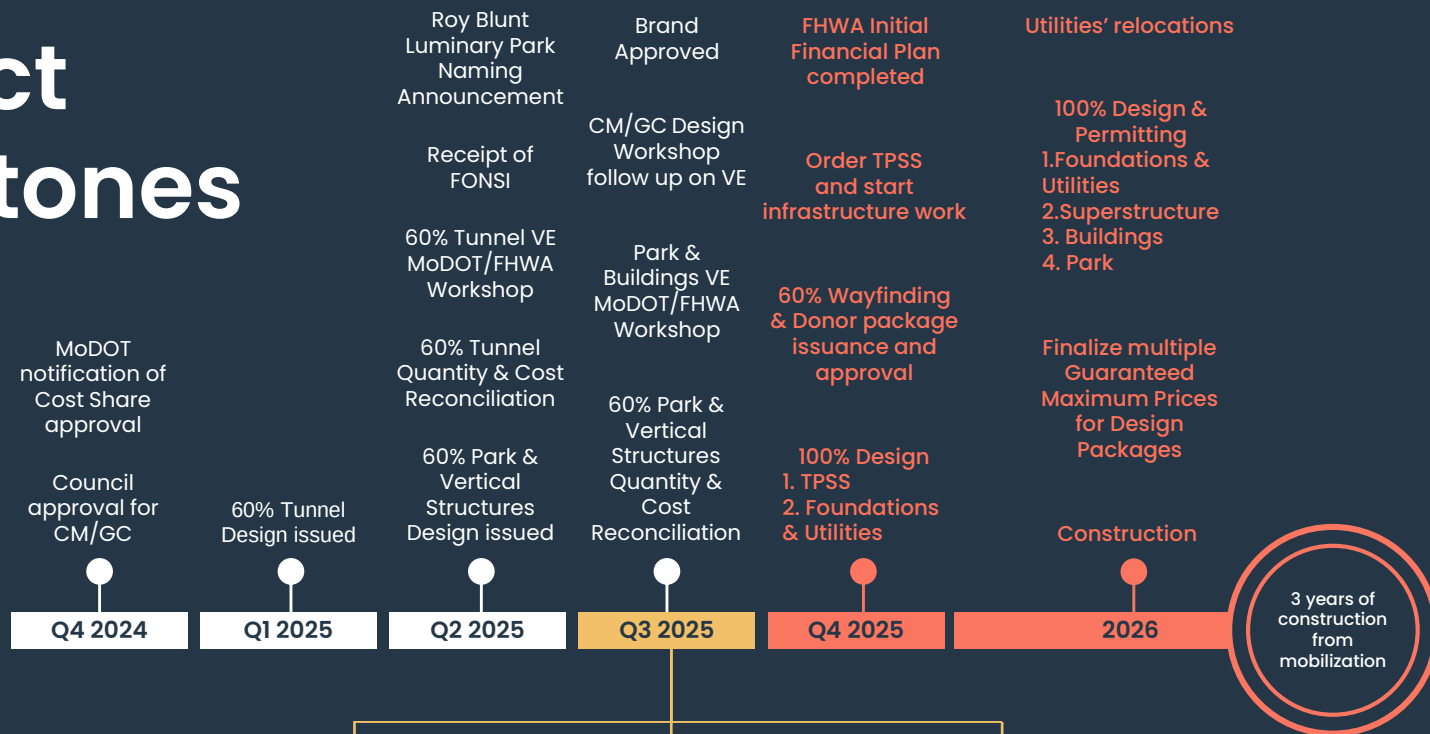
Construction Management/General Construction

Construction Management/General Construction (CM/GC) project delivery method is a two-phased approach.

1. Construction Manager (CM) performs preconstruction services which leads to a construction contract.
2. During preconstruction, the CM works closely with the design team and City to define constructability and estimate costs to meet the project budget.

The CM provided an Opinion of Probable Construction Costs based on 60% designs. Design modifications are being identified to align the vision and budget, to progress the design to 100% in preparation for permitting and construction.

Project Milestones



DEFINITIONS

MoDOT = Missouri Department of Transportation
 FHWA = Federal Highway Administration
 CM/GC = Construction Manager/General Contractor
 FONSI = Finding of No Significant Impact
 VE = Value Engineering
 TPSS = Traction Power SubStation for KC Streetcar

Development Agreement Approval

100% Design Services, Project Management, & CM/GC Preconstruction Services Amendment Approvals

Approval of bond

ROY BLUNT

Luminary Park





2

PRESENTATION BY THE WORLD CUP TRANSPORTATION PLANNING COMMITTEE

-- Presented by Jason Sims, Director of Transportation 2026 FIFA World Cup – Kansas City.

ISSUE: The goal of the 2026 FIFA Kansas City World Cup Transportation Planning Committee is to provide a safe, seamless, and easy-to-use transportation system for visitors and residents during the FIFA World Cup 26. The committee is working with regional partners, including MoDOT, to think beyond the event and consider how they can leverage this opportunity to create a positive, lasting impact for our entire region.

Mr. Sim's presentation will include:

- Event overview
- Committee overview and structure
- Transportation workstreams
- Regional collaboration
- Match day services
- Planning timeline

MoDOT STAFF POSITION:

- Over the past few years, MoDOT has worked very closely with the 2026 FIFA Kansas City World Cup Transportation Planning Committee to plan for additional resources, provide insight, and offer support to make the 2026 FIFA World Cup experience a positive, lasting impact for the entire region. MoDOT enjoys a good working relationship with the committee.

KC 2026 WORLD CUP UPDATE

MoDOT Highway Commission Meeting

November 6th, 2025 | Jason Sims, Director of Transportation





215
DAYS TO GO



THE BEAUTIFUL GAME

THE WORLD'S MOST POPULAR SPORT



3.5 BILLION FANS



250 MILLION PLAYERS



200 COUNTRIES

FIFA WORLD CUP 26™

(A SERIES OF FIRSTS)



**FIRST EVER JOINTLY
HOSTED TOURNAMENT**

**BRAND NEW
TOURNAMENT FORMAT**

**3
NATIONS**

**16
CITIES**

**12
GROUPS**

**38
DAYS**

**48
TEAMS**

**104
MATCHES**



UNITED 2026
A united bid to host the 2026 FIFA World Cup™



2026 FIFA WORLD CUP VENUES

BC PLACE
VANCOUVER

LUMEN FIELD
SEATTLE

LEVI'S STADIUM
SAN FRANCISCO

SOFI STADIUM
LOS ANGELES

AT&T STADIUM
DALLAS

NRG STADIUM
HOUSTON

ESTADIO AKRON
GUADALAJARA

BMO FIELD
TORONTO

ARROWHEAD STADIUM
KANSAS CITY

MERCEDES-BENZ STADIUM
ATLANTA

HARD ROCK STADIUM
MIAMI

LINCOLN FINANCIAL FIELD
PHILADELPHIA

MET LIFE STADIUM
NEW YORK

GILLETTE STADIUM
BOSTON

ESTADIO BBVA BANCOMER
MONTERREY

ESTADIO AZTECA
MEXICO CITY





MATCH SCHEDULE

6/16/26 GROUP STAGE
Tuesday

6/20/26 GROUP STAGE
Saturday

6/25/26 GROUP STAGE
Thursday

6/27/26 GROUP STAGE
Saturday

7/03/26 ROUND OF 32
Friday

7/11/26 QUARTERFINAL
Saturday

UNITING THE REGION

PURPOSE

**MAXIMIZE THE POSITIVE MOMENTUM CREATED BY
THE 2026 FIFA WORLD CUP™ TO UNITE, STRENGTHEN,
AND ELEVATE OUR REGION, AND PROPEL KC TO
NEW HEIGHTS IN THE NATION AND THE WORLD.**

DELIVER KANSAS CITY MAGIC

Create a safe, seamless, best-in-class, and distinctly Kansas City experience for the fans, players, and media, that fully engage our communities in the process and encourage visitors to return.

RISE ON THE WORLD STAGE

Showcase to a global audience the vitality of our economy, the richness of our culture, and most importantly, the welcoming character of our people — firmly establishing KC as the heart and capital of the Midwest.

LEAVE A LASTING LEGACY

Generate sustained and long-term cultural and economic impacts in our region's infrastructure, businesses, institutions, and brand, while building our people's capability and confidence to take on the opportunities and challenges of the future.

REGIONAL ECONOMIC IMPACT



\$653 MILLION
IN DIRECT EVENT IMPACT*

\$179 M

in direct personal
income generated

DIRECT JOBS SUPPORTED**

73,592
PERSONS

quantifies the number of persons employed
during the event, including FT & PT
employees

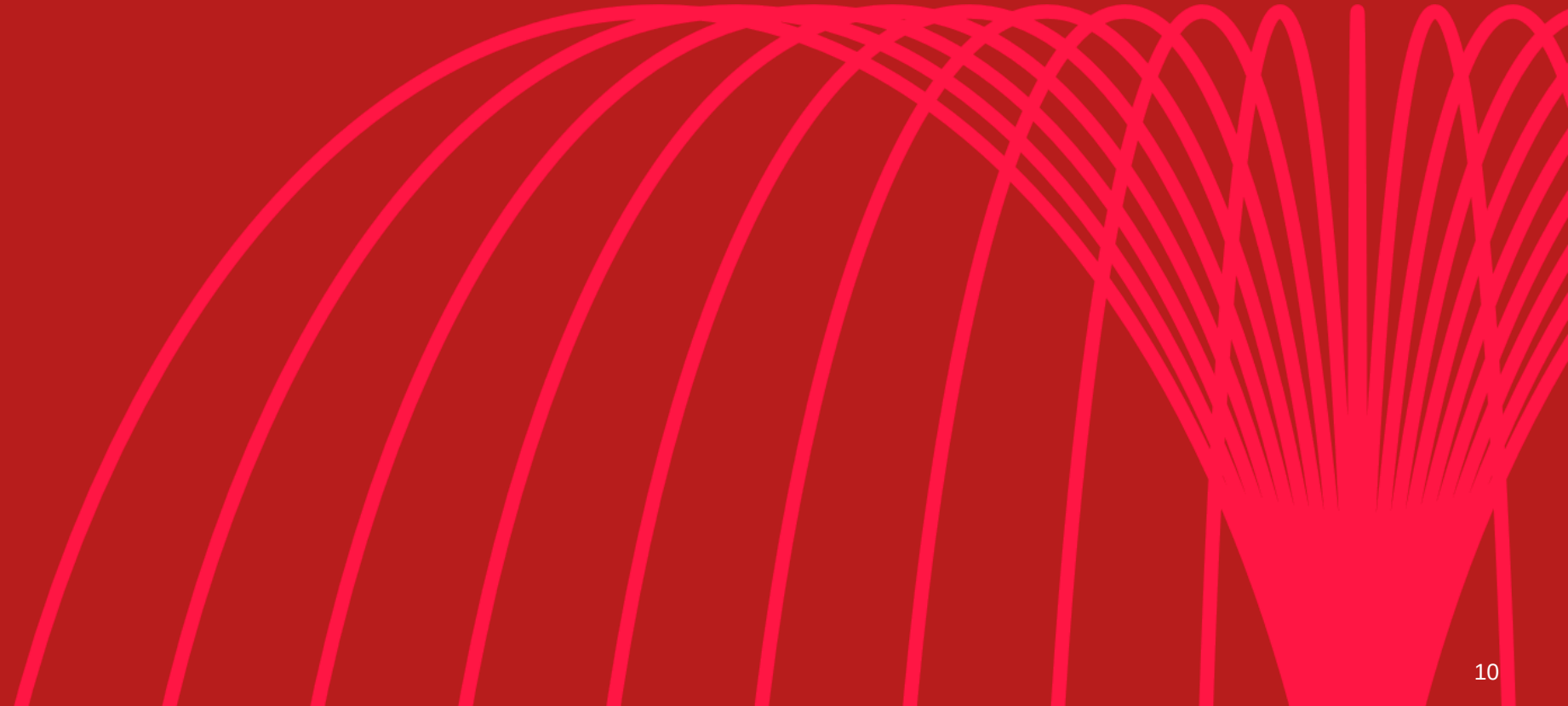
6,746
ANNUAL FTEs

annualized figure to measure the FT
equivalent employment supported by the
event

**Destinations International Event Impact Calculator assumes 6 matches hosted; 3.2 persons per room; \$299 avg hotel rate; 80% of overnight attendees arriving by air*

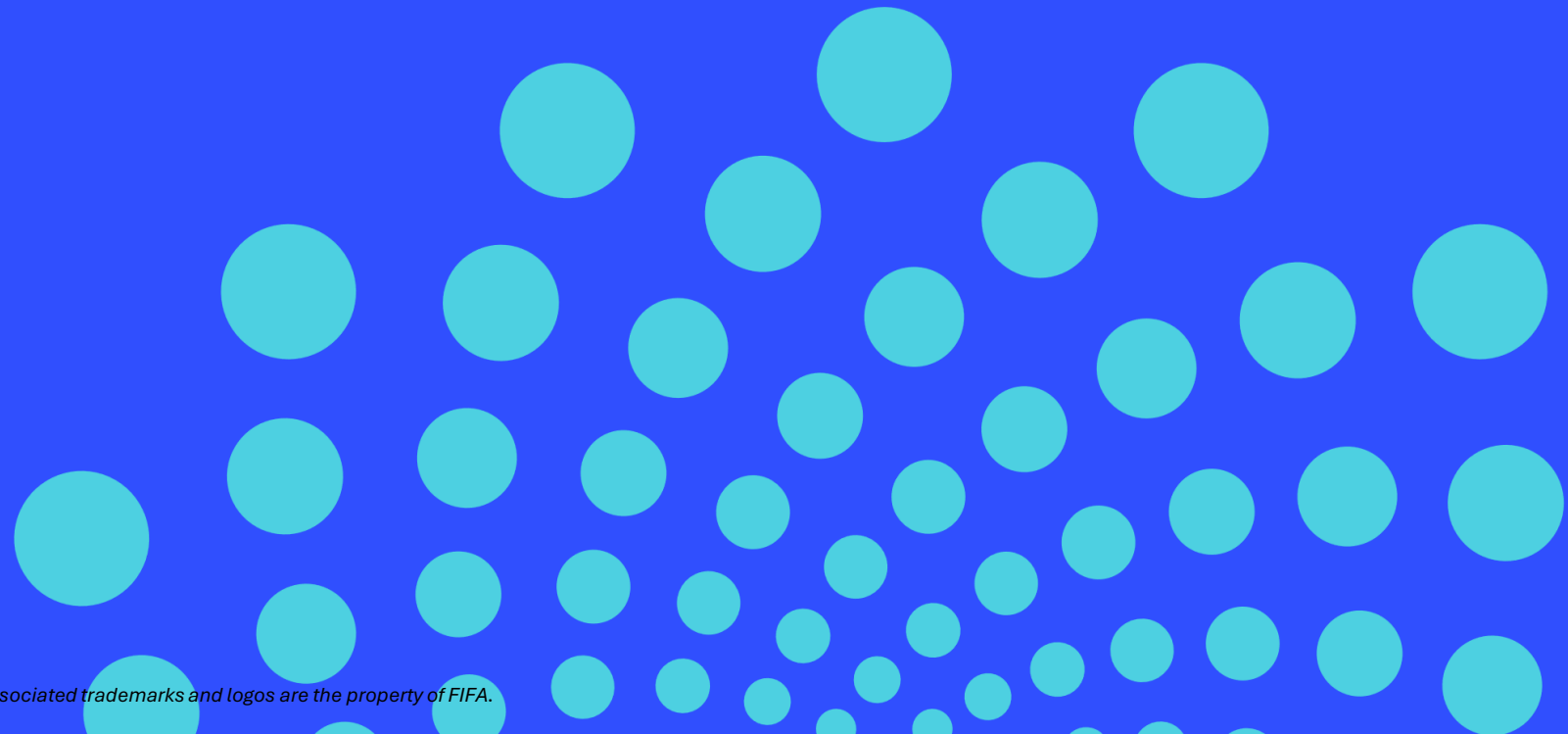
***Does not imply these jobs would not exist apart from the event, only that the event supported these jobs for a specific period*

TRANSPORTATION





FIFA vs HOST CITY REQUIREMENTS TRANSPORTATION WORKSTREAMS





FIFA TRANSPORT RESPONSIBILITIES

PMAS & MATCH OFFICIALS

FIFA OFFICIALS, DELEGATES & GUESTS
(VVIP & VIP)

BROADCAST & MEDIA

FIFA WORKFORCE

FIFA CLIENT AIRPORT ARRIVALS & DEPARTURES

COMMERCIAL AFFILIATES & HOSPITALITY

FIFA FLEET, BUS & DEPOTS

VENUE PARKING



HOST CITY TRANSPORT RESPONSIBILITIES

SPECTATOR TRANSPORT
HC WORKFORCE & VOLUNTEERS
RESIDENTS/COMMERCIAL
PUBLIC TRANSIT
SPECTATOR AIRPORT ARRIVALS &
DEPARTURES
LAST MILE
FIFA FAN FEST
ROADWAY AND TRAFFIC
MANAGEMENT
LATMP & MOBILITY PLAN
RIDESHARE
TRAVEL DEMAND MGT
TRAFFIC WAYFINDING & SIGNAGE

TRANSPORTATION WORKSTREAMS

SUBCOMMITTEES



**Traffic
Management**

**Transit
Planning**

**Travel
Demand
Management**

**Parking &
Permitting**

**Airports &
Non-comp
Venues**

Last Mile

**Wayfinding &
Signage**

**Rideshare
& Taxis**

**Operational
Readiness
& C4**

REGIONAL COLLABORATION



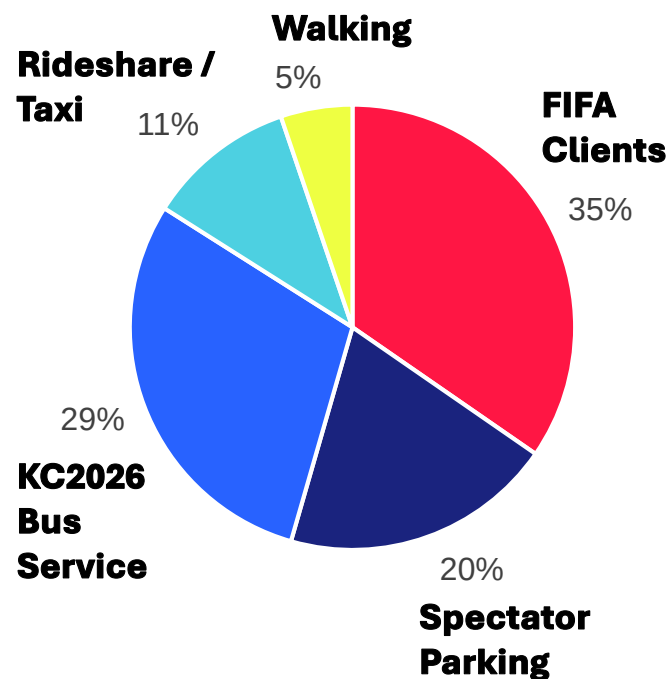
AREA AGENCIES + EXPERTS WORKING GROUP

- Area communities
- Area planning organizations
- Cities, counties
- Law enforcement
- Regional transportation agencies
- State DOTs
- Transit providers



MATCH-DAY SERVICE

ANTICIPATED MODAL SPLITS



Total Ticketholders: 67,440

FIFA Responsibility: 24,077

KC2026 Responsibility: 43,563

Via Transit 23,000

**PVR (Peak Vehicle Requirement)
225 Charter Buses 1st to market on
procurement**

KC2026 CORE SERVICES



REGIONAL CONNECTIVITY

- To/From FIFA Fan Festival
- 17 regional locations
- Leverages partner transit services (existing and tournament-specific)
- June 11 – July 13 (33 days)
- Begins first matchday of tournament
- End two days after last KC match
- 15-20-min frequencies
- Booked in advance (App)

MATCH DAY

- Direct service for ticketholders to Kansas City Stadium (Arrowhead)
- 4 locations + FIFA Fan Festival
- Operates on the 6 match days
- On demand
- Incentivize early arrival (to spread out demand over time)
- Booked in advance (App)

AIRPORT TO DOWNTOWN

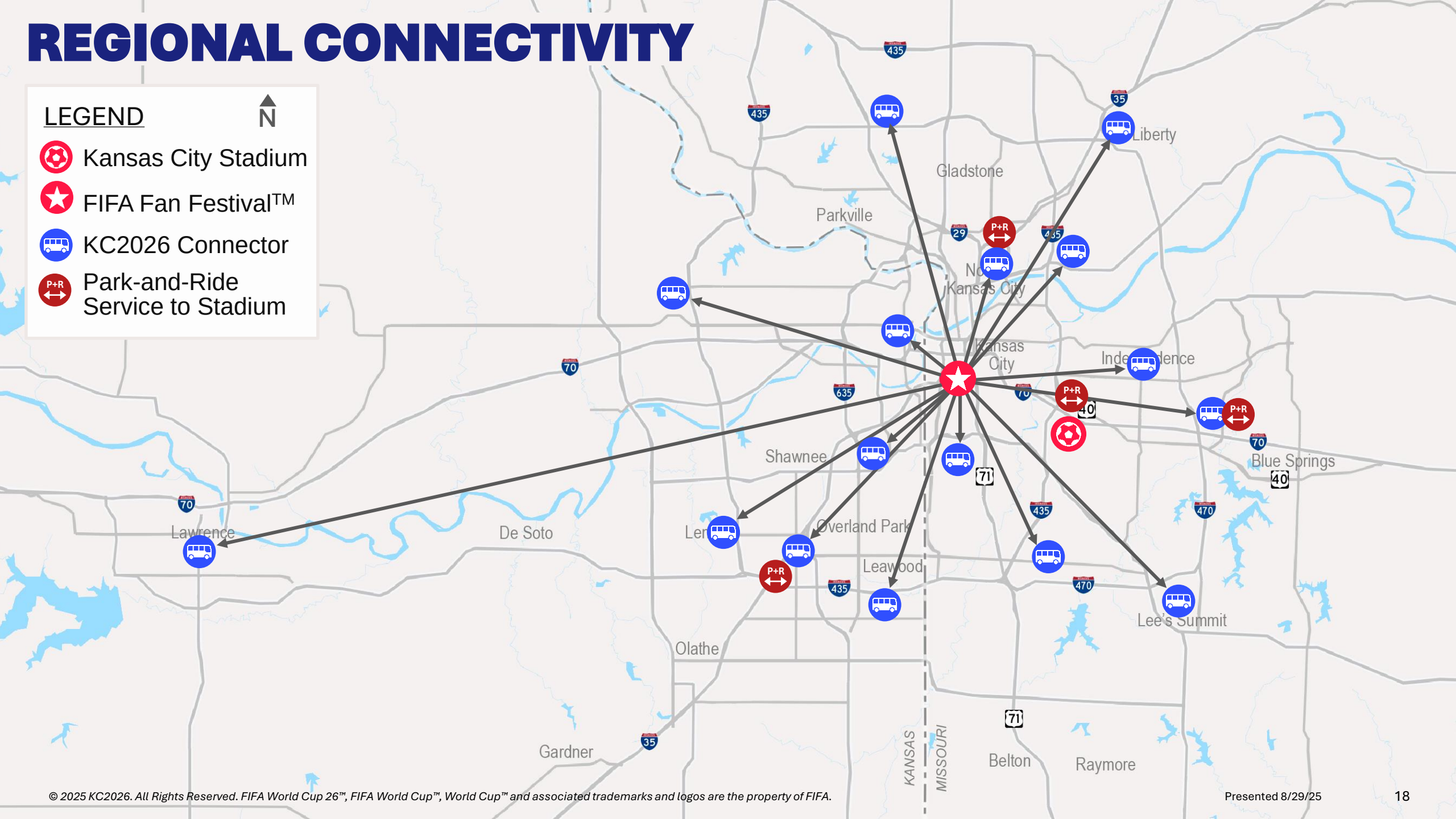
- Direct service to East Village Transit Center
- June 11 – July 13 (33 days)
- Begins day of first KC match
- End two days after last KC match
- 20-min frequencies
- Booked in advance (App)

REGIONAL CONNECTIVITY

LEGEND



-  Kansas City Stadium
-  FIFA Fan Festival™
-  KC2026 Connector
-  Park-and-Ride
Service to Stadium



MATCH-DAY SERVICE PARK-AND-RIDES

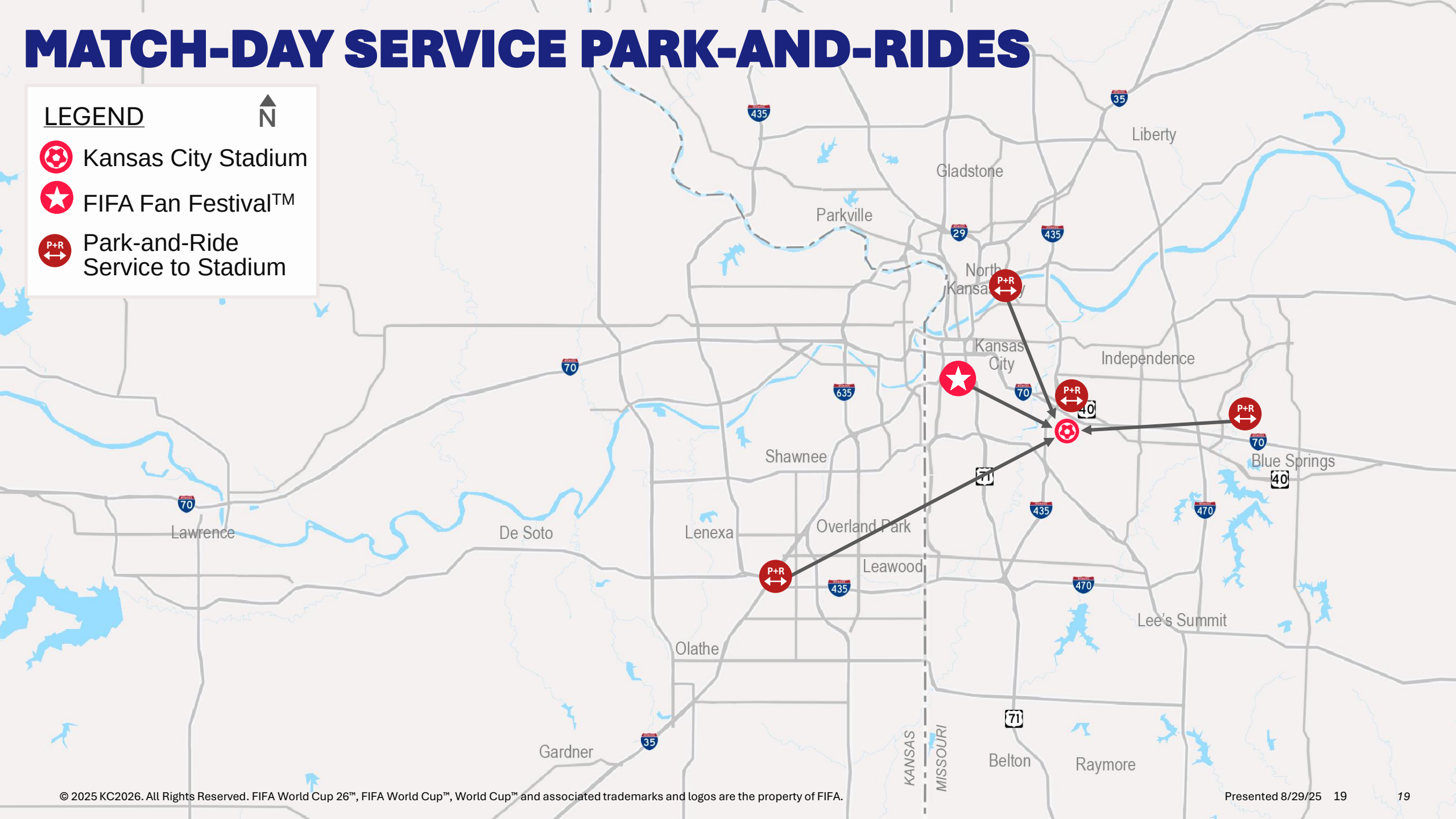
LEGEND

 Kansas City Stadium

 FIFA Fan Festival™

 Park-and-Ride Service to Stadium



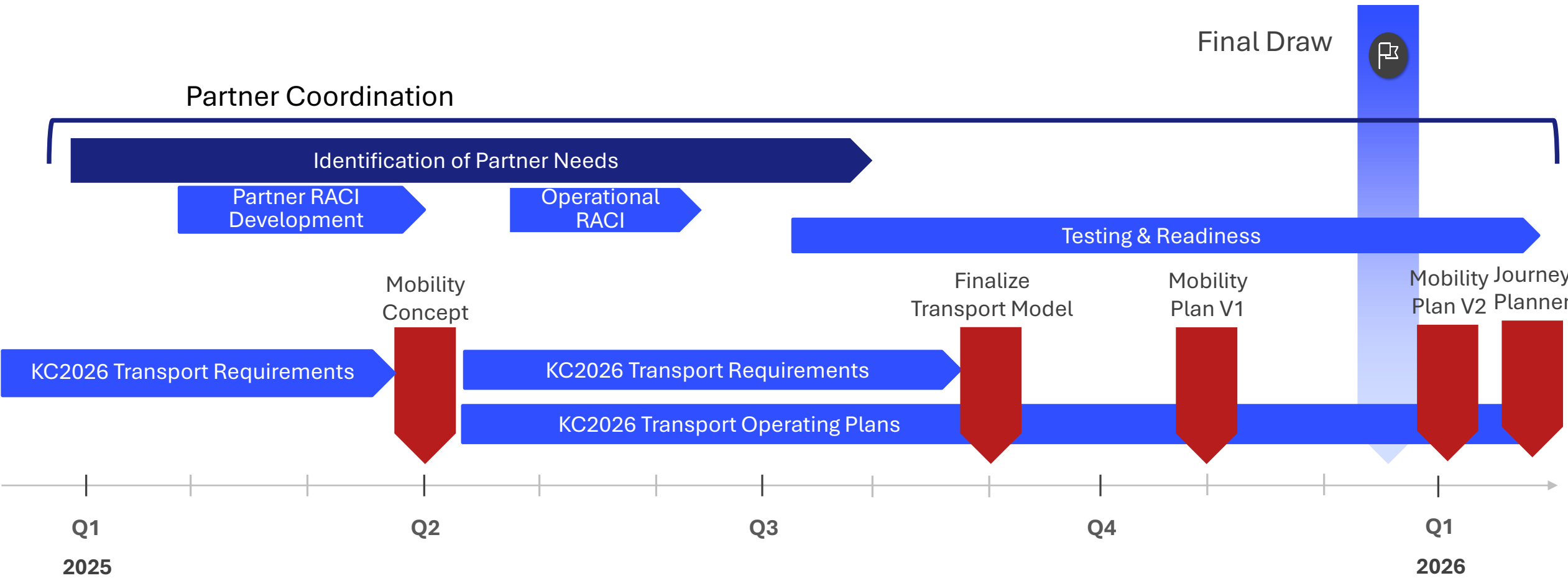


TRAFFIC DEMAND MANAGEMENT (TDM)

CREATING THE KANSAS CITY EXPERIENCE COMMUNICATIONS & APP INTEGRATION



PLANNING PROCESS



WE ARE 26



FIFA

KANSAS CITY



3

REMARKS BY THE MID-AMERICA REGIONAL COUNCIL (MARC)

-- Remarks given by David Warm, Executive Director of the Mid-America Regional Council.

ISSUE: The Mid-America Regional Council (MARC) is the Kansas City Region's Metropolitan Planning Organization (MPO) for Cass, Clay, Jackson, Platte, and Ray Counties. The presentation will highlight Kansas City Regional Transportation Trends, Needs, and Priorities.

Mr. Warm's remarks will cover the topics of partnerships, planning, and policy:

- Partnerships
 - Remarks will share more about the strong working relationship with District and Central Office staff and MARC's role in transportation
- Planning
 - Remarks will highlight key themes of the newly adopted Connected KC 2050 Metropolitan Transportation Plan in addition to future partnership opportunities and Missouri's High Priority Unfunded Needs.
- Policy
 - Remarks will emphasize MARC's support of continued efforts for the state and region to support federal reauthorization of Surface Transportation bill.

MoDOT STAFF POSITION:

- MoDOT enjoys a great relationship with and works closely with MARC. MARC is a committee structured MPO that builds consensus in the region on transportation issues; various MoDOT staff members participate in those committees to represent the department.



4

PRESENTATION BY NORTHLAND REGIONAL CHAMBER OF COMMERCE

-- Presented by Jenny Johnston, Northland Regional Chamber of Commerce President.

ISSUE: The Northland Regional Chamber of Commerce (Northland Chamber) will provide an update for future transportation and infrastructure enhancements in the north Kansas City region.

Ms. Johnston's presentation will include:

- I-29/35 project update
- Project limits and location
- Project milestones
- Community engagement process
- Governance and operations roles
- Economic impacts

MoDOT STAFF POSITION:

- MoDOT enjoys a close working relationship with our chamber partners including the Northland Chamber. As a district, we value the collaboration and input of these organizations as we work together to continue to serve the customers of the Kansas City District.
- MoDOT staff are currently working on an engineering study of the I-29/I-35 corridor.
 - The goal of the study is to determine the need and alternatives for the I-29/I-35 bridge replacement over Parvin Rd. and I-29 south to I-35 north flyover ramp, which are nearing the end of their service life and are scheduled to be replaced in 2027.
 - Another goal of the study is to identify potential projects, based on current and future traffic and development needs. This is an expansion of a Planning and Environmental Linkages (PEL) Study of the I-29/I-35/U.S.169 corridors completed in 2023.
 - The (PEL) Study of the I-29/I-35/U.S. 169 corridors helped to lay the groundwork for the current study. The PEL developed both short-term and long-term alternatives for improving safety for all travelers, reducing congestion including heavy truck traffic, addressing pavement and bridge conditions, and positioning for future transportation needs in the I-29/I-35/U.S. 169 corridors.



NORTHLAND REGIONAL
CHAMBER OF COMMERCE



MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

I-29/35 PROJECT UPDATE

NOVEMBER 6TH, 2025

Project History

NRCC Identifies
I-29/35 as a
priority project

2019

MoDOT
initiates a
PEL study

2022

NRCC/NTC secure
\$30M in state
appropriations

2024

2020
NRCC/MARC/KCMO
secures \$800K
BUILD grant

2023
PEL Complete

2025
First Phase Design
Commences

Purpose and Need

- Safety
- Growth and Congestion
- The corridors strategic importance to freight



NEEDS (PROBLEMS)

Structural and Functional
Roadway and Bridge
Deficiencies



Roadway
Safety Issues



Traffic Congestion and
Access Issues, Including
Heavy Truck Traffic



Growth in the
Northland



Lack of Transit and
Other Multimodal
Alternatives



PURPOSE (SOLUTIONS)

To address structural
and functional roadway
deficiencies, including
pavement and bridge
conditions

To improve safety
for all users

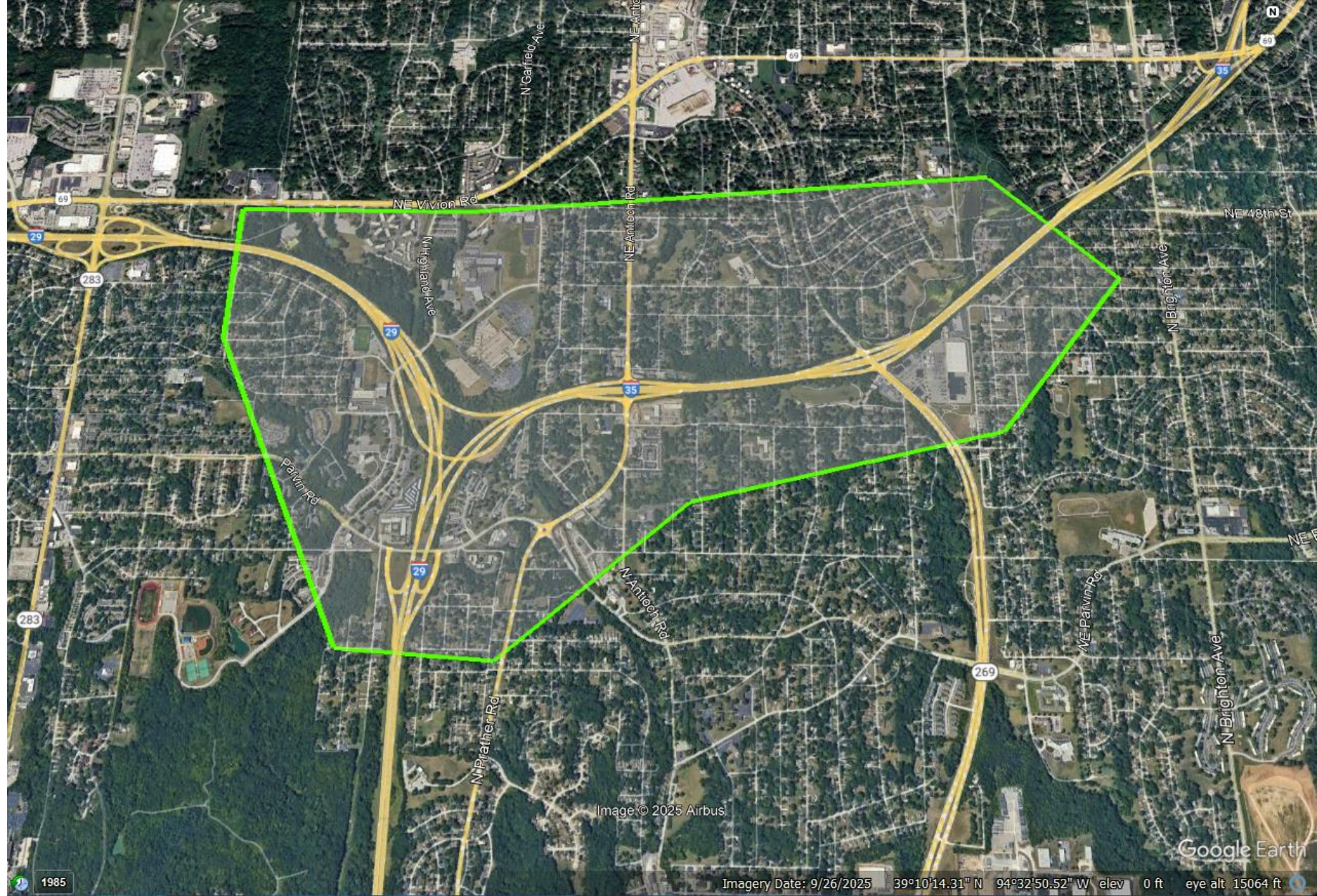
To improve roadway
capacity to meet future
growth in the Northland and
freight movement demands

To improve roadway
capacity to meet future
growth in the Northland and
freight movement demands

To provide transit and
multimodal alternatives

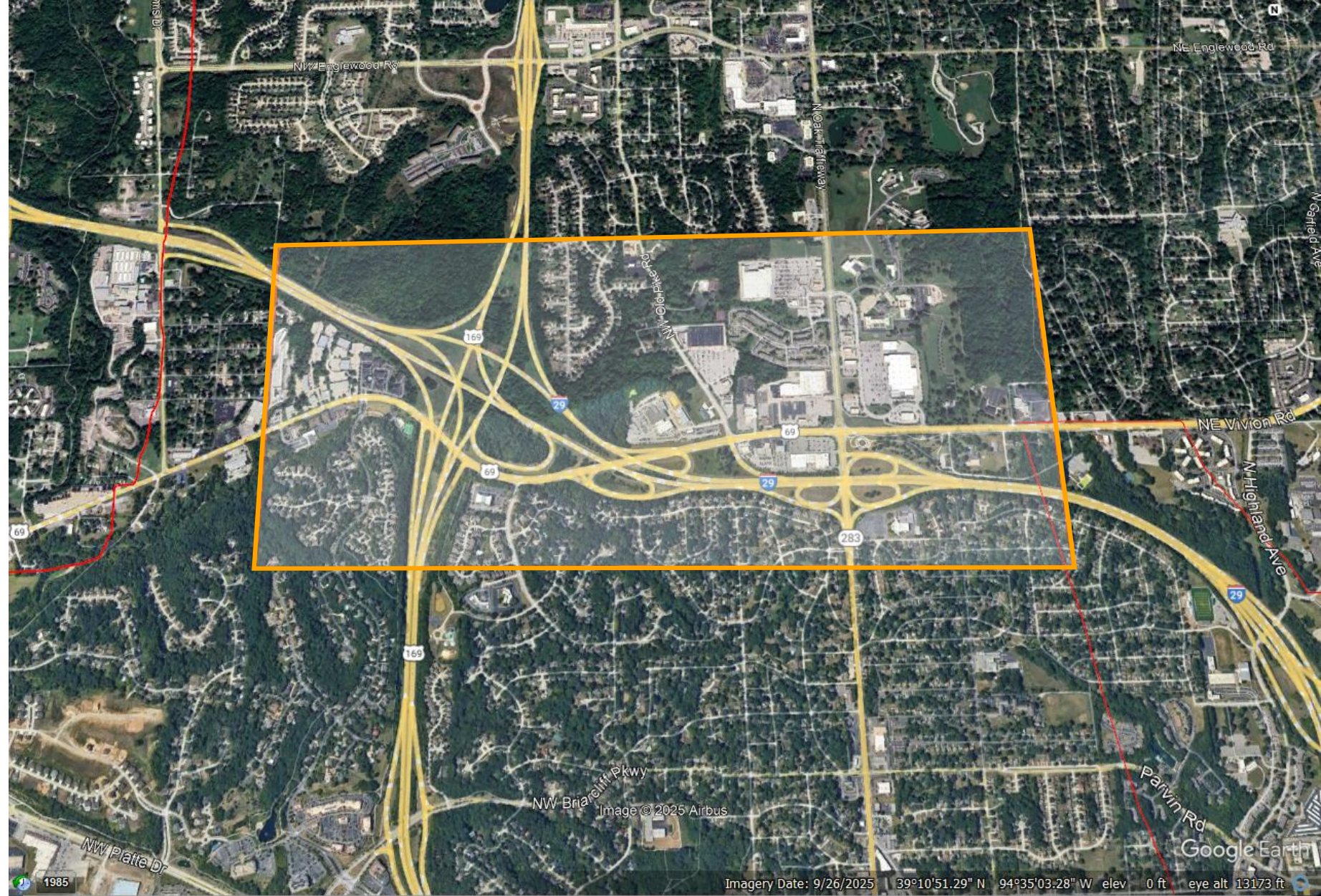
Project Boundary

#1



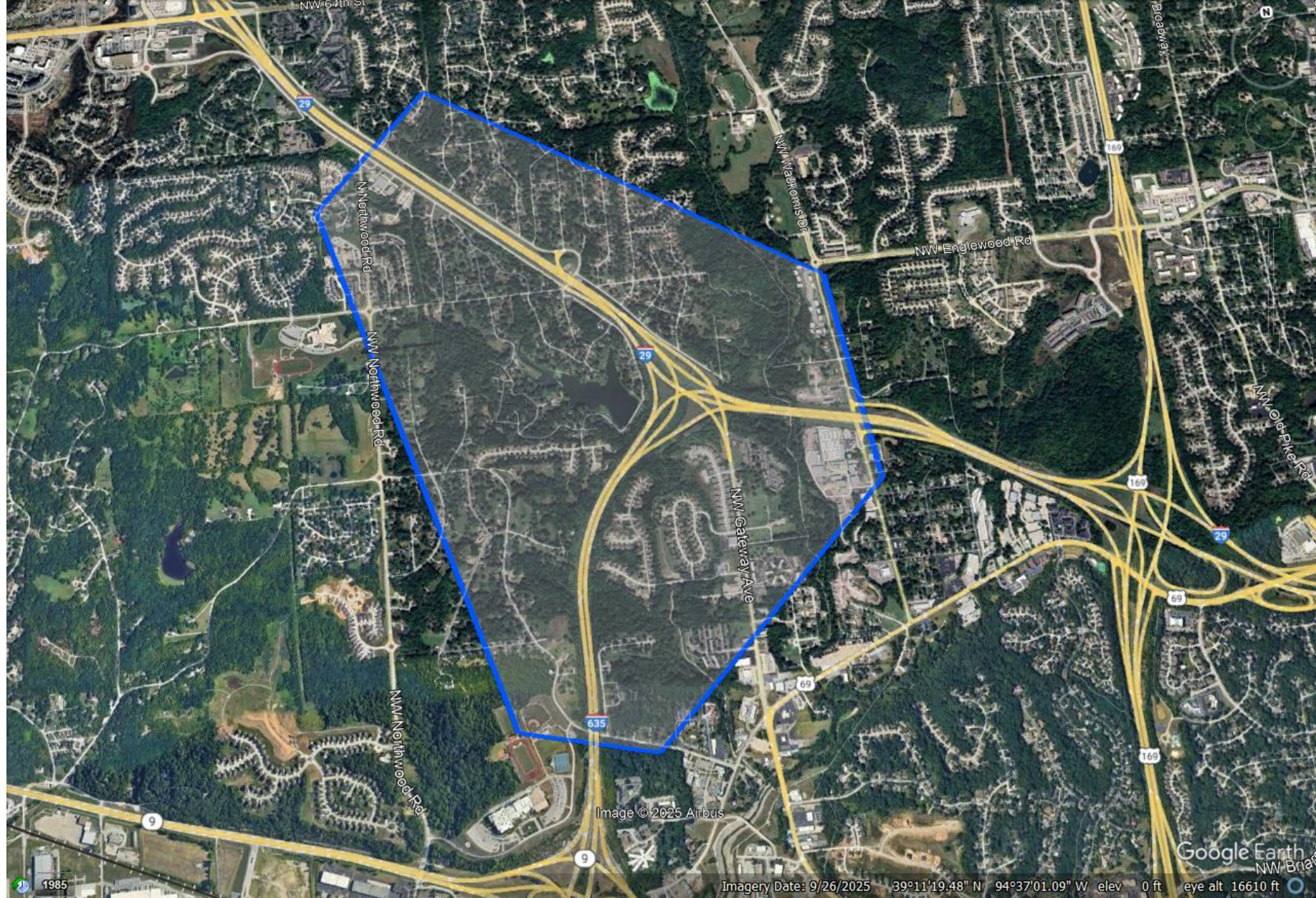
Project Boundary

#2



Project Boundary

#3





“The Ask”

- Support moving project from Tier 2 unfunded needs to Tier 1
- MoDOT be the “sponsor” on upcoming federal grant applications
- Make project a priority for transportation funding



Thank you!



5

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 October 17, 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

October 17, 2025

CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED % BID	PROGRAM AMOUNT	NO. OF BIDS	DBE %
NW	A01	ATCHISON, NODAWAY	136	JNW0021	2,945	RESURFACE AND ADA IMPROVEMENTS		29.441	80%			
		NODAWAY	71	JNW0044	5,840	RESURFACE		20.196				
	LOW	HERZOG CONTRACTING CORP. EMERY SAPP & SONS, INC. ABOVE AND BELOW CONTRACTING, LLC					\$14,575,758.89 \$15,775,709.25 \$16,578,948.47			\$15,216,000.00	3	0
	A02	DAVIESS, GRUNDY, LINN	6, 69, 36	JNW0037	3,710 - 10,746	SCRUB SEAL		50.043	80%			
	LOW	VANCE BROTHERS, LLC					\$2,596,177.19			\$2,842,000.00	1	0
	A03	CLINTON	69	JNW0042	5,313	RESURFACE		6.873	80%			
		CALDWELL, DAVIESS	13, BU 36	JNW0089	1,787	RESURFACE AND ADA IMPROVEMENTS		16.800				
	LOW	HERZOG CONTRACTING CORP. EMERY SAPP & SONS, INC. ABOVE AND BELOW CONTRACTING, LLC IDEKER, INC.					\$4,971,016.71 \$5,266,888.11 \$6,347,444.99 \$6,422,045.48			\$6,390,000.00	4	0
	FUNDING BY THE CITY OF HAMILTON - \$191,029.19 FUNDING BY THE CITY OF GALLATIN - \$139,763.38 FUNDING BY DAVIESS COUNTY - \$27,176.13											
	A04	DEKALB	36	JNW0122	8,244	PAVEMENT WIDENING		0.247	80%			
LOW	CLARKSON CONSTRUCTION COMPANY REALM CONSTRUCTION INC.					\$3,024,990.21 \$3,768,592.87			\$2,787,000.00	2	0	
FUNDING BY THE CITY OF CAMERON - \$1,825,345.71												
A05	ANDREW, BUCHANAN	I-29, I-229, US 36	JNWM0110	21,257	STRUCTURAL SIGN REPLACEMENT		N/A	80%				
LOW	COLLINS & HERMANN, INC. MAR-JIM CONTRACTING, LLC CSD ENVIRONMENTAL SERVICES, INC.					\$1,484,418.14 \$1,701,322.00 \$1,771,779.41			\$1,200,000.00	3	0	
A07	CARROLL, CHARITON	M, UU, WW	JST0154	89	RESURFACE		26.650	STATE				
LOW	EMERY SAPP & SONS, INC. CAPITAL PAVING & CONSTRUCTION, LLC ABOVE AND BELOW CONTRACTING, LLC					\$2,861,540.49 \$2,939,209.41 \$3,108,180.95			\$2,682,000.00	3	0	

SUMMARY OF BID OPENING

October 17, 2025

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED % BID	PROGRAM AMOUNT	NO. OF BIDS	DBE %
NE	B02	MARION	168, JJ	JNE0054	2,150	DIAMOND GRINDING		5.381		90%			
	LOW	EMERY SAPP & SONS, INC.					\$1,139,272.49				\$1,106,000.00	1	0
	B1A	LINCOLN	W	J2S3377	2,023	RESURFACE		4.047		80%			
		PIKE	D	JNE0075	1,159	RESURFACE		15.030		80%			
		LINCOLN	U	JNE0087	1,352	SEAL COAT		13.106		80%			
		LINCOLN	W	JNE0092	619	SEAL COAT		7.811		80%			
		LINCOLN	EE	JNE0093	2,535	RESURFACE		5.247		80%			
		LINCOLN	B	JNE0094	2,466	SEAL COAT		10.517		80%			
	B1B	LINCOLN	61 OR	JNE0096	52 - 4,298	RESURFACE		5.168		STATE			
	LOW	MAGRUDER PAVING, LLC PACE CONSTRUCTION COMPANY, LLC EMERY SAPP & SONS, INC.					\$3,826,608.30 \$3,957,030.00 \$4,605,744.85				\$4,541,000.00	3	0
KC	C01	LAFAYETTE, SALINE	20	JKR0079	1,819	PAVEMENT REPAIR		12.070		STATE			
	LOW	EMERY SAPP & SONS, INC. R.A. KNAPP CONSTRUCTION, INC. REALM CONSTRUCTION INC. IOWA CIVIL CONTRACTING, INC. INTERSTATE IMPROVEMENT, INC. CLARKSON CONSTRUCTION COMPANY					\$2,757,083.14 \$2,763,829.94 \$2,824,459.78 \$3,010,442.12 \$3,326,602.44 \$4,598,280.37				\$3,768,000.00	6	0
	C04	JACKSON	78	JKU0042	27,730	COLDMILL AND RESURFACE		6.000		80% 80%			
	LOW	IDEKER, INC. SUPERIOR BOWEN ASPHALT COMPANY, LLC J. M. FAHEY CONSTRUCTION CO. EMERY SAPP & SONS, INC.					\$6,418,894.89 \$6,767,390.11 \$7,868,427.90 \$8,184,939.93				\$10,568,000.00	4	0
	C05	JACKSON	I-435	JKU0062	97,000	COLDMILL AND RESURFACE		3.318		80%			
	LOW	IDEKER, INC. SUPERIOR BOWEN ASPHALT COMPANY, LLC EMERY SAPP & SONS, INC.					\$3,595,902.03 \$3,637,676.02 \$4,102,015.76				\$4,029,000.00	3	0
	C06	CLAY	169	JKU0064	38,545	COLDMILL AND RESURFACE		3.453		80%			
	LOW	IDEKER, INC. SUPERIOR BOWEN ASPHALT COMPANY, LLC					\$3,083,746.93 \$3,296,199.87				\$4,377,000.00	2	0

SUMMARY OF BID OPENING

October 17, 2025

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED % BID	PROGRAM AMOUNT	NO. OF BIDS	DBE %
KC	C08	CASS	58	JKU0400	3,600	RESURFACE		14.079		80%			
	LOW	IDEKER, INC. EMERY SAPP & SONS, INC. SUPERIOR BOWEN ASPHALT COMPANY, LLC					\$3,787,449.58 \$3,827,714.17 \$4,389,074.90				\$5,714,000.00	3	0
	C09	JACKSON JACKSON	I-435 I-435	JKU0451 JKU0453	31,935 31,935	SOUND WALL REPAIR CONCRETE BARRIER REPAIR		0.018 0.050		STATE STATE			
	LOW	REALM CONSTRUCTION INC. COMANCHE CONSTRUCTION, INC.					\$427,737.81 \$519,886.65				\$650,000.00	2	0
CD	D01	HOWARD HOWARD BOONE, HOWARD	5 5, 40 124, BB, CC	J5P3532 JCD0110 JCD0195	2,835 957 321 - 820	BRIDGE REHABILITATION INTERSECTION IMPROVEMENT RESURFACE AND ADD SHOULDER		0.027 0.820 30.591		80%			
	LOW	CHRISTENSEN CONSTRUCTION CO. MAGRUDER PAVING, LLC CAPITAL PAVING & CONSTRUCTION, LLC EMERY SAPP & SONS, INC.					\$6,650,955.26 \$7,750,356.80 \$7,766,153.39 \$8,996,922.42				\$7,652,000.00	4	0
	D02	CAMDEN, MILLER CAMDEN, MILLER	54, KK 242, MM	J5P3554 JCD0200	23,063 - 55,199 7,509	COLDMILL AND RESURFACE COLDMILL AND RESURFACE		29.724 2.173		80%			
	LOW	CAPITAL PAVING & CONSTRUCTION, LLC MAGRUDER PAVING, LLC					\$9,797,157.00 \$9,984,902.47				\$10,272,000.00	2	0
	D04	CALLAWAY CALLAWAY	63 OR 54 OR	JCD0155 JCD0156	1,031 1,344	RESURFACE RESURFACE		1.297 2.173		80%			
	LOW	CAPITAL PAVING & CONSTRUCTION, LLC CHRISTENSEN CONSTRUCTION CO.					\$281,853.60 \$362,546.69				\$230,000.00	2	0
	D05	CRAWFORD, DENT, ST FRANCOIS, WASHINGTON	VARIOUS	JCD0208	635 - 3,523	SEAL COAT		42.991		80%			
	LOW	BLEVINS ASPHALT CONSTRUCTION COMPANY, INC. BMC ENTERPRISES, INC. DBA MISSOURI PETROLEUM PRODUCTS COMPANY N.B. WEST CONTRACTING COMPANY					\$1,412,405.00 \$1,421,260.13 \$1,617,024.76				\$1,567,000.00	3	0
	D07	LACLEDE, MARIES, PULASKI	133, 28, AA, P, I-44 OR	JCD0247	527 - 3533	RESURFACE		55.857		80%			
	LOW	WILLARD ASPHALT PAVING, INC.					\$5,825,020.05				\$6,647,000.00	1	0

SUMMARY OF BID OPENING

October 17, 2025

CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED % BID	PROGRAM AMOUNT	NO. OF BIDS	DBE %
CD	D08	CRAWFORD, FRANKLIN, ST FRANCOIS, WASHINGTON	I-44 OR, CC	JCD0248	78 - 3,278	RESURFACE		26.297	80%			
	LOW	PACE CONSTRUCTION COMPANY, LLC N.B. WEST CONTRACTING COMPANY EMERY SAPP & SONS, INC. CAPITAL PAVING & CONSTRUCTION, LLC				\$2,247,000.00 \$2,395,144.57 \$2,473,575.62 \$3,058,183.82				\$2,742,000.00	4	0
	D09	CAMDEN, MILLER	VARIOUS	JCDP0006	N/A	RESURFACE		12.374	80%			
	LOW	MAGRUDER PAVING, LLC CAPITAL PAVING & CONSTRUCTION, LLC				\$2,335,255.86 \$2,345,326.56				\$1,514,000.00	2	0
	FUNDING BY MISSOURI DEPT. OF NATURAL RESOURCES - STATE PARKS - \$2,335,255.86 (100%)											
	D10	HOWARD, CHARITON	V, E	JST0152	116 - 337	RESURFACE		21.176	STATE			
	LOW	CHRISTENSEN CONSTRUCTION CO. CAPITAL PAVING & CONSTRUCTION, LLC EMERY SAPP & SONS, INC. ABOVE AND BELOW CONTRACTING, LLC				\$2,328,701.68 \$2,355,561.43 \$2,522,639.79 \$2,711,489.87				\$2,161,000.00	4	0
	BASE + ADD ALTERNATES A & B											
	F02	ST CHARLES, ST LOUIS	VARIOUS	J6P3510C	Various	ADA IMPROVEMENTS		N/A	80%			
	LOW	RAINERI CONSTRUCTION, LLC DBA RAINERI CONSTRUCTION LAMKE TRENCHING & EXCAVATING, INC. N.B. WEST CONTRACTING COMPANY R. V. WAGNER, INC. GERSHENSON CONSTRUCTION CO., INC.				\$7,435,704.81 \$7,717,590.34 \$7,822,750.45 \$8,327,509.25 \$8,710,945.15				\$9,552,000.00	5	0
SL	F03	FRANKLIN, JEFFERSON, ST CHARLES, ST LOUIS, ST LOUIS CITY	VARIOUS	J6Q2026E	Various	ITS MAINTENANCE		N/A	STATE			
	LOW	GERSTNER ELECTRIC, INC. REINHOLD ELECTRIC, INC.				\$1,499,876.50 \$1,677,088.00				\$1,693,000.00	2	0
	F04	JEFFERSON	61 / 67	J6S3289	7.731	BRIDGE REPLACEMENT AND SLIDE REPAIR		0.759	80%			
		JEFFERSON	61 / 67	J6S3391	11,085	RESURFACE AND WIDENING		0.759	90%			
	LOW	KCI CONSTRUCTION COMPANY MILLSTONE WEBER, LLC KOZENY-WAGNER, INC.				\$17,983,391.40 \$20,655,626.53 \$23,000,000.00				\$20,832,000.00	3	0

SUMMARY OF BID OPENING

October 17, 2025

CALL NO.		COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED % BID	PROGRAM AMOUNT	NO. OF BIDS	DBE %	
SL	F05	ST LOUIS	61 / 67	J6S3578	10,984	COLDMILL, RESURFACE, BRIDGE REPAIR AND ADA IMPROVEMENTS		4.250		80%				
	LOW	N.B. WEST CONTRACTING COMPANY GERSHENSON CONSTRUCTION CO., INC. PACE CONSTRUCTION COMPANY, LLC LAMKE TRENCHING & EXCAVATING, INC. BYRNE & JONES ENTERPRISES, INC. DBA BYRNE & JONES CONSTRUCTION					\$9,472,496.73 \$10,135,963.75 \$10,203,777.00 \$10,359,929.64 \$11,027,745.30				\$9,409,000.00	5	0	
SL	F06	JEFFERSON	CC	JSL0041	1,422	RESURFACE, SHOULDERING AND PAVEMENT REPAIR		5.532		80%				
	LOW	PACE CONSTRUCTION COMPANY, LLC N.B. WEST CONTRACTING COMPANY MAGRUDER PAVING, LLC JOKERST PAVING & CONTRACTING, INC. GERSHENSON CONSTRUCTION CO., INC. ABOVE AND BELOW CONTRACTING, LLC					\$1,211,000.00 \$1,385,907.94 \$1,389,080.02 \$1,414,020.94 \$1,767,325.51 \$2,124,480.37				\$1,694,000.00	6	0	
SW	G01	BATES	VARIOUS	J7P3511	555 - 7,600	ADA IMPROVEMENTS		N/A		80%				
		HENRY	J, V	J7S3398	223 - 1,710	ADA IMPROVEMENTS		N/A		80%				
	LOW	REALM CONSTRUCTION INC.					\$504,607.80				\$774,000.00	1	0	
	G02	GREENE	MM	J8S0836D	11,553	GRADING, DRAINAGE, BRIDGE, PAVEMENT AND ADA IMPROVEMENTS		1.932		85%			0	
	LOW	EMERY SAPP & SONS, INC. RADMACHER BROTHERS EXCAVATING CO., INC. D & E PLUMBING AND HEATING, INC.					ac	Base Bid	LCCA Factor	Basis of Award		\$21,357,000.00	3	
							ac	\$22,717,532.32	\$492,500.00	\$23,210,032.32				
							ac	\$24,128,905.97	\$492,500.00	\$24,621,405.97				
							ac	\$26,748,477.62	\$492,500.00	\$27,240,977.62				
	FUNDING BY THE CITY OF REPUBLIC - \$869,846.00													
	G03	JASPER	I-44	JSR0269	36,165	RESURFACE AND REPAIR BRIDGE APPROACH		53.805		90%				
	JASPER, LAWRENCE	I-44	JSR0344	36,165	REPAIR BRIDGE APPROACH		53.805		80%					
LOW	CAPITAL PAVING & CONSTRUCTION, LLC APAC-CENTRAL, INC. BLEVINS ASPHALT CONSTRUCTION COMPANY, INC. EMERY SAPP & SONS, INC.						\$14,400,000.00				\$16,116,000.00	4	0	
							\$14,782,710.93							
							\$15,141,829.00							
							\$16,355,812.74							
G04	GREENE	65 OR	J8S3158	9,147	BRIDGE REPLACEMENT AND ADA IMPROVEMENTS		0.226		80%					
LOW	HARTMAN AND COMPANY, INC. LOUIS-COMPANY, LLC						\$2,780,000.00				\$2,627,000.00	2	0	
							\$2,867,826.00							

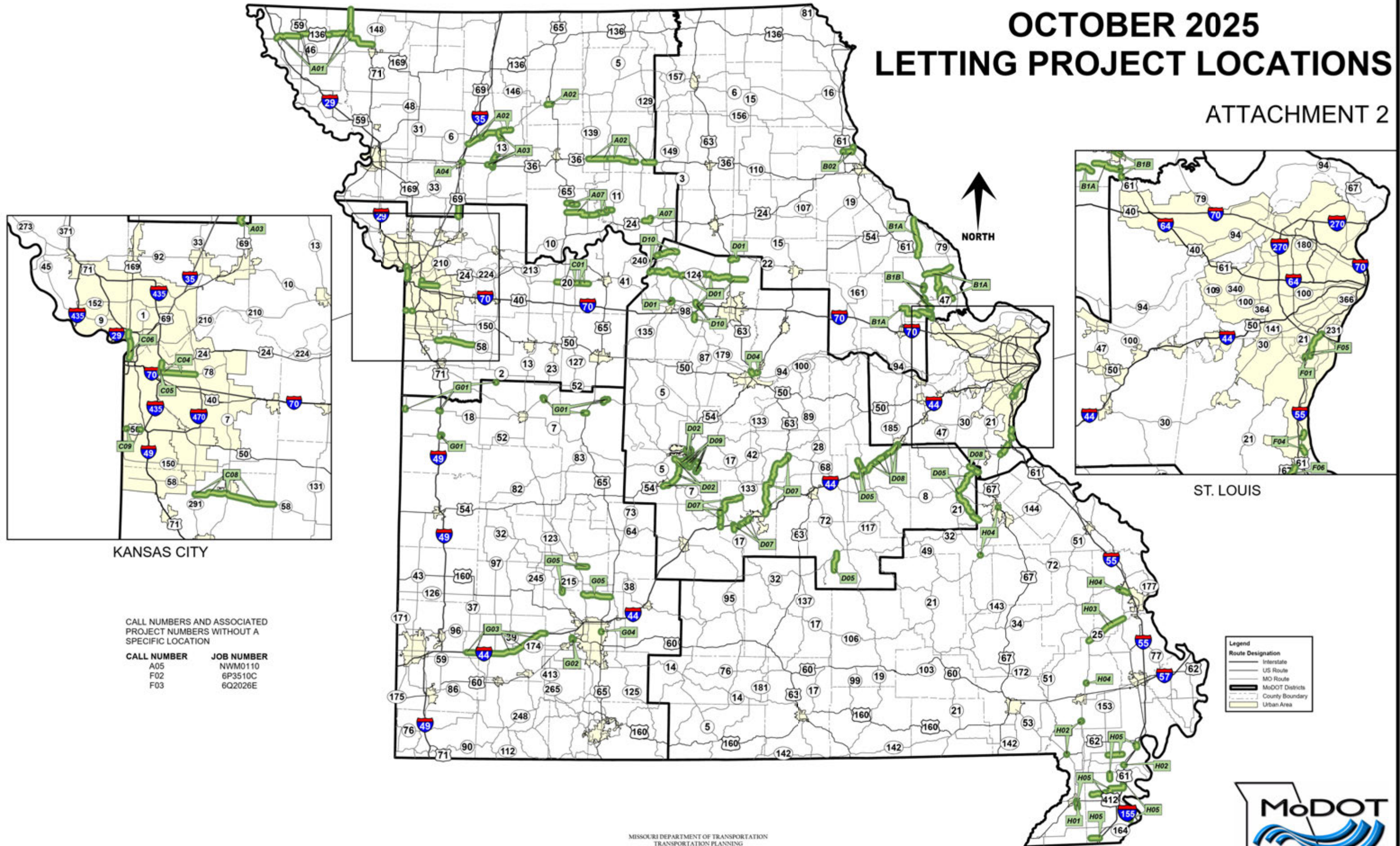
SUMMARY OF BID OPENING

October 17, 2025

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED % BID	PROGRAM AMOUNT	NO. OF BIDS	DBE %
SW	G05	POLK, GREENE	CC, JJ, Y	JST0165	Various	RESURFACE		19.599		STATE			
	LOW	APAC-CENTRAL, INC. BLEVINS ASPHALT CONSTRUCTION COMPANY, INC. EMERY SAPP & SONS, INC. CAPITAL PAVING & CONSTRUCTION, LLC					\$1,555,598.85 \$1,561,163.00 \$1,694,264.67 \$1,825,996.16				\$1,695,000.00	4	0
SE	H01	DUNKLIN	Z	J9S3774	27	BRIDGE REPLACEMENT		0.073		80%			
	LOW	JOE'S BRIDGE & GRADING, INC. ROBERTSON CONTRACTORS, INC.					\$769,021.55 \$957,638.26				\$1,316,000.00	2	0
	H02	VARIOUS	VARIOUS	J9S3798	1,495 - 4,981	ADA IMPROVEMENTS		N/A		80%			
	LOW	PUTZ CONSTRUCTION, LLC FRONABARGER CONCRETERS, INC. HESSLING CONSTRUCTION, INC. RL PERSONS CONSTRUCTION, INC.					\$297,533.40 \$327,800.00 \$439,467.17 \$894,995.00				\$1,512,000.00	4	0
	H03	STODDARD, CAPE GIRARDEAU	25	JSE0117	4,974 - 4,768	RESURFACE		15.430		80%			
	LOW	PACE CONSTRUCTION COMPANY, LLC APEX PAVING CO. ABOVE AND BELOW CONTRACTING, LLC					\$3,728,000.00 \$3,943,989.86 \$4,985,628.80				\$5,057,000.00	3	0
	H04	VARIOUS	VARIOUS	JSE0141	1,264 - 22,634	ADA IMPROVEMENTS		N/A		80%			
	LOW	PUTZ CONSTRUCTION, LLC FRONABARGER CONCRETERS, INC. LAPPE CEMENT FINISHING, INC. HESSLING CONSTRUCTION, INC. RL PERSONS CONSTRUCTION, INC.					\$962,807.76 \$1,299,403.28 \$1,350,000.00 \$1,394,792.63 \$2,945,995.00				\$1,501,000.00	5	0
	H05	NEW MADRID, DUNKLIN, PEMISCOT	AD, ZZ, CC, K, BB, M, Y, Z	JST0161	Various	RESURFACE		70.920		STATE			
	LOW	APEX PAVING CO. PACE CONSTRUCTION COMPANY, LLC MAGRUDER PAVING, LLC ABOVE AND BELOW CONTRACTING, LLC					\$3,153,810.11 \$3,203,000.00 \$3,794,581.86 \$4,556,061.55				\$2,832,000.00	4	0
LOW BID TOTAL							\$173,900,326.48				\$196,622,000.00	115	
NOTE: AWARD AMOUNT FOR JOB ORDER CONTRACTS (PROGRAM CAP)							\$0.00						
NOTE: TOTAL AWARD AMOUNT CHANGED TO REFLECT PROGRAM CAP ON JOB ORDER CONTRACTS							\$173,900,326.48						
% DIFFERENCE									-11.6%				

OCTOBER 2025 LETTING PROJECT LOCATIONS

ATTACHMENT 2



CALL NUMBERS AND ASSOCIATED
PROJECT NUMBERS WITHOUT A
SPECIFIC LOCATION

CALL NUMBER	JOB NUMBER
A05	NWM0110
F02	6P3510C
F03	6Q2026E

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.

September 4, 2025 Lettings (October 1, 2025 Awards, SFY 2026)				
	Number of Projects	Program Construction Estimate with Contingencies	Award Amount with Contingencies	% Difference
TOTAL ALL PROJECTS	32	\$122,758,020	\$104,452,046	-14.9
STIP PROJECTS	32	\$122,758,020	\$104,452,046	-14.9
FUNDING BY OTHERS	3	\$1,584,392		
	Number of Projects	Program Construction Estimate	Award Amount	% Difference
DESIGN BUILD PROJECTS	0			
PROJECTS LET BY OTHERS				
PROJECTS LET BY DISTRICT	0			
Awards Year-to-Date for SFY 2026				
	Number of Projects	Program Construction Estimate with Contingencies	Award Amount with Contingencies	% Difference
TOTAL ALL PROJECTS	83	\$301,675,440	\$254,727,484	-15.6
STIP PROJECTS	71	\$288,036,000	\$241,250,429	-16.2
FUNDING BY OTHERS	5	\$1,986,097		
* Includes Design Build Projects				
Completed Projects Year-to-Date for SFY 2026				
	Program Constr. Est.	Final Project Cost	Difference	% Difference
STIP PROJECTS	\$283,470,000	\$326,010,000	\$42,540,000	15.0

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



6

UPDATE FROM MODOT'S KANSAS CITY DISTRICT

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

ISSUE: This presentation will provide a brief overview of the current state of the make-up of the district, employee turnover, projects, upcoming events, and other critical issues in the Kansas City (KC) District.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- The KC District is focusing its Statewide Transportation Improvement Program (STIP) funds and all available operation funds on maintaining existing roads and bridges, safety improvements, and limited system improvements.
- The KC District's operating budget addresses activities including winter operations, emergency and flood response, traffic incident management, traffic signal operations, mowing, litter removal, unsheltered initiatives, sweeping, signing and striping, in addition to routine maintenance of roads and bridges.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

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

OTHER PERTINENT INFORMATION:

- The district consists of nine counties covering Cass, Clay, Jackson, Johnson, Lafayette, Pettis, Platte, Ray, and Saline.
- Kansas City metropolitan area grew by 25,000 in 2024.
- We are working to fill vacant positions in a challenging environment due to industry growth in Kansas and Missouri. We have retained 40 percent more of our new hires compared to last year.
- District staff work closely with two planning partner organizations to identify needs across 3,800 centerline miles of roadway in the district. The Mid-America Regional Council serves Cass, Clay, Jackson, Platte, and Ray counties in Missouri and Leavenworth, Wyandotte, and Johnson counties in Kansas. The Pioneer Trails Regional Planning Commission serves Johnson, Lafayette, Pettis, and Saline counties.
- Resource planning continues for the upcoming 2026 Federation International Football Association (FIFA) World Cup. Kansas City is the only host city located in the Midwest. KC District has already called on other districts to assist with general maintenance including intersection and litter clean-up.

- A major investment for the district are the 9 contracted signing projects scheduled ahead of June 2026.
- Increased public involvement is being conducted ahead of major upcoming projects for the district. Projects include U.S. 71 and Bannister Bridge Replacement, Northbound I-29 closure over U.S. 169, Northbound U.S. 169 bridge over Burlington Northern Santa Fe railroad, I-29/I-35 Viaduct Bridges Replacement, Missouri 291 River Bridges Design-Build, Roy Blunt Luminary Park (1-670), Northbound U.S. 169 bridge over BNSF railroad, and I-49 Widening and Corridor Improvements.
- Partnerships continue through contracts with community partners for litter, graffiti, and unsheltered cleanups. The district also partnered with local municipalities, art organizations, and community improvement groups to advance the use of murals as graffiti mitigation and increase beautification efforts.

SOURCE OF FUNDING: Not applicable.

The background image shows a large, vibrant mural in shades of blue and white. The mural features the text 'WELCOME TO THE HEART OF AMERICA' in a stylized, blocky font. Above this text, there are various symbols including a '70' inside a circle, a 'BUCKLE UP' sign, and a 'KC' logo. The mural is set against a backdrop of green trees and a clear blue sky. In the foreground, there is a construction site with a black pickup truck parked on a paved area. A person is standing near the truck, and another person is visible further back near the mural. A concrete barrier runs across the bottom of the frame. Two solid blue vertical bars are positioned on the left side of the image, one at the top and one at the bottom.

KANSAS CITY DISTRICT UPDATE

GREG BOLON
DISTRICT ENGINEER

DISTRICT OVERVIEW



- 111 open positions
 - 77 maintenance
 - 19 project delivery
 - 14 support
- Metropolitan area grew by 25,000 in 2024.
- Combination of urban, suburban, and rural communities

DISTRICT OVERVIEW

- 538 current staff members
- 649 target with floating positions
- January 1, 2025:
 - 88 positions hired
 - 91 positions lost
 - 98% new hire retention in 2025
 - 66% in 2024
- Career fairs and job fair





13 MISSOURI RIVER CROSSINGS

- Centennial
- I-435 (westside)
- Fairfax
- Buck O'Neil
- Heart of America
- Kit Bond Bridge



13 RIVER CROSSINGS

- Chouteau
- I-435 bridge
- MO 291
- Lexington
- Waverly/Carrolton
- Miami
- Glasgow (maintained by Central District)

PLANNING PARTNERS



- Mid-America Regional Council
 - Cass, Clay, Jackson, Platte, and Ray counties



- Pioneer Trails Regional Planning Commission
 - Johnson, Lafayette, Pettis, and Saline counties

2026 FIFA WORLD CUP

RESOURCE PLANNING



- Maintenance
- Planning committees
- Customer Service
- Minimizing traffic impacts during the world cup.



2026 FIFA WORLD CUP

CLEAN-UP



- Identifying needs
 - Assistance from other districts
 - MO 152/I-29 and Grandview Triangle
 - 1,080 hours of manpower

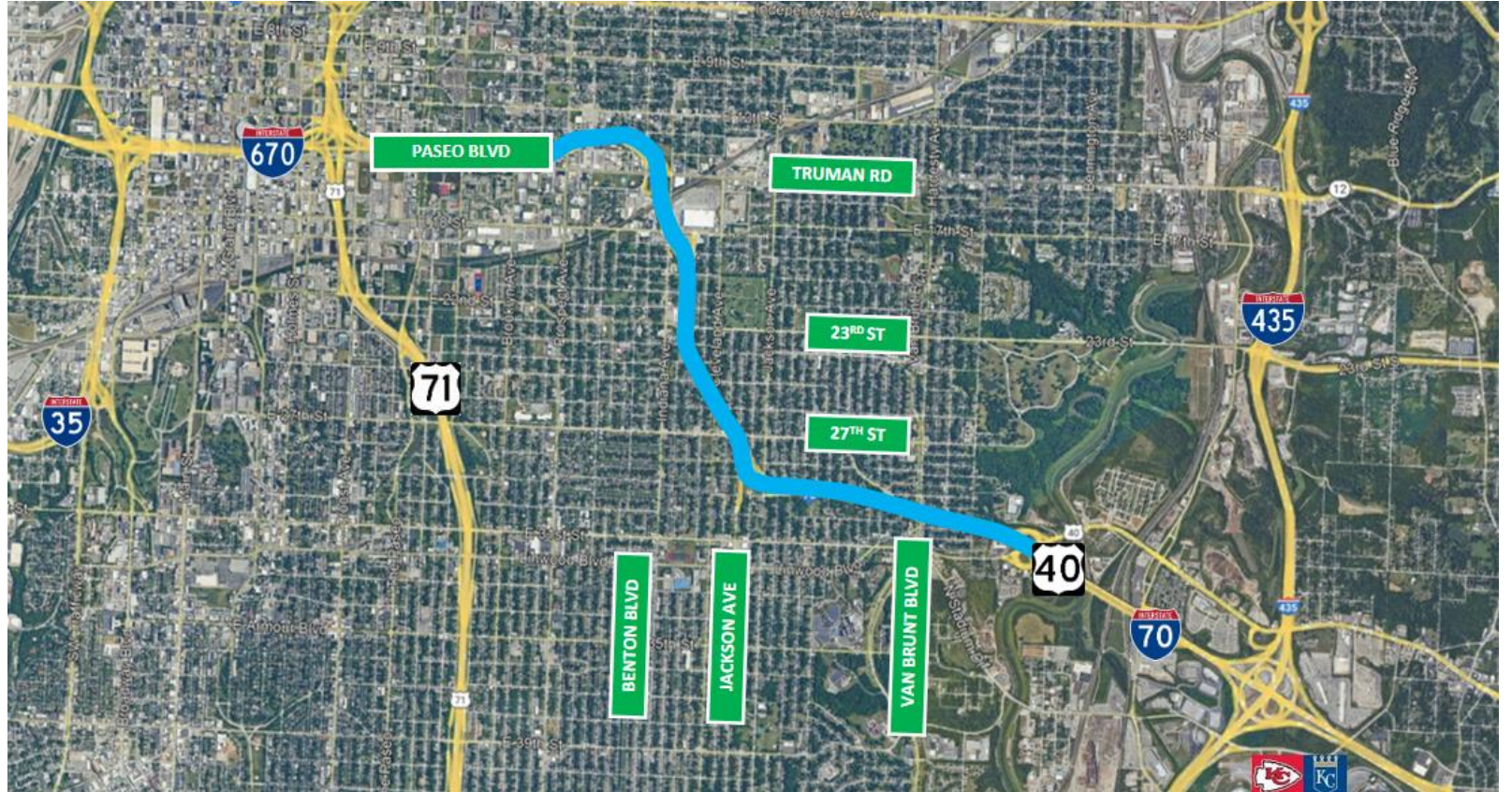
SIGN REPLACEMENT



- 9 contracted signing projects
 - Fiscal years 2025 and 2026
 - Investing \$12.2 million
 - Combination of funds from STIP, construction, and operations

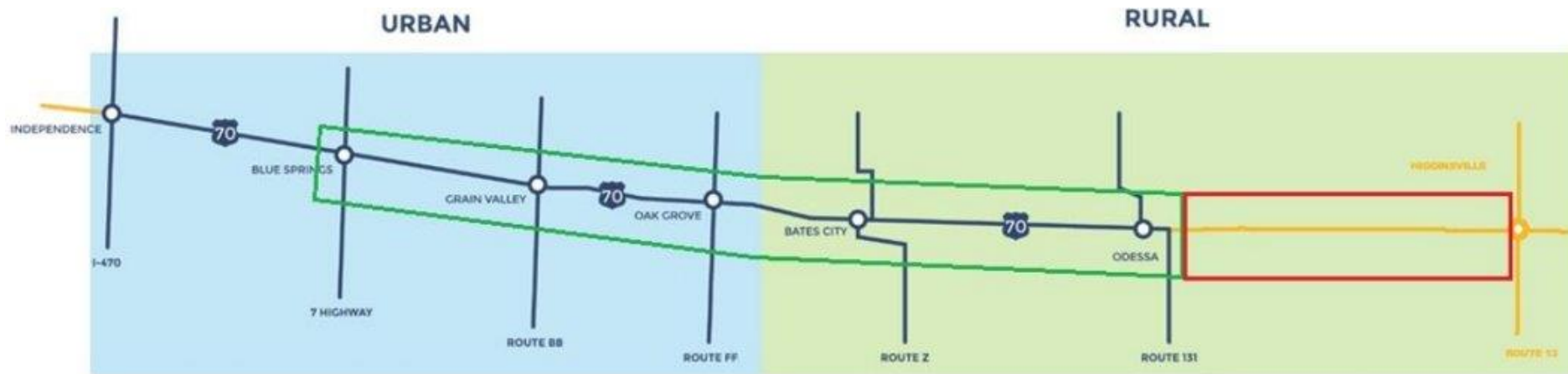
I-70 KANSAS CITY

- 10-month closure of I-70 begins winter 2027
- Scheduled completion - spring 2028



IMPROVE I-70: BLUE SPRINGS TO ODESSA

- Working with MSHP Troop A
 - Speeds of 15 mph or over
 - More speed trailers
 - Education campaign



UPCOMING PROJECTS

- U.S. 71 and Bannister Bridge Replacement
 - Begins in Winter 2026
- Northbound I-29 closure over U.S. 169
 - Spring 2026
- Northbound U.S. 169 bridge over BNSF railroad
 - Summer 2026-2028
- I-29/I-35 Viaduct Bridges Replacement
 - 2028-2032

UPCOMING PROJECTS

- Missouri 291 River Bridges Design-Build
 - To be determined
- Roy Blunt Luminary Park
 - To be determined
- I-49 Widening and Corridor Improvements
 - Begins in Spring 2028

PUBLIC INVOLVEMENT

- More than ever!
 - 15 meetings between August – December
 - Public meetings
 - Stakeholder meetings
 - Public info sessions
 - Online comment periods
 - Changes to legislative updates



BEAUTIFICATION EFFORTS

- Litter and graffiti clean-up and contracts
- Unsheltered encampments
- State fair grounds



BEAUTIFICATION

EFFORTS (continued)

- Mural partnerships
 - Local community groups
 - Mitigate graffiti



THANK YOU





7

**FISCAL YEAR 2025 ANNUAL COMPREHENSIVE FINANCIAL REPORT,
INCLUDING INDEPENDENT AUDIT REPORT**

-- Presented by Brenda Morris, CPA, Chief Financial Officer, 573-751-2803, and Ted Williamson, CPA of RubinBrown LLP.

ISSUE: The MoDOT Fiscal Year 2025 Annual Comprehensive Financial Report (**ACFR**), including the independent auditor's report, will be presented. Section 21.795.2(1), RSMo, requires an annual audit of MoDOT's financial statements to be performed by an independent certified public accountant. Audited financial statements are also required by the Commission's bond indentures.

Click [here](#) to view the entire Fiscal Year 2025 Annual Comprehensive Financial Report Ebook.

RECOMMEND that the Commission:

- Accept the Fiscal Year 2025 ACFR as presented.

DEPARTMENT VIEW:

- The presenters will provide a review of the ACFR, which includes the audit report by the independent certified public accountant.
- This ACFR was published to demonstrate MoDOT's intention to maintain a high standard of public accountability.

OTHER VIEWS:

- Bondholders have an interest in the financial stability of MoDOT to ensure future debt service commitments are met.
- Taxpayers have an interest in sound financial reporting and the commitment MoDOT has made to accountability.

MHTC POLICY:

- Audits – Commentary.
- Audits – Audit Committee.
- Audits – Audit Committee Charter.

OTHER PERTINENT INFORMATION:

- This is the twenty-sixth consecutive year that MoDOT has received an unmodified (clean) opinion. An unmodified opinion is issued when auditors can state that financial statements conform, in all material respects, to all reporting requirements.
- The ACFR's introductory section provides general information on MoDOT's structure, services, and operating environment. The financial section consists of the audited financial statements, including management's discussion and analysis, which provides condensed financial information and a comparative overview of the department's financial activities. The statistical section provides financial and demographic trend information useful in assessing MoDOT's economic condition.

SOURCE OF FUNDING: Fiscal years 2025 and 2026 budgets.



8

**RESOLUTION AUTHORIZING THE OFFER FOR SALE OF STATE
APPROPRIATIONS MEGA PROJECTS STATE ROAD BONDS, SERIES A 2025**

-- Presented by Brenda Morris, Chief Financial Officer, 573-751-2803.

ISSUE: To adopt a resolution that authorizes the offer for sale of State Appropriations Mega Projects State Road Bonds, Series A 2025 in a competitive sale.

RECOMMEND that the Commission:

- Adopt a Resolution (Attachment 1) that, among its provisions, authorizes the preparation, review and distribution of the Preliminary Official Statement and Final Official Statement that states the Commission intends to: (1) issue State Appropriations Mega Projects State Road Bonds, Series A 2025 (hereinafter, “**Series A 2025 Bonds**”); (2) offer for sale the Series A 2025 Bonds; and (3) authorize and approve any other documents and actions in connection with the intent to issue and offer for sale of the Series A 2025 Bonds.
- Authorize the Secretary to the Commission to execute the Resolution confirming its adoption by the Commission, subject to approval as to form by the Chief Counsel’s Office.
- Authorize the Secretary to the Commission to execute the Financing Agreement (Attachment 2) confirming its adoption by the Commission, which shall be incorporated into the Series A 2025 Bonds transaction to secure repayment of the Series A 2025 Bonds from General Revenue Fund appropriations deposited into the State Road Fund, subject to approval as to form by the Chief Counsel’s Office.
- Authorize the Series A 2025 Bonds to be sold through a competitive sale.
- Authorize the Director or the Chief Financial Officer to execute the following documents for the Series A 2025 Bonds: (1) Financing Agreement; (2) Supplemental Bond Trust Indenture No. 2; (3) Tax Compliance Agreement; (4) Continuing Disclosure Agreement; and (5) any other documents, certificates or instructions necessary to complete the bond issuance, subject to approval as to form by the Chief Counsel’s Office.

DEPARTMENT VIEW:

- The Department supports the Improve I-70 Program (the “Program”) that was approved by the Governor and General Assembly during the 2023 legislative session that makes available \$2.8 billion in General Revenue Fund moneys (\$1.4 billion in cash and \$1.4 billion in bonding authority) to fund the costs to plan, design, construct, reconstruct, rehabilitate, and repair three lanes in each direction on approximately 200 miles of I-70, from Blue Springs to Wentzville.

OTHER VIEWS:

- The Governor and Missouri General Assembly support the Program and the issuance of Commission state road bonds to finance it. They have provided General Revenue Fund appropriations to pay the debt service for the bonds.
- MoDOT’s financial advisor, PFM Financial Advisors LLC (PFM), believes investors are ready for new MHTC bonds. A strong demand for municipal bonds and the MHTC’s

conservative Debt Management Policy should result in the MHTC receiving a favorable True-Interest Cost (TIC).

- Credit rating agencies view MHTC's Debt Management Policy, and its conservative approach to using debt, in a positive manner. The result is credit ratings assigned to the MHTC's outstanding bonds ranging from "AAA" to "AA+". Of the \$1.086 billion of outstanding bonds, the MHTC has \$649.0 million in outstanding bonds which are rated by at least one of the credit rating agencies as "AAA" or "Aaa," which is the highest credit rating available.
- Missouri citizens and travelers across the state will benefit from the planning, design, construction, reconstruction, rehabilitation, and repair of three lanes in each direction on approximately 200 miles of I-70 included in the Program.
- Department stakeholders, highway contractors, and consulting engineers support the Commission issuing state road bonds for the Program.
- Business owners, their families, and employees across the state will benefit from the added economic activity provided by the Program.

MHTC POLICY:

- Financial – Debt Management – Bond Financing Summary.
- Financial – Debt Management Policy.

OTHER PERTINENT INFORMATION:

- The General Assembly took two significant actions in the 2023 legislative session to support the Program by enacting:
 - Truly Agreed to and Finally Passed House Bill 4 and House Bill 5 that appropriated:
 - \$1.4 billion of General Revenue Funds to pay a portion of the costs associated with planning, design, construction, reconstruction, rehabilitation, and repair of three lanes in each direction on approximately 200 miles of I-70, from Blue Springs to Wentzville;
 - \$136.0 million in General Revenue Funds to pay debt service in fiscal year 2024 for a portion of the \$1.4 billion in Commission state road bonds that will be issued to fund the Program;
 - \$1.4 billion of bonding proceeds available for the Program with the term of each bond issue not to exceed 15 years and total annual debt service not to exceed \$136.0 million; and
 - Authorized the Office of Administration and the Commission to execute a financing agreement to secure state funds for the Program. The financing agreement requires the Office of Administration to annually seek General Assembly appropriations of General Revenue Fund revenues for deposit into the State Road Fund in amounts sufficient to pay the debt service, but not to exceed \$136.0 million, on Commission state road bonds issued to fund the Program.
- Issuance of the Series A 2025 Bonds will generate an estimated \$500.0 million in proceeds for project costs. The third bond issuance is planned in 2028 to provide the remaining approximate \$510.0 million in proceeds to complete the Program.

- The financing plan provides for the issuance of additional State Road Bonds pursuant to the 2023 Master Bond Indenture that will utilize a first lien on moneys appropriated by the State to pay debt service, with a subordinate lien on excess State Road Fund Revenues and State Road Bond Fund Revenues not needed to pay debt service on the Amendment 3 Bonds (the 2005 Indenture) and GARVEE Bonds (the 2008 Indenture).
- The MHTC borrowed \$381.6 million in December 2023 in bonds for the first Improve I-70 Program issuance.
- The current MHTC Debt Management Policy was approved on October 12, 2023.
- The Series A 2025 Bonds will be under the State Appropriations Mega Projects debt structure of the Commission's State Appropriations Mega Projects State Road Bonds.
- With the assistance of MoDOT's financial advisor, PFM, an analysis has been completed that shows the issuance of the Series A 2025 Bonds complies with the Commission's October 12, 2023, Debt Management Policy by:
 - Having at least 2.0 times Debt Service Coverage from Mega Projects State Appropriations plus Excess Net Pledged State Revenue;
 - The debt service payment shall not exceed 5 percent of the Commission's annual Total Road and Bridge Revenue, not including Amendment 3 or state appropriations revenues. Provided further that new or additional funding sources, such as Amendment 3 or state appropriations, 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 5 percent limitation; and
 - The estimated debt service will not disrupt system asset management and operating capacity.
- The Commission has three bond programs in place: Amendment 3 (First Lien and Third Lien), Federal Reimbursement-Grant Anticipation Revenue Vehicle (GARVEE) Bonds, and State Appropriations Mega Projects Bonds.
- The Series A 2025 Bonds are not subject to optional redemption prior to maturity (i.e., the Bonds are noncallable). This means the Bonds cannot be paid off early.
- MoDOT staff presented information (Attachment 3) to three credit rating agencies: Standard & Poor's, Moody's, and Fitch regarding the Series A 2025 Bonds.
- MoDOT staff will give a Series A 2025 Bond sale summary at the December 3, 2025, MHTC meeting that will set out the final terms of the sale.
- MoDOT plans to award the competitive sale on November 18, 2025, with expected closing and delivery of funds on December 16, 2025.
- All estimates are subject to change, which could impact the expected debt service payment amounts. To the extent the debt service payment amounts no longer meet the conditions of the Commission's Debt Management Policy guidelines, staff will modify, postpone, or cancel the transaction.

SOURCE OF FUNDING: All costs associated with the Series A 2025 Bond issue will be paid from Series A 2025 Bond proceeds. Principal and interest on the Series A 2025 bonds will be paid as provided in the Master Bond Indenture dated December 1, 2023, from the State Road Fund Revenues and State Road Bond Fund Revenues subordinate to the Series 2005 Master Indenture Bonds; however, the Financing Agreement will pledge appropriations of General Revenue Fund moneys in an amount sufficient to pay the debt service. Such appropriations of

General Revenue Fund moneys shall be deposited into the State Road Fund.

RESOLUTION

RESOLUTION AUTHORIZING THE ISSUANCE OF STATE APPROPRIATIONS MEGA PROJECTS STATE ROAD BONDS, SERIES A 2025, IN AN AGGREGATE PRINCIPAL AMOUNT NOT TO EXCEED \$555,000,000, TO FINANCE THE COSTS OF PROJECTS FOR THE STATE HIGHWAY SYSTEM; AND AUTHORIZING AND APPROVING CERTAIN DOCUMENTS AND ACTIONS IN CONNECTION WITH THE ISSUANCE OF SAID SERIES A 2025 BONDS.

1. The Commission is duly organized and existing under Article IV, Section 29 of the Missouri Constitution and Sections 226.005 to 226.191 of the Revised Statutes of Missouri, as amended, with authority over all state transportation programs and facilities as provided by law, and is vested with the powers and duties specified in Chapters 226 and 227 of the Revised Statutes of Missouri, as amended (collectively, the **“State Highway Act”**), including the general supervision and control over the Missouri Department of Transportation (**“MoDOT”**) and the construction, reconstruction and repairs of the statewide connected system of public roads, highways and bridges which are acquired, constructed, reconstructed, improved and maintained by the State of Missouri in whole or in part by the aid of state moneys, and of highways constructed in whole or in part by the aid of moneys appropriated by the United States government, so far as such supervision is consistent with the acts of Congress relating thereto (the **“State Highway System”**).

2. The Commission is authorized by the State Highway Act, to issue state road bonds for the purpose of providing funds for use in State Highway System construction and reconstruction, which bonds are payable out of the State Road Fund and the State Road Bond Fund as provided in Article IV, Section 30(b) of the State Highway Act.

3. The Commission has entered into a Master Bond Indenture dated as of July 1, 2005 (as originally executed, and with all amendments and supplements thereto, the **“2005 Master Bond Indenture”**), to provide for the issuance of state road bonds (the **“Amendment 3 Bonds”**), in separate series under the 2005 Master Bond Indenture, in authorized principal amounts as the Commission may determine to be appropriate to comply with the constitutional and statutory duties of the Commission to fund the cost of implementing state highway projects (the **“Projects”**) as provided in the State Highway Act, and to pay certain costs related to the issuance of the Amendment 3 Bonds, subject to the terms and conditions provided for in the 2005 Master Bond Indenture.

4. The Commission has entered into a Master Bond Indenture dated as of December 1, 2008 (as originally executed, and with all amendments and supplements thereto, the **“2008 Master Bond Indenture”**), to provide for the issuance of state road bonds (the **“Federal Reimbursement Bonds”**), in separate series under the 2008 Master Bond Indenture, in authorized principal amounts as the Commission may determine to be appropriate to comply with the constitutional and statutory duties of the Commission to fund the cost of implementing Projects as provided in the State Highway Act, and to pay certain costs related to the issuance of the Federal Reimbursement Bonds, subject and subordinate to the terms of the

Amendment 3 Bonds as to State Road Fund Revenues and State Road Bond Fund Revenues (as defined in the 2005 Master Bond Indenture), and on the terms and conditions provided for in the 2008 Master Bond Indenture.

5. The Commission has entered into a Master Bond Indenture dated as of December 1, 2023 (as originally executed, and with all amendments and supplements thereto, the “2023 Master Bond Indenture”), to provide for the issuance of state road bonds (the “Mega Projects Bonds”), in separate series under the 2023 Master Bond Indenture, in authorized principal amounts as the Commission may determine to be appropriate to comply with the constitutional and statutory duties of the Commission to fund the cost of implementing Projects as provided in the State Highway Act, and to pay certain costs related to the issuance of the Mega Projects Bonds, subject and subordinate to the terms of the Amendment 3 Bonds and the Federal Reimbursement Bonds as to State Road Fund Revenues and State Road Bond Fund Revenues (as defined in the 2005 Master Bond Indenture and the 2008 Master Bond Indenture), and on the terms and conditions provided for in the 2023 Master Bond Indenture.

6. Pursuant to the State Highway Act, the Commission proposes to issue its **State Appropriations Mega Projects State Road Bonds, Series A 2025** (the “**Series A 2025 Bonds**”), under the 2023 Master Bond Indenture, as amended and supplemented by Supplemental Bond Trust Indenture No. 2 (the “**Supplemental Bond Indenture No. 2**”), for the purpose of providing funds to (i) finance a portion of the costs of 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 (the “**I-70 Project**”), and (ii) pay costs related to the issuance of the Series A 2025 Bonds.

7. The Commission finds and determines that it is necessary and desirable in connection with the issuance of the Series A 2025 Bonds that the Commission executes and delivers certain documents and that the Commission takes certain other actions as herein provided.

NOW THEREFORE, BE IT RESOLVED BY THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION, AS FOLLOWS:

Section 1. Authorization of the Series A 2025 Bonds. The Commission is authorized to issue and sell the Series A 2025 Bonds in an aggregate principal amount not to exceed \$555,000,000, for purposes aforesaid which shall be issued under and secured by and shall have the terms and provisions set forth in the 2023 Master Bond Indenture, as supplemented and amended as of the date hereof and as further supplemented and amended by the Supplemental Bond Indenture No. 2 referred to herein (collectively, the “**Master Bond Indenture**”); provided that (1) the principal amount of the Series A 2025 Bonds shall not exceed \$555,000,000, (2) the Series A 2025 Bonds shall have a final maturity not later than December 31, 2031, (3) the Series A 2025 Bonds shall have a weighted average maturity of not less than one year and not more than 4.5 years, and (4) the Series A 2025 Bonds shall bear interest at various interest rates not to exceed a true interest cost of 5.50%. The Series A 2025 Bonds shall have such other terms to be determined by the authorized officers of the Commission and MoDOT in the manner described herein.

The Commission hereby authorizes the preparation of a Preliminary Official Statement and a Notice of Sale to provide for the competitive public sale of the Series A 2025 Bonds. Notice of said bond sale is hereby authorized and directed to be given by mailing copies, or by providing electronic notice through *PARITY* electronic bid submission system (“**PARITY**”), of the Notice of Sale and Preliminary Official Statement to investment banking firms and banks and other financial institutions located throughout the United States. Bids for the Series A 2025 Bonds may be received by a representative of the Commission, or by electronic bids through *PARITY*, upon the terms and conditions set forth in the Notice of Sale. The Commission hereby consents to the use and public distribution of the Preliminary Official Statement and the Notice of Sale related to the offering for sale of the Series A 2025 Bonds. The Commission further authorizes the filing of an application to Moody’s Investors Service, Inc., Standard & Poor’s Rating Service and Fitch Ratings for a rating of the Series A 2025 Bonds, and to take other actions necessary to carry out the competitive public sale of the Series A 2025 Bonds. The Series A 2025 Bonds shall be sold by the Commission to the underwriters (the “**Underwriters**”) providing the best bid in response to the Notice of Sale distributed by the Commission. The final terms of the Series A 2025 Bonds shall be specified in Supplemental Bond Indenture No. 2 upon the execution thereof, and the signatures of the officers of the Commission or MoDOT executing such Supplemental Bond Indenture No. 2 shall, subject to approval as to form by the Chief Counsel’s Office, constitute conclusive evidence of their approval and the Commission’s approval thereof.

Section 2. Limited Obligations. The Series A 2025 Bonds shall be limited obligations of the Commission payable solely from the sources and in the manner as provided in the Master Bond Indenture and shall be secured by a pledge and assignment of and a grant of a security interest in the Trust Estate (as defined in the Master Bond Indenture) to the Bond Trustee (herein defined) and in favor of the holders of the Series A 2025 Bonds, as provided in the Master Bond Indenture. The Series A 2025 Bonds shall not be deemed to constitute a debt or liability of the State of Missouri or a pledge of the full faith and credit of the State of Missouri. Nothing in the Series A 2025 Bonds shall be construed as obligating the State of Missouri to pay or redeem any of the Series A 2025 Bonds from, and the owners thereof may not look to, any general or other fund of the State of Missouri or of MoDOT, except as specifically provided in the Master Bond Indenture.

Section 3. Authorization and Approval of Documents. The following documents (the “**Financing Documents**”) are hereby approved in substantially the forms filed in the records of the Secretary to the Commission, and the Commission is hereby authorized to execute and deliver each of the Financing Documents with such changes therein as shall be approved by the officers of the Commission or MoDOT executing the Financing Documents, such officers’ signatures thereon being conclusive evidence of their approval and the Commission’s approval thereof, subject to approval as to form by the Chief Counsel’s Office:

- (a) Supplemental Bond Trust Indenture No. 2 between the Commission and BOKF, N.A. (the “**Bond Trustee**”), providing for the issuance of the Series A 2025 Bonds pursuant to the 2023 Master Bond Indenture, and setting forth additional terms and provisions applicable to the Series A 2025 Bonds.
- (b) Tax Compliance Agreement for the Series A 2025 Bonds between the Commission and the Bond Trustee, which sets forth certain representations, facts, expectations, terms and conditions relating to the use and investment of the proceeds of the Series A 2025 Bonds, to establish and maintain the exclusion of interest on the Series A 2025 Bonds from gross income for federal income tax purposes, and to provide guidance for complying with the arbitrage rebate provisions of §148(f) of the Internal Revenue Code (the “**Code**”).

- (c) Continuing Disclosure Agreement between the Commission and BOKF, N.A., as Dissemination Agent, under which the Commission agrees to provide continuing disclosure of certain financial information, operating data and material events, for the benefit of the owners of the Series A 2025 Bonds and to assist the Underwriters of the Series A 2025 Bonds in complying with Rule 15c2-12 of the Securities and Exchange Commission.
- (d) Financing Agreement between the Commission and the Office of Administration related to the appropriation of funds by the State of Missouri to provide funds for payment of the debt service related to the Series A 2025 Bonds.

Section 4. Approval of Notice of Sale, the Preliminary Official Statement and the Final Official Statement. The form and substance of the Preliminary Official Statement and the Notice of Sale relating to the Series A 2025 Bonds submitted to the Commission is hereby in all respects ratified, confirmed and approved, and the officers of the Commission and MoDOT are hereby authorized, empowered and directed to execute the Notice of Sale, the Preliminary Official Statement and the final Official Statement in the name and on behalf of the Commission. The Commission approves the use and distribution of the Notice of Sale, the Preliminary Official Statement and the final Official Statement in connection with the offering and sale of the Series A 2025 Bonds. The Notice of Sale, the Preliminary Official Statement and the final Official Statement shall be in substantially the same form as the draft Notice of Sale and the Preliminary Official Statement now on file in the records of the Secretary to the Commission and hereby approved, with such changes therein as shall be approved by the officer of the Commission or MoDOT executing the same, and such execution shall constitute conclusive evidence of such officer's approval and the Commission's approval of any departures therein from the form of the Notice of Sale and the Preliminary Official Statement now on file in the records of the Secretary to the Commission. For the purpose of enabling the Underwriters to comply with the requirements of Rule 15c2-12(b)(1) of the Securities and Exchange Commission, the Commission hereby deems the information contained in the Preliminary Official Statement to be "final" as of its date, except for the omission of such information as is permitted by Rule 15c2-12(b)(1), and the appropriate officers of the Commission and MoDOT are hereby authorized, if requested, to provide the Underwriters a letter or certification to such effect and to take such other actions or execute such other documents as such officers in their reasonable judgment deem necessary to enable the Underwriters to comply with the requirements of such Rule.

Section 5. Execution of Series A 2025 Bonds and Financing Documents. The Chairman or the Vice Chairman of the Commission, or the Director, the Deputy Director/Chief Engineer or the Chief Financial Officer of MoDOT, are hereby authorized and directed to execute the Series A 2025 Bonds by manual or facsimile signature and to deliver the Series A 2025 Bonds to the Bond Trustee for authentication for and on behalf of and as the act and deed of the Commission in the manner provided in the Master Bond Indenture. The Chairman or Vice Chairman of the Commission, or the Director, the Deputy Director/Chief Engineer or the Chief Financial Officer of MoDOT, are hereby authorized and directed to execute and deliver the Financing Documents for and on behalf of and as the act and deed of the Commission subject to approval as to form by the Chief Counsel's Office. The Secretary to the Commission is hereby authorized and directed to attest to the Series A 2025 Bonds by manual or facsimile signature, to the Financing Documents and to such other documents, certificates and instruments as may be necessary or desirable to carry out and comply with the intent of this Resolution.

Section 6. Reimbursement. The Commission has previously made and expects to make capital expenditures in connection with the I-70 Project after the date of this Resolution and the Commission intends to reimburse itself for such expenditures with proceeds of the Bonds.

Section 7. Further Authority. The Commission shall, and the officers, agents and employees of the Commission and MoDOT are hereby authorized and directed to, take such further action, and execute such other documents, certificates and instruments, including, without limitation, any arbitrage certificate, closing certificates, and tax forms, as may be necessary or desirable to carry out and comply with the intent of this Resolution, and to carry out, comply with and perform the duties of the Commission with respect to the Series A 2025 Bonds and the Financing Documents subject to approval as to form by the Chief Counsel's Office.

Section 8. Effective Date. This Resolution shall take effect and be in full force immediately after its adoption by the Commission.

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ADOPTED by the Missouri Highways and Transportation Commission this 6th day of November 2025.

Secretary of the Missouri Highways and
Transportation Commission

Approved as to form:

Chief Counsel's Office

FINANCING AGREEMENT

Dated as of December 1, 2025

Between

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

And

OFFICE OF ADMINISTRATION OF THE STATE OF MISSOURI

\$481,780,000

**Missouri Highways and Transportation Commission
State Appropriations Mega Projects State Road Bonds
Series A 2025**

FINANCING AGREEMENT

THIS FINANCING AGREEMENT (the “**Financing Agreement**”), is made and entered into as of December 1, 2025, by and between the **MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION** (the “**Commission**”), duly organized and existing under the laws of the State of Missouri, and the **OFFICE OF ADMINISTRATION OF THE STATE OF MISSOURI** (the “**Office of Administration**”).

RECITALS

1. The Commission is duly organized and existing under Article IV, Section 29 of the Missouri Constitution and Sections 226.005 to 226.191 of the Revised Statutes of Missouri, as amended, with authority over all state transportation programs and facilities as provided by law, and is vested with the powers and duties specified in Chapters 226 and 227 of the Revised Statutes of Missouri, as amended, including the general supervision and control over the Missouri Department of Transportation (“**MoDOT**”) and the construction, reconstruction and repairs of the statewide connected system of public roads, highways and bridges which are acquired, constructed, reconstructed, improved and maintained by the State of Missouri in whole or in part by the aid of state moneys, and of highways constructed in whole or in part by the aid of moneys appropriated by the United States government, so far as such supervision is consistent with the acts of Congress relating thereto (the “**State Highway System**”).

2. The Commission is authorized by the State Highway Act to issue state road bonds for the purpose of providing funds for use in State Highway System construction and reconstruction, which bonds are payable out of the State Road Fund and the State Road Bond Fund as provided in Article IV, Section 30(b) of the State Highway Act.

3. The Office of Administration is established by Article IV, Section 12 of the Missouri Constitution and continued by Section 37.005 of the Revised Statutes of Missouri, as amended. The Commissioner of Administration is vested with authority over, and control of, the Office of Administration and conferred with the powers and duties specified in Chapters 8, 33, 34, and 37 of the Revised Statutes of Missouri, as amended.

4. The 102nd General Assembly of the State of Missouri (the “**102nd General Assembly**”), First Regular Session, included as part of its budget bills appropriations totaling \$2,800,000,000 to fund the costs of planning, designing, constructing, reconstructing, rehabilitating, and significant repair of Interstate 70 on the State Highway System as selected by the Commission to provide three lanes of traffic going east to west and going west to east across the State of Missouri (the “**I-70 Project**”) through Sections 4.426, 4.27, 4.428, and 4.429 in House Bill 4 of the 102nd General Assembly (“**House Bill 4**”) and Sections 5.241 and 5.242 in House Bill 5 of the 102nd General Assembly (“**House Bill 5**”). The appropriations include \$1,400,000,000 in authority to spend from bond proceeds with the intent the Commission issue state road bonds in one or more series with the debt service to be paid from funds provided through the annual appropriation process for credit to the State Road Fund (Sections 4.426, 4.27, 4.428, and 4.429 in House Bill 4) and up to \$1,400,000,000 in appropriations into the “**OA I-70 Project Fund**” to be distributed by the Office of Administration to the Commission for deposit into the State Road Fund pursuant to a financing agreement between the parties (Sections 5.241 and 5.242 in House Bill 5). House Bill 4 appropriated funds into the State Road Fund to provide funds in an amount as may be necessary to pay the debt service for State Road Bonds issued to finance the I-70 Project with a term not to exceed fifteen years and annual debt service for all State Road Bonds issued for the I-70 Project in any fiscal year not to exceed \$136,000,000 to fund not to exceed \$1,400,000,000 of the I-70 Project. Since the passage

of House Bill 4 and House Bill 5 by the 102nd General Assembly, the above-described appropriations have been included in various funding bills passed in subsequent sessions of the Missouri General Assembly.

5. The Commission and the Office of Administration previously entered into a Financing Agreement dated as of December 1, 2023 (the “**2023 Financing Agreement**”) with respect to the Commission’s **State Appropriations Mega Projects State Road Bonds, Series A 2023** (the “**Series A 2023 Bonds**”), the proceeds of which were used to pay costs of the I-70 Project. The Commission commenced the I-70 Project shortly after the issuance of the Series A 2023 Bonds.

6. In addition to the 2023 Financing Agreement, the parties entered an agreement controlling the payment of appropriations from the OA I-70 Project Fund into the State Road Fund as contemplated by the provisions in House Bill 5 in 2023. This Financing Agreement sets forth the parties’ duties, responsibilities, and understanding associated with the Series A 2025 Bonds authorized in House Bill 4. This Financing Agreement does not modify, amend, or alter the previously entered agreement concerning the appropriations contained in House Bill 5 and each agreement is wholly independent of each other.

7. The Commission desires to issue its **State Appropriations Mega Projects State Road Bonds, Series A 2025** (the “**Series A 2025 Bonds**”) for the purpose of paying a portion of the costs of the I-70 Project, with debt service of the Series A 2025 Bonds to be paid from funds provided through the annual appropriation process by the State of Missouri to the State Road Fund.

8. The Commission and the Office of Administration are entering into this Financing Agreement to provide for:

- (a) the application of the proceeds of the Series A 2025 Bonds to pay a portion of the I-70 Project;
- (b) the application of funds by the Office of Administration as and if appropriated by the General Assembly each year for deposit to the State Road Fund, to be used for the payment of principal of and interest on the Series A 2025 Bonds issued by the Commission for the I-70 Project in an amount not to exceed \$136,000,000 each year; and
- (c) the agreement of the Office of Administration in each fiscal year to annually request inclusion in the Governor’s budget submitted to the General Assembly the necessary appropriation requests from legally available funds for each fiscal year to the State Road Fund in amounts sufficient to make the annual payments of the principal of and the interest on the Series A 2025 Bonds related to the I-70 Project.

NOW, THEREFORE, in consideration of the premises and the mutual representations, covenants and agreements herein set forth, the Commission and the Office of Administration covenant and agree as follows:

ARTICLE I

DEFINITIONS; RULES OF CONSTRUCTION

Section 1.1. Definitions of Words and Terms. For all purposes of this Financing Agreement, except as otherwise provided or unless the context otherwise requires, capitalized words and terms used herein shall have the meanings set forth in the Master Bond Indenture dated as of December 1, 2023 between the Commission and BOKF, N.A., as bond trustee, or as set forth below:

“**Additional Transportation Revenues**” means all moneys, revenues or receipts designated by the Commission to be pledged to the payment of the Bonds as Pledged Revenues.

“Bond Trustee” means BOKF, N.A., and its successor or successors and any other corporation or association which at any time may be substituted in its place pursuant to and at the time serving as trustee under the Master Bond Indenture.

“Bonds” means the Series A 2023 Bonds, the Series A 2025 Bonds, and any future bonds issued pursuant to the Master Bond Indenture.

“Commission” means the Missouri Highways and Transportation Commission, duly organized and existing under Article IV, Section 29 of the Missouri Constitution and Sections 226.005 to 226.191 of the Revised Statutes of Missouri, as amended, and its successors and assigns, or any body, agency, department or instrumentality of the State of Missouri succeeding to or charged with the powers, duties and functions of the Commission.

“Commission’s Continuing Disclosure Undertaking” means the Continuing Disclosure Agreement relating to the Series A 2025 Bonds, executed and delivered by the Commission and BOKF, N.A., as from time to time amended in accordance with the provisions thereof.

“Costs of Issuance Fund” means the fund of the Commission by that name referred to in **Section 404** of Supplemental Bond Indenture No. 2.

“Financing Agreement” means this Financing Agreement dated as of December 1, 2025, between the Commission and the Office of Administration related to the appropriation of funds by the State of Missouri to the State Road Fund to provide funds for payment of debt service related to the Series A 2025 Bonds.

“Financing Documents” means the Master Bond Indenture, Supplemental Bond Indenture No. 2, this Financing Agreement, the Commission’s Continuing Disclosure Undertaking, the State’s Continuing Disclosure Undertaking and the Tax Compliance Agreement, as from time to time amended and supplemented pursuant to the terms thereof.

“Fiscal Year” means each July 1 to June 30.

“House Bill 4” means the 102nd General Assembly, First Regular Session, Truly Agreed and Finally Passed Conference Committee Substitute for Senate Committee Substitute for House Committee Substitute for House Bill No. 4.

“I-70 Project” means 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.

“Investment Earnings” means all investment earnings derived from the initial deposit of the sale proceeds of the Series A 2025 Bonds.

“Master Bond Indenture” means the Master Bond Indenture dated as of December 1, 2023, between the Commission and the Bond Trustee, as from time to time amended and supplemented by Supplemental Bond Indentures in accordance with the provisions of the Master Bond Indenture, including the Supplemental Bond Indenture No. 2.

“MoDOT” means the Missouri Department of Transportation, and its successors and assigns, or any body, agency or instrumentality of the State of Missouri succeeding to or charged with the powers, duties and functions of the Missouri Department of Transportation.

“Office of Administration” means the Office of Administration of the State of Missouri, a department of the State of Missouri, its successors and assigns, or any body, agency or instrumentality of the State of Missouri succeeding to or charged with the powers, duties and functions of the Office of Administration.

“Pledged Revenues” means the State Road Fund Revenues, the State Road Bond Fund Revenues, State Appropriations Revenues and the Additional Transportation Revenues pledged pursuant to the Master Bond Indenture as security for the payments of the Series A 2025 Bonds, all as more fully specified in the Master Bond Indenture.

“Revenue Transfer” has the meaning set forth in **Section 4.3** hereof.

“Series A 2023 Bonds” means the series of Missouri Highways and Transportation Commission State Appropriations Mega Projects State Road Bonds, Series A 2023, issued, authenticated and delivered under and pursuant to the Master Bond Indenture and Supplemental Bond Indenture No. 1.

“Series A 2025 Bonds” means the series of Missouri Highways and Transportation Commission State Appropriations Mega Projects State Road Bonds, Series A 2025, aggregating the principal amount of \$[Principal Amount], issued, authenticated and delivered under and pursuant to the Master Bond Indenture and Supplemental Bond Indenture No. 2.

“State Appropriations Revenues” means all revenues and funds appropriated by the General Assembly of the State of Missouri and deposited into the State Road Fund received by or on behalf of or available to the Commission to pay the debt service due with respect to Bonds issued pursuant to the Master Bond Indenture, which stand appropriated to the payment of Bonds.

“State Highway Act” means the Missouri Constitution and **Chapters 226 and 227** of the **Revised Statutes of Missouri**, as from time to time amended, and such other provisions of state law which provide for revenues, or the issuance of State Road Bonds, to pay for improvements to the State Highway System.

“State Highway System” means the system of state roads, bridges and highways under the supervision of the Commission which are constructed, improved and maintained in whole or in part by the aid of state moneys, and of highways constructed in whole or in part by the aid of moneys appropriated by the United States government, so far as such supervision is consistent with the acts of Congress relating thereto, and all additions and improvements thereto.

“State Road Bond Fund” means the State Road Bond Fund created under Article IV, Section 30(b) of the Constitution of Missouri.

“State Road Fund I-70 Project Bond Proceeds Fund” means the fund of the Commission by that name referred to in **Section 401** of the Supplemental Bond Indenture No. 2.

“State Road Bond Fund Revenues” means:

- (a) the proceeds of the state sales tax on all motor vehicles, trailers, motorcycles, mopeds and motortricycles which are deposited in the state treasury and credited to the State Road

Bond Fund pursuant to Section 30(b) of Article IV of the Missouri Constitution, as amended, which are appropriated to the payment of State Road Bonds, and

(b) any other moneys, revenues or receipts to be deposited to the credit of the State Road Bond Fund pursuant to state law, pledged to the payment of State Road Bonds.

“State Road Fund” means the State Road Fund created under Article IV, Section 30(b) of the Constitution of Missouri.

“State Road Fund Revenues” means:

(a) all state revenue derived from highway users as an incident to their use or right to use the public highways of the state deposited in the state treasury and credited to the State Road Fund pursuant to Section 30(b) of Article IV of the Missouri Constitution, as amended, which stand appropriated to the payment of Bonds and other purposes of the Commission; and

(b) any other moneys, revenues or receipts to be deposited to the credit of the State Road Fund pursuant to state law, pledged to the payment of Bonds.

State Road Fund Revenues shall not include money deposited in the State Road Fund (a) received from the United States government, or (b) received for some particular use or uses other than for the payment of principal and interest on outstanding state road bonds.

“State’s Continuing Disclosure Undertaking” means the Continuing Disclosure Undertaking relating to the Series A 2025 Bonds, executed and delivered by the Office of Administration, as from time to time amended in accordance with the provisions thereof.

“Supplemental Bond Indenture No. 2” means Supplemental Bond Trust Indenture No. 2, which supplements and amends the Master Bond Indenture, entered into by the Commission and the Bond Trustee pursuant to **Article VIII** of the Master Bond Indenture.

“Tax Compliance Agreement” means the Tax Compliance Agreement for the Series A 2025 Bonds, between the Commission and the Bond Trustee, as from time to time amended in accordance with the provisions thereof.

“Unspent Proceeds” means any sale proceeds of the Series A 2025 Bonds remaining after completion of the I-70 Project and/or paying costs of issuing the Series A 2025 Bonds.

Section 1.2. Rules of Construction. For all purposes of this Financing Agreement, except as otherwise provided or unless the context otherwise requires, the following rules of construction apply in construing the provisions of this Financing Agreement:

(a) The defined terms referred to in this Article include the plural as well as the singular.

(b) All accounting terms not otherwise defined herein or in the Bond Indenture shall have the meanings assigned to them in accordance with accounting principles generally accepted in the United States.

- (c) All references in this instrument to designated “Articles,” “Sections” and other subdivisions are to the designated Articles, Sections and other subdivisions of this instrument as originally executed.
- (d) The words “herein,” “hereof” and “hereunder” and other words of similar import refer to this Financing Agreement as a whole and not to any particular Article, Section or other subdivision.
- (e) The Article and Section headings herein and in the Table of Contents are for convenience only and shall not affect the construction hereof.

ARTICLE II

REPRESENTATIONS

Section 2.1. Representations by the Commission. The Commission represents to the Office of Administration that:

- (a) *Organization and Authority.* The Commission (1) is duly organized and existing under the laws of the State of Missouri, (2) has lawful power and authority to issue the Series A 2025 Bonds for the purposes set forth in the Financing Documents, to enter into, execute and deliver the Financing Documents and to perform its obligations thereunder and hereunder, and (3) by all necessary corporate action has been duly authorized to execute and deliver the Financing Documents and any other financing documents required to be executed and delivered by it in connection with the issuance of the Series A 2025 Bonds, acting by and through its duly authorized officers.
- (b) *No Defaults or Violations of Law.* The execution and delivery by the Commission of the Financing Documents and any other financing documents to which the Commission is a party will not result in a breach of any of the terms of, or constitute a default under, any indenture, mortgage, deed of trust, lease or other agreement or instrument to which the Commission is a party or by which it or any of its property is bound or its bylaws or any of the constitutional or statutory rules or regulations applicable to the Commission or its property.
- (c) *Absence of Litigation.* No litigation or proceedings are pending or, to the knowledge of the Commission, threatened against the Commission at law or in equity before any court, tribunal, governmental authority or arbitration board seeking to restrain, enjoin or in any way limit the approval or issuance and delivery of the Series A 2025 Bonds, the Financing Documents or any other financing documents to which the Commission is a party, or which challenges the existence or powers of the Commission to enter into and carry out the transactions contemplated by the Financing Documents or any other financing documents to which it is a party, or wherein an unfavorable determination could materially and adversely affect the validity or enforceability of the Series A 2025 Bonds, the Financing Documents or any other financing document to which the Commission is a party or its ability to perform its obligations thereunder.

Section 2.2. Representations by the Office of Administration. The Office of Administration represents to the Commission that:

- (a) *Organization and Authority.* The Office of Administration (1) is a department of the executive branch of the State of Missouri duly organized and validly existing under the laws of the State of Missouri, (2) has lawful power and authority to enter into, execute and deliver this Financing Agreement, the State's Continuing Disclosure Agreement and any other financing documents required to be executed and delivered by it in connection with the issuance of the Series A 2025 Bonds, and to perform its obligations hereunder and thereunder, and (3) by all necessary corporate action has been duly authorized to execute and deliver this Financing Agreement and the State's Continuing Disclosure Agreement, acting by and through its Commissioner of Administration.
- (b) *No Defaults or Violations of Law.* The execution and delivery by the Office of Administration of this Financing Agreement, the State's Continuing Disclosure Agreement and any other financing documents required to be executed and delivered by it in connection with the issuance of the Series A 2025 Bonds, will not conflict with or result in a breach of any of the terms of, or constitute a default under, any indenture, mortgage, deed of trust, lease or other agreement or instrument to which the Office of Administration is a party or by which it or any of its property is bound or any of the rules or regulations of any court or other governmental body applicable to the Office of Administration or its property.
- (c) *Absence of Litigation.* No litigation or proceedings are pending or, to the knowledge of the Office of Administration, threatened against the Office of Administration or the State of Missouri at law or in equity before any court, tribunal, governmental authority or arbitration board seeking to restrain, enjoin or in any way limit the approval or issuance and delivery of the Series A 2025 Bonds, this Financing Agreement, the State's Continuing Disclosure Agreement, and any other financing documents required to be executed and delivered by it in connection with the issuance of the Series A 2025 Bonds, or which challenges the existence or powers of the Office of Administration to enter into and carry out the transactions contemplated by this Financing Agreement, the State's Continuing Disclosure Agreement, or any other financing documents required to be executed and delivered by it in connection with the issuance of the Series A 2025 Bonds, or wherein an unfavorable determination could materially and adversely affect the validity or enforceability of the Series A 2025 Bonds, this Financing Agreement, the State's Continuing Disclosure Agreement or any other financing documents required to be executed and delivered by it in connection with the issuance of the Series A 2025 Bonds.

Section 2.3. Survival of Representations. All representations of the Commission and the Office of Administration contained in this Financing Agreement or in any certificate or other instrument delivered by the Commission and the Office of Administration pursuant to this Financing Agreement, the Financing Documents, or in connection with the transactions contemplated thereby, shall survive the execution and delivery thereof and the issuance, sale and delivery of the Series A 2025 Bonds, as representations of facts existing as of the date of execution and delivery of the instruments containing such representations.

ARTICLE III

AGREEMENT TO ISSUE SERIES A 2025 BONDS; USE OF PROCEEDS

Section 3.1. Commission's Agreement to Issue Series A 2025 Bonds. The Commission hereby agrees to issue the Series A 2025 Bonds in the principal amount of \$481,780,000 as provided in the Master Bond Indenture, and particularly Supplemental Bond Indenture No. 2.

Section 3.2. Use of Proceeds of the Series A 2025 Bonds.

(a) *Sale Proceeds.*

(1) *Project Costs.* Proceeds of the sale of the Series A 2025 Bonds in the amount of \$ _____ shall be deposited into the State Treasury for deposit and credit to the State Road Fund I-70 Project Bond Proceeds Fund in the State Road Fund to be held as part of the Trust Estate created pursuant to the Master Bond Indenture and shall be administered and expended for the payment of and applied as provided in the Master Bond Indenture and in this Financing Agreement to finance a portion of the costs of the I-70 Project.

(2) *Cost of Issuance.* All remaining proceeds of the sale of the Series A 2025 Bonds shall be deposited into the Cost of Issuance Fund held by the Bond Trustee, and used to pay costs of issuing the Series A 2025 Bonds, as provided in the Master Bond Indenture and Supplemental Bond Indenture No. 2.

(b) *Investment Earnings; Unspent Proceeds.* All investment earnings derived from the initial deposit of the sale proceeds of the Series A 2025 Bonds (the “**Investment Earnings**”) and any sale proceeds remaining after completion of the I-70 Project and/or paying costs of issuing the Series A 2025 Bonds (the “**Unspent Proceeds**”) shall be credited to the State Road Fund, as required by the Master Bond Indenture. Such Investment Earnings shall be applied in the following order of priority:

(1) *First*, to the payment of any costs of arbitrage rebate computations required by the Tax Compliance Agreement; then

(2) *Second*, to the payment of any arbitrage rebate liability related to the Series A 2025 Bonds; then

(3) *Third*, to the payment of any fees of the Bond Trustee related to the Series A 2025 Bonds; and

(4) *Finally*, to payment of debt service on the Series A 2025 Bonds on the next succeeding payment date.

ARTICLE IV

REVENUE TRANSFERS; BOND PAYMENTS

Section 4.1. Term of Agreement. This Financing Agreement shall be effective concurrently with the initial delivery of the Series A 2025 Bonds and shall continue in force and effect until (a) the principal of and interest on the Series A 2025 Bonds have been fully paid (or provisions for their payment have been made in accordance with the Master Bond Indenture) and (b) all sums to which the Commission is entitled from the Office of Administration under **Section 4.3** hereof have been paid.

Section 4.2. Bond Payments. The Commission shall duly and punctually pay or cause to be paid, but solely from the Pledged Revenues and other sources specified in the Master Bond Indenture, the principal of, redemption premium, if any, and interest on the Series A 2025 Bonds in accordance with the terms of the Series A 2025 Bonds, the Master Bond Indenture and the Supplemental Bond Indenture No. 2 on parity with all other Bonds issued under the Master Bond Indenture, on the dates and otherwise as set

out in the Master Bond Indenture. The payments required to be made by this Section with respect to the Series A 2025 Bonds are shown on **Exhibit A** and referred to herein as “**Bond Payments**”.

Section 4.3. Covenant to Request Appropriations. During the Term of this Agreement, the Office of Administration covenants and agrees:

(a) to request that it be included in the Governor’s budget submitted to the General Assembly for each Fiscal Year a request or requests for an appropriation to the State Road Fund in an amount equal to the debt service payments payable during the next succeeding Fiscal Year pursuant to **Section 4.2** hereof, as set forth on **Exhibit A** attached hereto, but in no event in excess of \$136,000,000, and

(b) to take such further action (or cause the same to be taken) as may be necessary or desirable, and within the authority of the Office of Administration, to assure the availability of moneys appropriated to pay such moneys directly to the State Road Fund in each Fiscal Year in an amount equal to the lesser of (1) the debt service payments payable during the next succeeding Fiscal Year pursuant to **Section 4.2** hereof, as set forth on **Exhibit A** attached hereto, or (2) the debt service payments payable during the next succeeding Fiscal Year pursuant to **Section 4.2** hereof as set forth on **Exhibit A** attached hereto, *less* any Unspent Proceeds credited in the prior Fiscal Year to the State Road Fund to pay principal of and interest on the Series A 2025 Bonds pursuant to **Section 3.2(b)** hereof (the “**Revenue Transfer**”).

Requests for appropriations shall be made in each Fiscal Year thereafter so that the Revenue Transfer to be paid during the succeeding Fiscal Year may be available for such purposes. Nothing in this Section shall prevent the Office of Administration from earlier requesting appropriations for payment of the Revenue Transfer.

To provide for the transfers required to be made pursuant to this Section, the Office of Administration hereby agrees that, pursuant to and upon appropriation made by the General Assembly and approved by the Governor for the I-70 Project, the Office of Administration will submit a warrant to the State Treasurer to pay over such funds to the State Road Fund. If appropriated, the transfers shall be paid to the State Road Fund on or before the dates set forth on **Exhibit A** attached hereto. As and when such funds are deposited into the State Road Fund, such funds shall constitute State Road Fund Revenues.

Section 4.4. Limited Obligations. The obligations of the Office of Administration with respect to the transfers under this Financing Agreement are subject to annual appropriations by the General Assembly of the State of Missouri as provided in **Section 4.3** hereof. The obligations of the Office of Administration with respect to the transfers and the Series A 2025 Bonds shall not constitute a debt or liability of the State of Missouri or of any agency or political subdivision of the State of Missouri within the meaning of any State of Missouri constitutional or statutory debt limitation and shall not, directly, indirectly or contingently, obligate the General Assembly, the Office of Administration, or the State of Missouri to levy any form of taxation therefor or to make any payments beyond those which are specifically set forth in this Financing Agreement. Notwithstanding the foregoing, this limitation shall not be interpreted to in any way limit the covenants and agreements of the Commission and Office of Administration under the Master Bond Indenture with respect to the Trust Estate, or the collection and application of any Pledged Revenues as set forth in the Master Bond Indenture.

ARTICLE V

COVENANTS OF THE COMMISSION

Section 5.1. The I-70 Project. The Commission agrees to diligently pursue the I-70 Project until completion using proceeds of the Series A 2025 Bonds, other Bonds, and other legally available funds for the costs of the I-70 Project.

Section 5.2. Maintenance of Tax Exemption. The Commission covenants and agrees that, it will comply with all the terms and covenants of the Tax Compliance Agreement, and it will, to the extent reasonably practical, take whatever action is necessary to comply with the requirements of the Internal Revenue Code to maintain the tax-exempt status of the interest on the Series A 2025 Bonds.

Section 5.3. Maintenance of Records and Inspection of Books. The Commission covenants and agrees that, so long as any of the Series A 2025 Bonds remain outstanding, the Commission will keep proper books of record and account in which full, true and complete entries will be made of all transactions relating to the acquisition and construction of the I-70 Project. The Commission covenants and agrees that all books and documents in its possession relating to the Series A 2025 Bonds, the I-70 Project and the transactions relating thereto shall at all reasonable times on reasonable notice be open to inspection by the Office of Administration.

ARTICLE VI

EVENTS OF DEFAULT; ACCELERATION; REMEDIES

Section 6.1. Events of Default. The occurrence and continuance of any of the following events shall constitute an “Event of Default” hereunder:

- (a) failure of the Office of Administration to request that an appropriation to the State Road Fund in an amount equal to the Commission’s Series A 2025 Bond debt service payments that are payable during the next succeeding Fiscal Year pursuant to **Section 4.2** hereof, be included in the Governor’s budget submitted to the General Assembly in any Fiscal Year in which any portion of the Series A 2025 Bonds remain outstanding;
- (b) failure of the Office of Administration to make any transfer provided herein, to the extent of annual appropriations by the General Assembly of the State of Missouri as provided in **Section 4.3** hereof, when the same shall become due and payable; or
- (c) failure of the Commission or the Office of Administration to observe or perform any of the other covenants, conditions or provisions hereof or to make any other payment required to be made hereunder and to remedy such default within **60** days after written notice thereof from the Commission or the Office of Administration, provided that if such default is correctable but is such that it cannot be corrected within such period, it shall not constitute an Event of Default if corrective action is instituted by the Commission or the Office of Administration within such period and diligently pursued until the default is corrected.

Section 6.2. Remedies. If an Event of Default occurs and is continuing, then any party may institute such proceedings as may be necessary in its opinion to cure the default including, but not limited to, proceedings to compel specific performance.

The rights and remedies of the parties to this Financing Agreement, whether provided by law or by this Financing Agreement, shall be cumulative and the exercise by any party of any one or more of such remedies shall not preclude the exercise by it, at the same or different times, of any other remedies for the same default or breach. No waiver made by a party shall apply to obligations beyond those expressly waived.

ARTICLE VII

MISCELLANEOUS PROVISIONS

Section 7.1. Entire Agreement; Amendments. This Financing Agreement constitutes the entire agreement and understanding between the parties with respect to the subject matter hereof, and supersedes and replaces any and all prior oral agreements or written agreements, arrangements, and understandings related thereto. This Financing Agreement may not be effectively amended, changed, modified, altered or terminated without the prior concurring written consent of all the parties hereto.

Section 7.2. Continuing Disclosure. The Office of Administration covenants and agrees that it will comply with and carry out all of the provisions of the State's Continuing Disclosure Undertaking. Notwithstanding any other provision of this Financing Agreement, failure of the Office of Administration to comply with the State's Continuing Disclosure Undertaking shall not be considered an Event of Default under this Financing Agreement.

The Commission covenants and agrees that it will comply with and carry out all of the provisions of the Commission's Continuing Disclosure Undertaking. Notwithstanding any other provision of this Financing Agreement, failure of the Commission to comply with the Commission's Continuing Disclosure Undertaking shall not be considered an Event of Default under this Financing Agreement.

Section 7.3. Payments Due on Saturdays, Sundays and Holidays. In any case where the day for any payment due under this Financing Agreement shall be a Saturday, a Sunday or a legal holiday or a day on which banking institutions in the city of payment are authorized by law to close, then payment need not be made on such date but may be made on the next succeeding business day not a Saturday, a Sunday or a legal holiday or a day upon which banking institutions are authorized by law to close with the same force and effect as if made on the date fixed for payment, and no interest shall accrue for the period after such date.

Section 7.4. Notices. It shall be sufficient service of any notice, request, complaint, demand or other paper required by this Financing Agreement to be given to or filed with the Commission if the same is given or filed in the manner and at the addresses specified in the Master Bond Indenture.

Section 7.5. Immunity of Officers, Employees and Members of the Commission, the Office of Administration and MoDOT. No recourse shall be had for the payment of the principal of or interest on any of the Series A 2025 Bonds or for any claim based thereon or upon any representation, obligation, covenant or agreement in this Financing Agreement contained against any past, present or future officer, member, employee, commissioner, director or agent of the Commission, MoDOT or the Office of Administration, as such, either directly or through the Commission, MoDOT or the Office of Administration, under any rule of law or equity, statute or constitution or by the enforcement of any assessment or penalty or otherwise, and all such liability of any such officers, members, employees, commissioners, directors or agents as such is hereby expressly waived and released as a condition of and consideration for the execution of this Financing Agreement and the issuance of the Series A 2025 Bonds.

Section 7.6. Severability. In the event that any provision of this Financing Agreement shall be held invalid or unenforceable by any court or competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof.

Section 7.7. Counterparts. This Financing Agreement is being executed in any number of counterparts, each of which is an original and all of which are identical. Each counterpart of this Financing Agreement is to be deemed an original hereof and all counterparts collectively are to be deemed but one instrument.

Section 7.8. Electronic Transactions. The transactions described herein may be conducted and related documents may be stored, delivered and received by electronic means. Copies, telecopies, facsimiles, electronic files and other reproductions of original executed documents shall be deemed to be authentic and valid counterparts of such original documents for all purposes, including the filing of any claim, action or suit in the appropriate court of law.

Section 7.9. Governing Law/Venue. This Financing Agreement and the rights and obligations of the parties hereunder shall be governed by and construed and enforced in accordance with the laws of the State of Missouri. The Office of Administration and the Commission agree that any action at law, suit in equity, or other judicial proceeding to enforce or construe this Financing Agreement, or regarding its alleged breach, shall be instituted only in the Circuit Court of Cole County, Missouri.

IN WITNESS WHEREOF, the Commission and the Office of Administration have caused this Financing Agreement to be executed as of the day and year first above written.

**MISSOURI HIGHWAYS AND
TRANSPORTATION COMMISSION**

By: _____
Name: Brenda Morris, CPA
Title: Chief Financial Officer

ATTEST:

By: _____
Name: Jennifer Jorgensen
Title: Secretary to the Commission

APPROVED AS TO FORM:

Chief Counsel's Office

**OFFICE OF ADMINISTRATION OF THE
STATE OF MISSOURI**

By: _____

Name: Kenneth J. Zellers

Title: Commissioner of Administration

**EXHIBIT A
TO FINANCING AGREEMENT**

Bond Payments

Payment Date	Principal	Interest	Total Bond Payment
November 1, 2026			
May 1, 2027			
November 1, 2027			
May 1, 2028			
November 1, 2028			
May 1, 2029			
November 1, 2029			
May 1, 2030			
November 1, 2030			
May 1, 2031			
TOTAL			

Schedule of Projected Revenue Transfers for Series A 2025 Bonds

Fiscal Year Ending June 30	Revenue Transfer Payment Dates	Total FY Revenue Transfer Payments⁽¹⁾	Total Appropriation Requests
TOTAL			

⁽¹⁾ Actual Revenue Transfers will equal this amount less any Unspent Proceeds credited in the prior Fiscal Year to the State Road Fund to pay debt service on the Series A 2025 Bonds, pursuant to **Section 4.3(b)** hereof.

Schedule of Projected Revenue Transfers
for Series A 2025 Bonds and Other Bonds

Fiscal Year Ending June 30	Total FY Revenue Transfer Payments Series A 2025 Bonds	Total FY Revenue Transfer Payments Other Bonds	Total Appropriation Requests
TOTAL			



Missouri Highways and Transportation Commission

\$481,780,000* State Appropriations Mega Projects State Road Bonds, Series A 2025

October 23, 2025

PFM Financial
Advisors LLC

801 Grand Avenue
Suite 3300
Des Moines, IA

www.pfm.com

* Preliminary; subject to change.



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Table of Contents

- I. Department Overview and Governance
- II. Debt Overview
- III. Legislation & Program Overview
- IV. Plan of Finance
- V. Credit Summary & Bond Sale Schedule





I. Department Overview and Governance





MHTC & MoDOT Overview

MHTC Mission:

- 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.

MoDOT Mission:

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

MoDOT Responsibilities:

- 33,814 state highway miles – 7th largest in the nation
- 10,427 bridges
- 120 public airports
- 5,300 miles of rail track
- 19 port authorities along the Missouri and Mississippi Rivers
- 37.4 million transit trips per year
- Leading highway safety advocate





Commission Governance

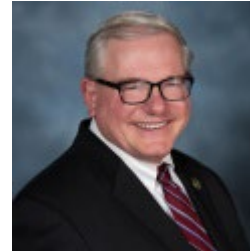
- Established in 1921 by state constitutional amendment as the governing body of MoDOT
- A bipartisan, six-member commission:
 - Appointed by the Governor, confirmed by the Senate
 - Staggered six-year terms
 - No more than three Commissioners from the same political party
- Appoints the MoDOT Director
- Sets policy direction
- Has complete authority over transportation programs and projects
- Is the issuer of all MoDOT debt
- The MoDOT Director is responsible for execution of MHTC policy



Warren K. Erdman



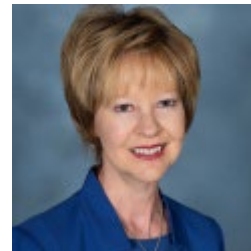
W. Dustin Boatwright



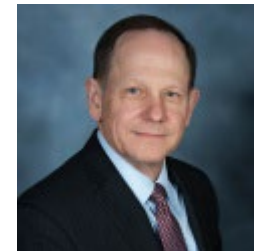
Daniel Hegeman



Gregg C. Smith



Ann Marie Baker



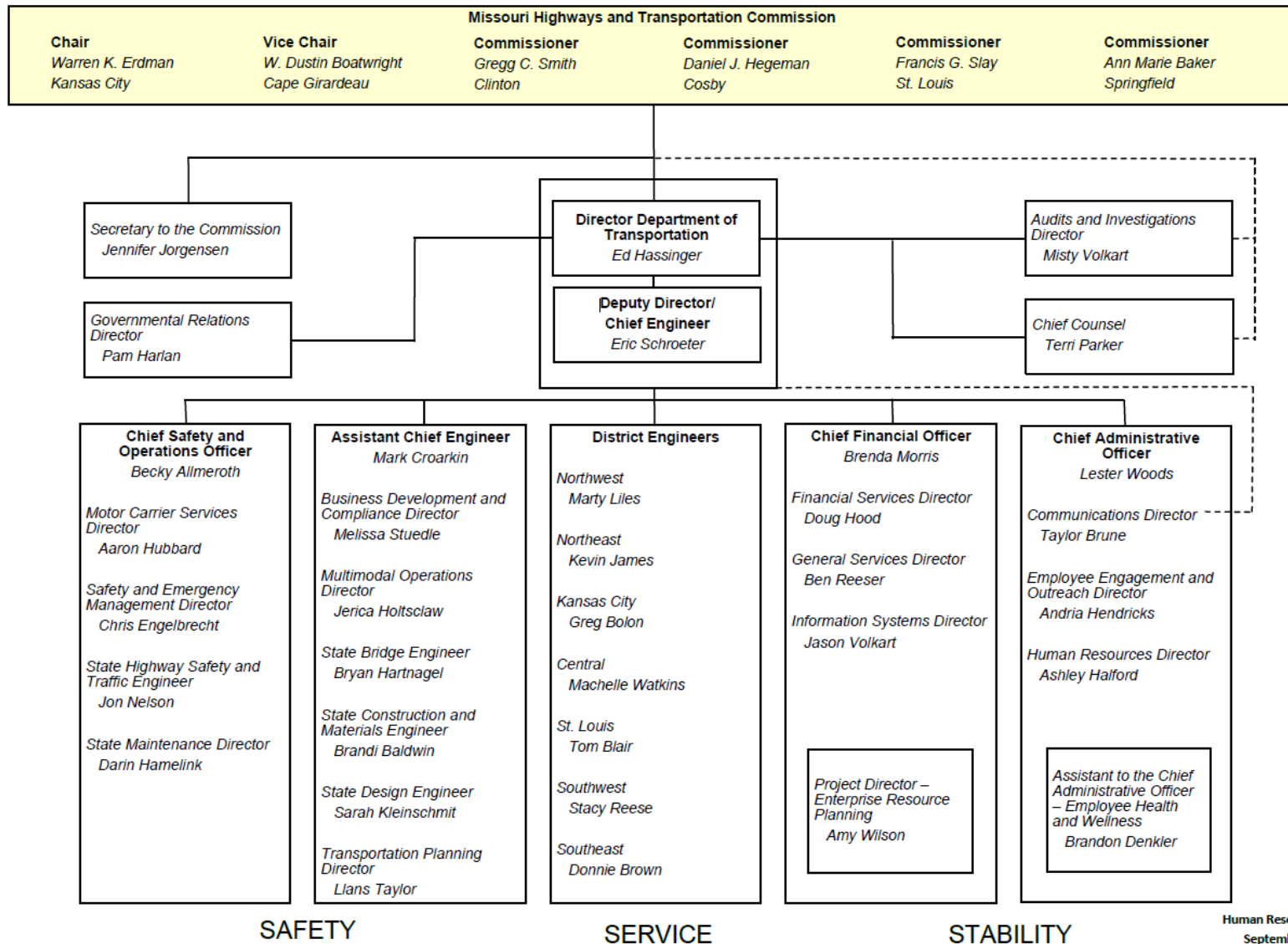
Francis Slay





Missouri Department of Transportation

Attachment 3



Human Resources Division
September 2, 2025





II. Debt Overview

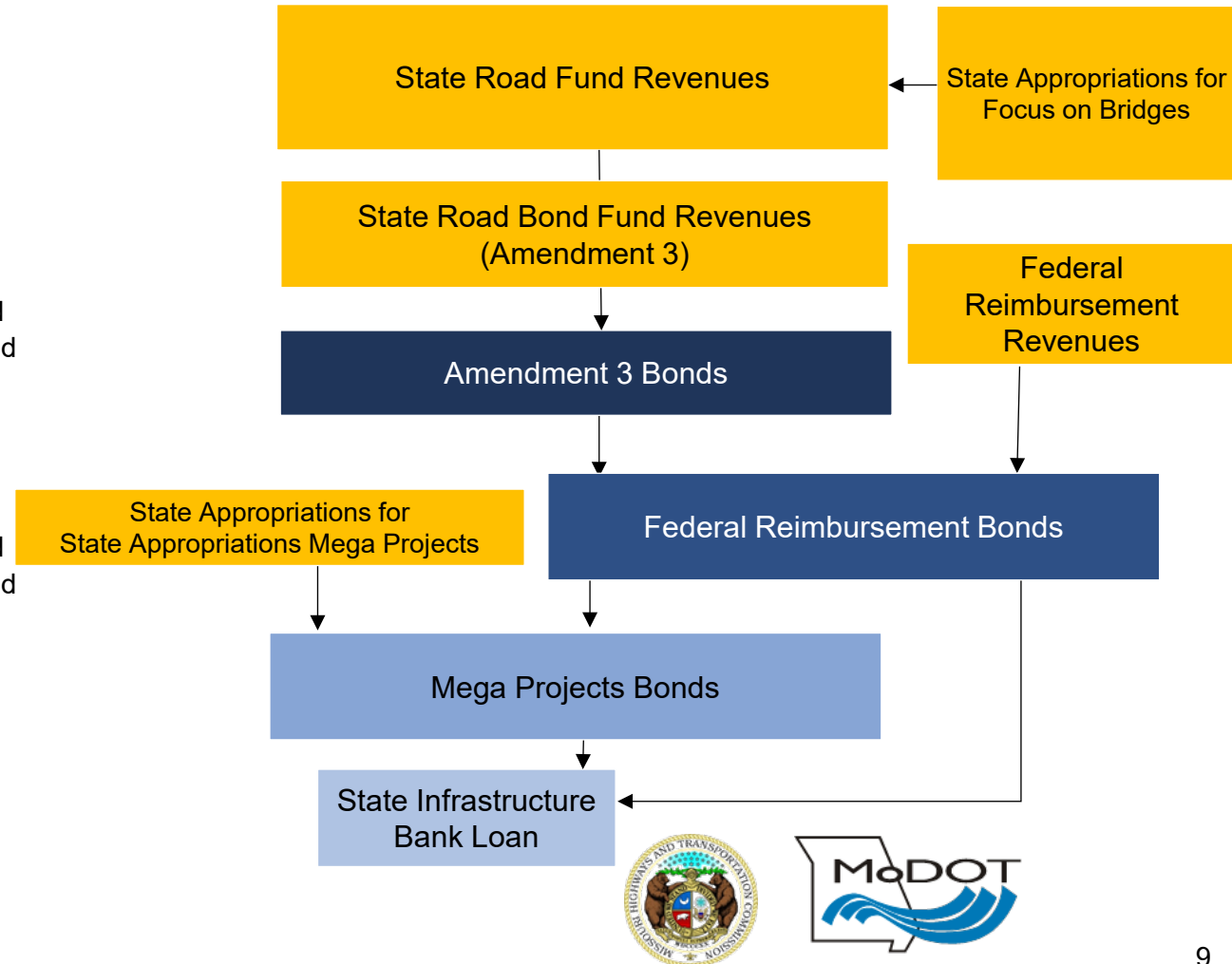




MHTC Lien Structure

MoDOT has three bonding programs that conservatively leverage state and federal revenues to expedite the completion of important transportation projects.

- ◆ Amendment 3 Bonds
 - First Lien
 - Third Lien
- ◆ Federal Reimbursement Bonds
 - Indirect GARVEEs
 - First Lien on the Federal Highway Reimbursement Revenues
 - Subordinate lien on State Road Fund Revenues and State Road Bond Fund Revenues
- ◆ Mega Projects Bonds
 - Funded from State Appropriations Revenues
 - Subordinate lien on State Road Fund Revenues and State Road Bond Fund Revenues.
- ◆ State Infrastructure Bank Loan
 - Subordinate to State Road Bonds





MHTC State Road Bonds

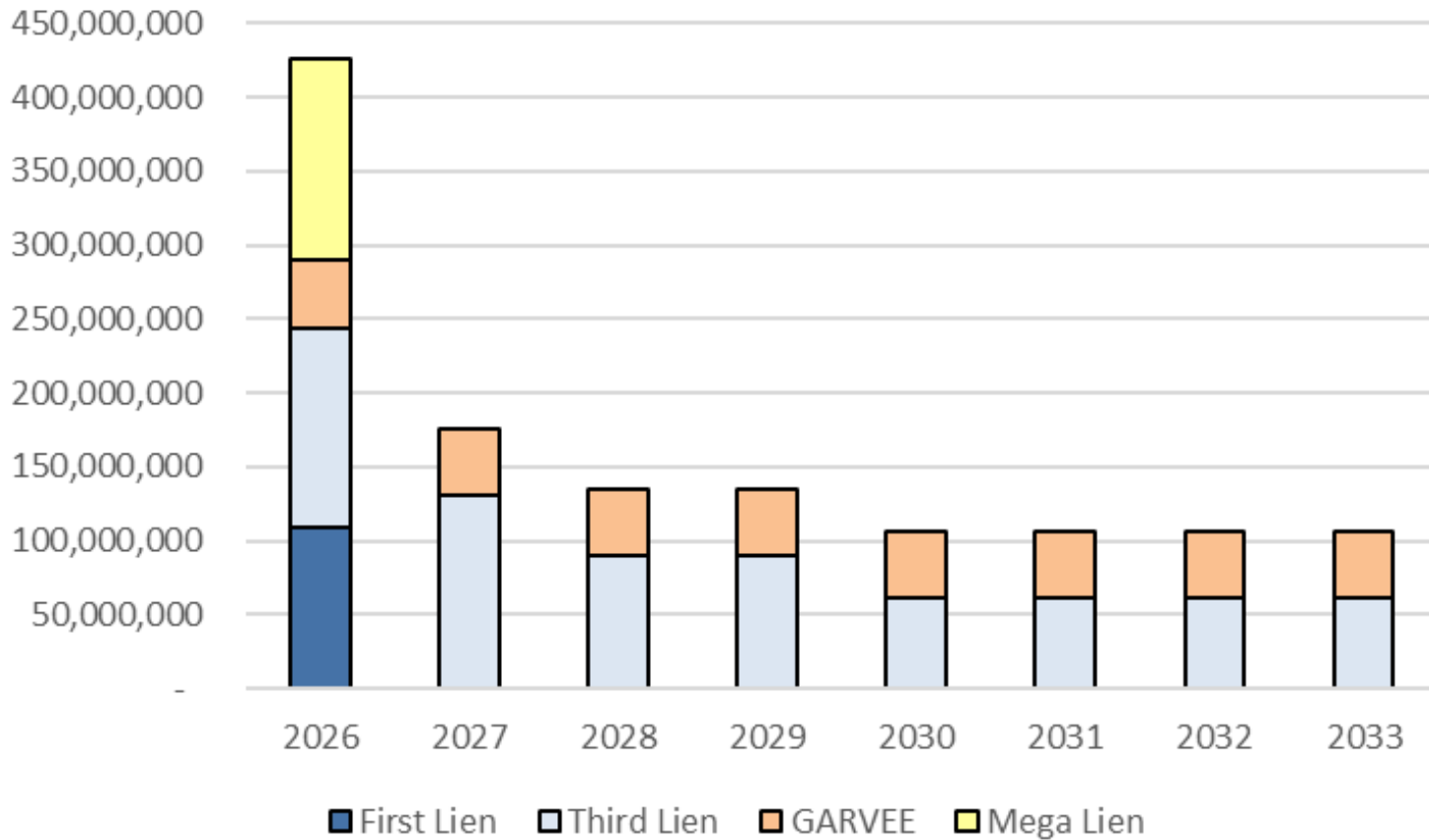
Series	Par Issued	Par Outstanding *	Tax Status	Use of Proceeds	Final Maturity	Call Date
Amendment 3 Bonds						
First Lien State Road Bonds						
Series A 2014	\$589,015,000	\$104,510,000	Tax-Exempt	Refunding	5/1/2026	Anytime
Third Lien State Road Bonds						
Series C 2009 (BAB)	\$300,000,000	\$106,235,000	Taxable BAB	New Money	5/1/2029	MWC
Series B 2019	\$178,370,000	23,600,000	Tax-Exempt	New Money	11/1/2026	none
Series A 2021	\$89,955,000	15,465,000	Tax-Exempt	New Money	11/1/2026	none
Series A 2022	\$453,005,000	<u>399,175,000</u>	Tax-Exempt	New Money	5/1/2033	none
Total Amendment 3 Bonds		<u>\$648,985,000</u>				
Federal Reimbursement State Road Bonds						
Series B 2009 (BAB)	\$404,375,000	\$307,225,000	Taxable BAB	New Money	5/1/2033	MWC
Total Federal Reimbursement Bonds		<u>\$307,225,000</u>				
State Appropriations Mega Projects State Road Bonds						
Series A 2023	\$381,610,000	<u>\$129,520,000</u>	Tax-Exempt	New Money	5/1/2026	none
Total State Appropriation Mega Bonds		<u>\$129,520,000</u>				
Total State Road Bonds		<u>\$1,085,730,000</u>				

* Outstanding bonds as of November 1, 2025





MTHC State Road Bonds Debt Payments





Debt Management Policy Objectives

MoDOT Debt Management Policy

- Maintain the best and most effective underlying credit ratings
- Limit debt duration
- Ensure borrowing will not impact asset management or funding for system maintenance





Debt Management Policy Objectives

- ◆ Sets targets for debt coverage that are more restrictive than bond indentures for Amendment 3 Bonds
 - First lien at 5.0x
 - Second lien at 4.0x
 - Third lien at 3.0x
- ◆ Federal Reimbursement lien at 5.0x Federal Reimbursement Revenues only
- ◆ State Appropriations Mega Projects Bonds at 2.0x State Appropriations for Mega Projects plus Excess Pledged State Revenues.
- ◆ Sets targets for refunding savings
- ◆ Sets debt service limits
 - Up to 5% of Total Road and Bridge Revenue, less dedicated funding sources such as Amendment 3 revenues, Focus on Bridge State Appropriations, and Mega Projects State Appropriations.
 - New or additional funding, may be dedicated exclusively to cover debt service





Sources of Pledged Revenue

MoDOT's existing credit strength is from a diversified pledge of statewide taxes that are constitutionally dedicated to transportation.

◆ State Road Fund Revenues

- Available to pay Amendment 3 Bonds then GARVEE bonds then State Appropriations Mega Projects Bonds if needed
- Motor fuel tax
- Motor vehicle and driver licensing fees
- Motor vehicle sales tax

◆ State Road Bond Fund Revenues – redirected motor vehicle sales tax pursuant to Amendment 3

◆ State Appropriations:

- Focus on Bridge State Appropriations
- State Appropriations Mega Projects

◆ Authorized deductions prior to debt service

- Enforcement of Motor Vehicle Laws
- MoDOT Retirement Programs
- Refunds
- Cost of Collection (Missouri Department of Revenue)
- Allocations to local governments





Transportation Funding Bill

- ◆ Governor Parson signed SB 262 on July 13, 2021
 - First motor fuel tax increase in Missouri since 1996
- ◆ SB 262 increases the state motor fuel tax by 12.5 cents per gallon
 - 2.5 cent increase beginning October 2021 and each July 1st until 2025
 - Allows individuals an option to apply for a refund through the Department of Revenue
 - SB 262 also establishes the Electric Vehicle Task Force and increases fees for alternative fuel decals by 20% each fiscal year for five years

Fiscal Year	Motor Fuel Tax from SB 262 (in millions)
2022	\$36.7
2023	\$142.4
2024	\$212.1
2025	\$282.1
2026*	\$51.2

* as of August month-end



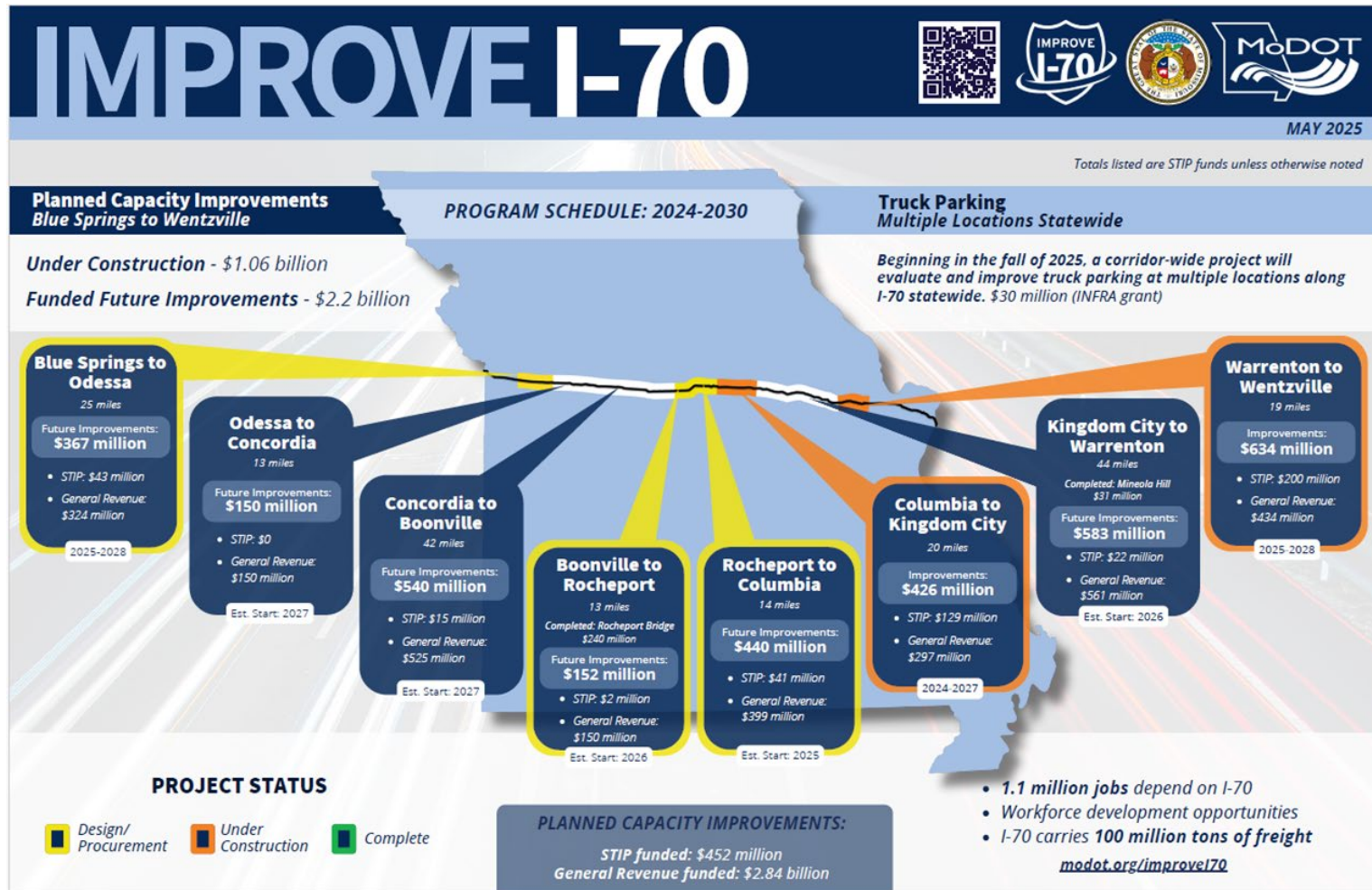


III. Legislation & Program Overview





Overview of the Program





Overview of the Legislation

- ◆ \$1.4B of Bonding Authority available for I-70 Projects
 - Each series not to exceed 15 years
 - MoDOT to receive state appropriations to pay annual debt service
- ◆ Fiscal year debt service not to exceed \$136M
- ◆ \$1.4B of cash available for I-70 Projects





IV. Plan of Finance





Proposed State Appropriations Mega Projects State Road Bonds, Series A 2025

Par Amount	\$481,780,000*
Term	May 1, 2027 – 2031
Pricing Date	November 18, 2025
Closing Date	December 16, 2025
Issuer/Obligor	Missouri Highways and Transportation Commission (the “Commission” or “MoDOT”)
Security	The Master Bond Indenture provides for the issuance of State Appropriations Mega Projects State Road Bonds of the Commission payable from a first lien on State Appropriation Revenues and a subordinate lien (subordinate to Amendment 3 Bonds and GARVEE Bonds) on State Road Fund Revenues and State Road Bond Fund Revenues as provided in the Missouri Constitution, and Additional Transportation Revenues, if any, from time to time designated by the Commission.

* Preliminary; subject to change.





Proposed State Appropriations Mega Projects State Road Bonds, Series A 2025*

Sources	
Par Amount	\$481,780,000 *
Premium	<u>\$19,298,315</u>
Total:	\$501,078,315

Uses	
Project Fund	\$500,000,000
COI/UD	<u>\$1,078,315</u>
Total:	\$501,078,315

Payment Date	Principal Amount	Interest Amount	Total Debt Service	Annual Debt Service
11/01/26		\$21,077,875	\$21,077,875	
05/01/27	102,875,000	12,044,500	114,919,500	\$135,997,375
11/01/27		9,472,625	9,472,625	
05/01/28	117,050,000	9,472,625	126,522,625	135,995,250
11/01/28		6,546,375	6,546,375	
05/01/29	83,065,000	6,546,375	89,611,375	96,157,750
11/01/29		4,469,750	4,469,750	
05/01/30	87,220,000	4,469,750	91,689,750	96,159,500
11/01/30		2,289,250	2,289,250	
05/01/31	91,570,000	2,289,250	93,859,250	96,148,500
Totals	\$481,780,000	\$78,678,375	\$560,458,375	\$560,458,375

- Expected Closing December 16, 2025
- 5 Year Term
- May Principal Payments
 - 2027 through 2031
- First Interest November 1, 2026
- Non-callable

* Preliminary; subject to change.





Historical Pledged Revenue (Dollars in Thousands)

	2021	2022	2023	2024	2025 ¹
Motor Fuel Tax					
Motor Fuel Tax Revenues (Net of Refunds)	\$ 673,206	\$ 733,673	\$ 941,752	\$ 1,001,691	\$ 1,094,149
Distribution to Cities and Counties	\$ (181,034)	\$ (205,217)	\$ (252,557)	\$ (277,640)	\$ (307,636)
Pledged Fuel Tax Revenues	\$ 492,173	\$ 528,456	\$ 689,195	\$ 724,051	\$ 786,513
Motor Vehicle Fees					
Motor Vehicle Fees (Net of Refunds)	\$ 365,211	\$ 345,455	\$ 361,808	\$ 342,712	\$ 352,621
Distribution to Cities and Counties	\$ (33,280)	\$ (31,096)	\$ (32,135)	\$ (30,156)	\$ (30,820)
Pledged Motor Vehicle Fee Revenues	\$ 331,931	\$ 314,359	\$ 329,673	\$ 312,556	\$ 321,801
Sales Tax on Motor Vehicles					
Sales Tax on Motor Vehicles (Net of Refunds)	\$ 515,911	\$ 468,541	\$ 511,587	\$ 527,113	\$ 555,574
Distribution to Cities and Counties	\$ (72,416)	\$ (66,297)	\$ (71,546)	\$ (73,532)	\$ (78,332)
Pledged Sales Tax on Motor Vehicles	\$ 443,495	\$ 402,244	\$ 440,041	\$ 453,581	\$ 477,242
General Revenue Transfer into State Road Fund	\$ 45,547	\$ 45,251	\$ 45,249	\$ 45,245	\$ 41,732
Gross Pledged Revenues	<u>\$ 1,313,145</u>	<u>\$ 1,290,310</u>	<u>\$ 1,504,158</u>	<u>\$ 1,535,433</u>	<u>\$ 1,627,288</u>
Less Authorized Costs Paid from the Highway Fund:					
Missouri Department of Transportation's Retirement Benefit Costs	\$ (123,712)	\$ (127,739)	\$ (141,636)	\$ (155,034)	\$ (149,775)
Cost of Enforcement of Motor Vehicle Laws	\$ (200,033)	\$ (247,430)	\$ (267,430)	\$ (308,306)	\$ (319,910)
Cost of Collection (Missouri Department of Revenue)	\$ (22,180)	\$ (22,957)	\$ (26,855)	\$ (28,405)	\$ (30,496)
Net Pledged Revenues	\$ 967,220	\$ 892,184	\$ 1,068,237	\$ 1,043,688	\$ 1,127,107

1. 2025 financial are unaudited results. The FY 2024-2025 ACFR is expected to be final in November 2025.





Projected Debt Service Coverage Mega Projects Bonds

Fiscal Year	Mega Projects		Series A 2025	Total Mega Projects	Coverage	Coverage
	Master Indenture	Series A 2023			(without	(with
	Bond Revenues ⁽¹⁾	Debt Service	Debt Service	Debt Service	State Approp.) ⁽²⁾	State Approp.) ⁽³⁾
2025	\$839,485,725	\$135,998,750		\$135,998,750	6.17 x	7.48 x
2026	841,288,069	135,996,000		135,996,000	6.19 x	7.52 x
2027	954,834,560	0	\$135,997,375	135,997,375	7.02 x	8.32 x
2028	994,901,645	0	135,995,250	135,995,250	7.32 x	8.32 x
2029	994,923,333	0	96,157,750	96,157,750	10.35 x	11.35 x
2030	1,023,998,321	0	96,159,500	96,159,500	10.65 x	11.65 x
2031	1,023,997,321	0	96,148,500	96,148,500	10.65 x	11.65 x

- 1) Mega Projects Master Indenture Bond Revenues assume fiscal year 2025 Amendment 3 Revenues of \$1,085,375,121, less Amendment 3 Bonds debt service. Mega Projects Bonds Master Indenture Bond Revenues are not reduced by any amount attributable to Federal Reimbursement Bonds debt service, which is expected to be paid from Federal Reimbursement Revenues.
- 2) Coverage does not include deposits to the State Road Fund for Amendment 3 Bonds pursuant to the Focus on Bridges Financing Agreements and does not include deposits to the State Road Fund for the Mega Projects Bonds pursuant to the Financing Agreements.
- 3) Coverage includes deposits to the State Road Fund from the Focus on Bridges Financing Agreements and deposits to the State Road Fund for the Mega Projects Bonds pursuant to the Financing Agreements.

* Preliminary; subject to change.





MHTC State Road Bonds Including Series A 2025

Series	Par Issued	Par Outstanding *	Tax Status	Use of Proceeds	Final Maturity	Call Date
Amendment 3 Bonds						
First Lien State Road Bonds						
Series A 2014	\$589,015,000	\$104,510,000	Tax-Exempt	Refunding	5/1/2026	Anytime
Third Lien State Road Bonds						
Series C 2009 (BAB)	\$300,000,000	\$106,235,000	Taxable BAB	New Money	5/1/2029	MWC
Series B 2019	\$178,370,000	23,600,000	Tax-Exempt	New Money	11/1/2026	none
Series A 2021	\$89,955,000	15,465,000	Tax-Exempt	New Money	11/1/2026	none
Series A 2022	\$453,005,000	<u>399,175,000</u>	Tax-Exempt	New Money	5/1/2033	none
Total Amendment 3 Bonds		<u>\$648,985,000</u>				
Federal Reimbursement State Road Bonds						
Series B 2009 (BAB)	\$404,375,000	\$307,225,000	Taxable BAB	New Money	5/1/2033	MWC
Total Federal Reimbursement Bonds		<u>\$307,225,000</u>				
State Appropriations Mega Projects State Road Bonds						
Series A 2023	\$381,610,000	\$129,520,000	Tax-Exempt	New Money	5/1/2026	none
Proposed Series A 2025**	\$481,780,000	<u>481,780,000</u>	Tax-Exempt	New Money	5/1/2031	none
Total State Appropriation Mega Bonds		<u>\$611,300,000</u>				
Total State Road Bonds		<u>\$1,567,510,000</u>				

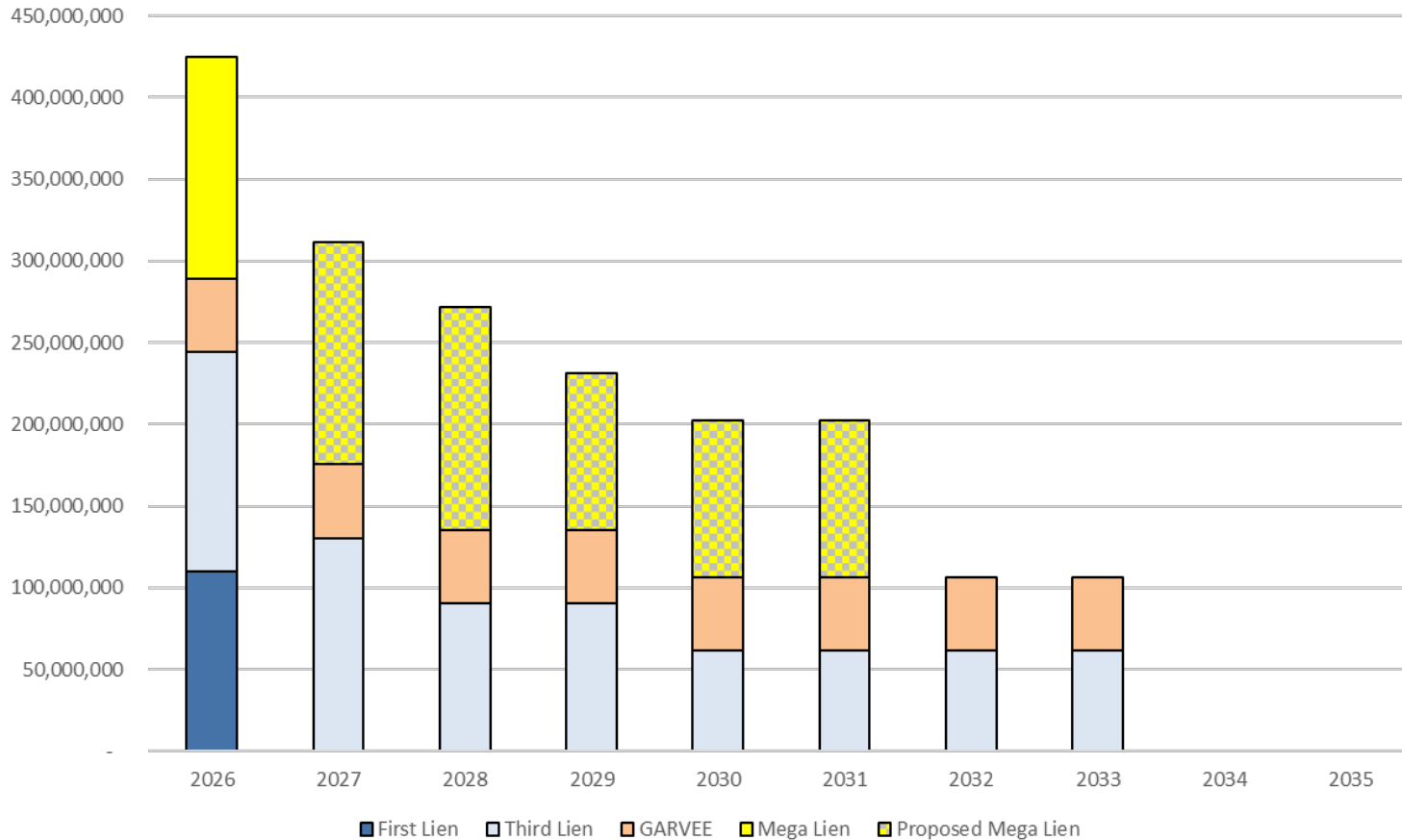
* Outstanding bonds projected as of December 16, 2025 and includes the proposed Series A 2025 Bonds

** Preliminary, Subject to change.





MTHC State Road Bonds Debt Payments (Including Series A 2025*)



* Preliminary; subject to change.





State of Missouri – Year to Date General Revenue

(as of Close of Business September 30, 2025)

	FISCAL YEAR 2026	FISCAL YEAR 2025	DIFFERENCE	PERCENT
SALES AND USE TAX	\$857,145,073.45	\$846,486,630.02	\$10,658,443.43	1.26%
INDIVIDUAL INCOME TAX	1,929,197,829.94	1,867,921,021.78	61,276,808.16	3.28%
PASS THROUGH ENTITY TAX	58,958,890.86	86,137,860.78	(27,178,969.92)	-31.55%
INCOME/PTE TOTALS	\$1,988,156,720.80	\$1,954,058,882.56	\$34,097,838.24	1.74%
CORPORATE INCOME & FRANCHISE TAX	159,522,909.82	230,829,679.01	(71,306,769.19)	-30.89%
COUNTY FOREIGN INSURANCE	83,442,877.22	82,711,065.27	731,811.95	0.88%
OTHER GENERAL REVENUE	138,829,757.71	160,668,107.84	(21,838,350.13)	-13.59%
 TOTAL GENERAL REVENUE RECEIPTS	 \$3,227,097,339.00	 \$3,274,754,364.70	 (\$47,657,025.70)	 -1.46%
LESS: REFUND EXPENDITURES	226,644,721.35	255,877,660.85	(29,232,939.50)	-11.42%
LESS: DEBT OFFSET ESCROW	1,764,465.67	1,381,936.37	382,529.30	27.68%
 NET GENERAL REVENUE COLLECTIONS	 \$2,998,688,151.98	 \$3,017,494,767.48	 (\$18,806,615.50)	 -0.62%





State of Missouri – Fiscal Year Financial Metrics

Year-End Cash Balances		
<u>Fiscal Year</u>	<u>General Revenue</u>	<u>Budget Reserve</u>
2021	\$2,354,130,727	\$603,879,701
2022	4,899,052,196	772,139,203
2023	5,765,663,412	893,301,026
2024	4,320,169,337	927,779,955
2025	4,802,183,414	954,560,121





V. Credit Summary and Bond Sale Schedule





MHTC Credit Summary

MHTC demonstrates credit strengths that align with premium ratings.

- ◆ Comprehensive approach to transportation planning with substantial public involvement.
- ◆ Diversified pledge of statewide taxes that are constitutionally dedicated to transportation provide strong security for all Bonding Programs.
- ◆ State of Missouri Appropriation debt has strong credit ratings (Aa1/AA+/AA+)
- ◆ Commission controls scope and timing of projects as well as bonding.
- ◆ Proven track record of innovation and commitment to accountability.
- ◆ Future debt issuances limited by conservative Debt Management Policy and revenue projections with strong coverage requirements on all liens.





Bond Sale Schedule

Date

October 23

Week of October 27

By October 31

November 18

December 16

Event

Presentation to rating agencies

Follow-up with rating agencies

Series A 2025 ratings released

Pricing of Series A 2025

Closing and delivery of funds





1

REPORT AND RECOMMENDATION REGARDING NOTICE OF PROPOSED AMENDED RULEMAKING – PROCUREMENT OF SUPPLIES

-- Presented by Brenda Morris, Chief Financial Officer, 573-522-5688; and Terri Parker, Chief Counsel, 573-751-7451.

ISSUE:

- The Commission's Procurement of Supplies administrative rules establish processes and thresholds for competitive bids. The authority for procurement is established in sections 226.020, 226.130, 227.030, and 227.210, RSMo.
- Proposed amended rulemaking for Title 7 Code of State Regulations (**CSR**) 10-11.020, Solicitation, Receipt of Bids, and Award and Administration of Contracts, is required to address the following issues:
 - **Increases Maximum Threshold for Informal Bids:** This proposed change would bring the department into line with the Office of Administration's statutory informal bid threshold that was amended by House Bill 1088 (2019) which increased the maximum thresholds for the informal bid requirements from \$25,000 to \$100,000; and
 - **Increases Dollar Threshold for Indefinite Delivery Contracts (IDC):** The current regulation limits IDCs to \$25,000. Inflationary cost increases have limited MoDOT's ability to use this efficient contracting method. Increasing the cap to \$100,000 would provide more flexibility by allowing the department to set the cap amount by policy rather than rule. IDCs will continue to be bid using formal bid thresholds and processes.

RECOMMEND that the Commission:

- Find there is substantial evidence the proposed amended rulemaking is necessary to carry out the purposes of **sections 226.020, 226.130, 227.030 and 227.210, RSMo**, that grant the rule authority.
- Authorize the Secretary to the Commission to file the notice of amended rulemaking (**Attachment 1**) with the Joint Committee on Administrative Rules (**JCAR**) and the Office of the Secretary of State (**SOS**) for publication in the *Missouri Register*.
- Authorize the Director, Deputy/Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, Chief Safety and Operations Officer, or Chief Administrative Officer to execute any documents appropriate to initiate this rulemaking process.

DEPARTMENT VIEW:

- Department staff believes the Commission's Procurement of Supplies rules should reflect current statutory requirements and processes, be as clear and concise as possible without redundancy, and continue to be necessary and up-to-date.

OTHER VIEWS:

- **General Assembly:** By enacting section 536.175, RSMo in 2012, state legislators want state agencies to regularly review their administrative rules and repeal those rules that are obsolete or unnecessary and amend those rules to reduce regulatory burdens on individuals, businesses, or political subdivisions or eliminate unnecessary paperwork.

- **Governor Approval:** On September 24, 2025, MoDOT staff sent a copy of the proposed amended rulemaking to the Governor's Office for its review and approval. MoDOT staff received the Governor's Office approval on October 7, 2025.
- **Public Comment Period:** The public will have an opportunity to comment on the proposed amended rulemaking. All comments will be considered and summarized in the order of rulemaking.

MHTC POLICY:

- Commission – Policies and Administrative Rules – Administrative Rules (Code of State Regulations).

OTHER PERTINENT INFORMATION:

- The proposed amendment will not have a negative impact on small businesses.
- There will not be additional costs or reduction in income to public or private entities as a result of this proposed rulemaking.
- Under section 226.130.1(2), RSMo, the Commission shall prescribe rules and regulations not inconsistent with law fixing the duties of all persons employed by the Commission. There is a very thorough and lengthy process involved in preparing and reviewing administrative rules:
 - Prior to preparing administrative rules for the Commission's consideration, department staff will draft a rule and review it with affected stakeholders and industry to receive their input and address any concerns.
 - The administrative rules are then submitted to the Commission for consideration and approval.
 - Once approved by the Commission, the department submits the proposed rulemaking to SOS and JCAR.
 - Thirty (30) to forty-five (45) days later, the rules are published in the *Missouri Register*.
 - Following publication, there is a public comment period for a minimum of thirty (30) days.
 - Once the public comment period is closed, the department addresses the comments, if any are made, and submits the final order of rulemaking to the Commission for consideration again. Sometimes changes will be made from the initial proposal to the final proposal; occasionally no changes are made.
 - Following Commission approval, the department submits the final order of rulemaking to JCAR.
 - JCAR has thirty (30) days to review the final order of rulemaking.
 - After JCAR review, the department submits the final orders of rulemaking to SOS.
 - The rules are incorporated and published in the *Code of State Regulations* and become effective thirty days after publication.
 - Once a rule becomes effective, it has the force and effect of law.

SOURCE OF FUNDING: No additional MoDOT funds will be required.

**Title 7—MISSOURI DEPARTMENT OF TRANSPORTATION
Division 10—Missouri Highways and Transportation Commission
Chapter 11—Procurement of Supplies**

PROPOSED AMENDMENT

7 CSR 10-11.020 Procedures for Solicitation, Receipt of Bids, and Award and Administration of Contracts. The Missouri Highways and Transportation Commission is amending sections (1), (2), and (4).

PURPOSE: This amendment increases the maximum threshold for informal bids and the dollar threshold for indefinite delivery contracts from twenty-five thousand dollars (\$25,000) to one hundred thousand dollars (\$100,000).

(1) Informal Procurement Methods. When the procurement is estimated to be less than *[twenty-five]***one hundred** thousand dollars (\$*[25]***100,000**), an informal method of solicitation may be utilized. Informal methods of procurement may include invitation for quotation (IFQ), telephone quotes, etc.

(A) The division will establish a target date and time for submission of quotations.

(B) The division may proceed with the evaluation and award any time after the expiration of the target date and time. Quotations received after the target date and time, but before the award of a contract, may be included in the evaluation at the discretion of the division.

(2) Request for Bid/Invitation for Bid. A formal method of solicitation will be used when the procurement is estimated to be *[twenty-five]***one hundred** thousand dollars (\$*[25]***100,000**) or more. The formal method of solicitation will be either an invitation for bid (IFB) or request for bid (RFB), etc.

(A) In a formal solicitation, sealed responses will be submitted to the division, or a secured electronic database, by the time set for the opening of bids.

(B) Formal bids received after the time set for the opening of bids will not be opened.

(C) After the bid opening, all bids received in response to an IFB are available for public review.

(D) When the division decides in its discretion that all bids are unacceptable and circumstances do not permit a rebid, negotiations may be conducted by the division with only those bidders who submitted bids in response to the IFB. Upon determination that negotiations will be conducted, the bids and related documents will be closed to public viewing in accordance with section 610.021, RSMo.

(3) Request for Proposals. Formal request for proposal (RFP) solicitation methods will be used when the procurement requires the utilization of competitive negotiation.

(A) In response to an RFP, sealed responses will be submitted to the division, or a secured electronic database, by the time set for the opening of the proposals.

(B) Formal proposals received after the time set for the opening of bids/proposals will not be opened.

(C) Proposals received in response to an RFP are available for public review after a contract is executed or all proposals are rejected.

(D) Offerors who obtain information concerning a competitor's proposal may be disqualified for consideration for a contract award.

(4) Indefinite Delivery Contracts (IDC). IDC may be utilized for facility maintenance, construction, repair, rehabilitation, renovation, or alteration services of a recurring nature when the delivery times and quantities are indefinite with a total cost of less than *[twenty-five]* **one hundred** thousand dollars (\$*[25]* **100,000**).

(5) Single Feasible Source. The division may waive the requirement of competitive bids or proposals for supplies when the division has determined in writing that there is only a single feasible source for the supplies. Immediately upon discovering that other feasible sources exist, the division shall rescind the waiver and proceed to procure the supplies through the competitive processes as described in this rule.

(A) A single feasible source exists when—

1. Supplies are proprietary and only available from the manufacturer or a single distributor; or

2. Based on past procurement experience, it is determined that only one (1) distributor services the region in which the supplies are needed; or

3. Supplies are available at a discount from a single distributor for a limited period of time.

(B) When the single feasible source procurement method is utilized, the following guidelines will be used:

1. The following guidelines may be utilized to determine if supplies can be purchased as a single feasible source due to being proprietary:

A. The parts are required to maintain validity of a warranty;

B. Additions to a system must be compatible with original equipment;

C. Only one (1) type of computer software exists for a specific application;

D. Factory authorized maintenance must be utilized to maintain validity of a warranty;

E. The materials are copyrighted and are only available from the publisher or a single distributor; or

F. The services of a particular provider are unique, e.g., entertainers, authors, etc.;

2. If past procurement activity indicates only one (1) bid has been submitted in a particular region, a single feasible source procurement may be authorized. In these situations, the division will monitor the market for developing competition; and

3. The following guidelines may be utilized to determine if supplies may be purchased as a single feasible source due to being available at a discount for a limited period of time:

A. The discounted price is compared to a price established through a reasonable market analysis; and

B. The discounted price should normally be at least ten percent (10%) less than the current contract or other comparable price. A discount of less than ten percent (10%) may be acceptable under appropriate market conditions. The discount should be compared to a price which, where feasible, is within the most recent twelve (12) months.

(C) The division shall post any proposed single feasible source purchase with an estimated expenditure of ten thousand dollars (\$10,000) or more. The proposed purchase will be advertised through an electronic medium available to prospective bidders or offerors and the general public at least five (5) business days before the contract is to be awarded. Advertising may be waived, if not feasible, due to the supplies being available at a discount for only a limited period of time.

(6) Emergency Procurement. When conditions meet the criteria of an emergency situation as defined in 7 CSR 10-11.010, emergency procurement procedures may be utilized. Formal competitive bids or proposals may be waived, but an emergency procurement should be made with as much informal bidding as practicable. Only those supplies which are necessary to alleviate the emergency may be purchased using emergency procedures.

(7) Cooperative Procurement. When circumstances dictate that it would be most advantageous, the division may purchase supplies from or in cooperation with another governmental entity.

(A) Supplies purchased from another governmental entity should be limited to those supplies which are provided directly by such entity.

(B) Supplies purchased in cooperation with another governmental entity may be purchased based on contracts established in accordance with that entity's laws and regulations.

(8) Applicable Procedures. Regardless of the solicitation method utilized, the following procedures apply:

(A) All solicitation documents will use standardized terms and conditions;

(B) The division may request bids/proposals for new equipment employing the trade-in of used equipment. The solicitation document may request pricing with a trade-in and without a trade-in;

(C) The division may require bid/proposal, payment, and/or performance bonds. The solicitation document shall identify the acceptable form and amount of any required bid/proposal, payment, and/or performance bond. In addition—

1. The bid/proposal bond of unsuccessful vendors may be returned after the finalization of the award to the successful vendor. If the successful vendor fails to execute the contract with the commission, the amount of the bid/proposal bond of the successful vendor may be forfeited to the commission; and

2. The bid/proposal bond of the successful vendor may be returned after the receipt of the successful vendor's payment and/or performance bond. If the contractor fails to submit the payment and/or performance bond as required, the bid/proposal bond may be forfeited to the commission and the contract voided;

(D) In the event the division receives a container which is not identifiable as responsive to a specific bid/proposal, an authorized person within the division may open the container to determine the contents. If the contents are determined to be responsive to a division bid/proposal, the container will be resealed and the solicitation number, opening date, and time will be noted on the outside and included with all bids at the official time for opening the responses;

(E) After the bid/proposal opening, a vendor may be permitted to withdraw a bid/proposal prior to award at the sole discretion of the division if there is a verifiable error in the bid/proposal and enforcement of the bid would impose an unconscionable hardship on the vendor. This withdrawal will be considered only after receipt of a written request and supporting documentation from the vendor. The vendor's sole remedy for an error other than an obvious clerical error is bid withdrawal. Withdrawal of a bid/proposal may result in forfeiture of the bid/proposal bond;

(F) For bids/proposals with a value of twenty-five thousand dollars (\$25,000) or more, a ten percent (10%) preference is given to bidders/offerors who can certify that goods or commodities to be provided in accordance with the contract are manufactured or produced in the United States or imported in accordance with a qualifying treaty, law, agreement, or regulation over bidders whose products do not qualify. Failure to provide a certification may result in forfeiture of any

preference. This preference does not apply to bids/proposals for goods or commodities purchased with federal funds;

(G) In addition to cost, subjective judgment may be utilized in the evaluation of bids/proposals provided the method is published in the solicitation document;

(H) The division may request samples to be provided free of charge for evaluation purposes. Samples not destroyed by testing will be returned at the vendor's expense if return of the samples is stipulated in the vendor's bid/proposal. Samples submitted by a vendor who receives the award may be kept for the duration of the contract for comparison with shipments received;

(I) During the course of a solicitation, vendors may be required to demonstrate proposed products or services under coordination of the division;

(J) Applicable preference statutes will be applied when bids are equal in all respects. If bids are equal in all respects after all applicable statutory preferences are applied, a formal drawing of lot will be used to award the contract. Whenever practical, the drawing will be held in the presence of the vendors who are considered equal. If this is not practical, the drawing will be witnessed by a disinterested person;

(K) The division may make multiple awards from a single solicitation document when such awards are in the best interest of the commission as determined in the sole discretion of the division;

(L) The solicitation file or facsimile thereof shall be made available to the public for inspection at any time after an award is made; and

(M) The approval of the division is required prior to shipment or performance when substitution of items, personnel, or services is proposed, unless otherwise specified in the contract.

(9) Minority and Women Business Enterprises. The division will encourage participation in the procurement process and fairness in consideration of bids/proposals submitted by Minority Business Enterprises (MBEs) and Women Business Enterprises (WBEs). Programs/procedures designed to accomplish these objectives may include: inclusion of MBE/WBE subcontractor requirements in solicitation documents, close review of bond requirements, targeted notice of procurement opportunities, utilization of minority and women personnel on evaluation committees, etc.

(10) Bid Protest. A bid or proposal award protest must be submitted in writing to the director or designee and received by the division within ten (10) business days after the date of award. If the tenth day falls on a Saturday, Sunday, or state holiday, the period will extend to the next state business day. A protest submitted after the ten- (10-) business-day period shall not be considered.

(A) The written protest should include the following information:

1. Name, address, and phone number of the protester;
2. Signature of the protester or the protester's representative;
3. Solicitation number;
4. Detailed statement describing the grounds for the protest; and
5. Supporting exhibits, evidence, or documents to substantiate claim.

(B) A protest which fails to contain the information listed above may be denied solely on that basis. All protests filed in a timely manner will be reviewed by the director or designee. The director or designee will only issue a determination on the issues asserted in the protest. A protest that is untimely or fails to establish standing to protest will be summarily denied. In other cases, the determination will contain findings of fact, an analysis of the protest, and a conclusion that the

protest will either be sustained or denied. If the protest is sustained, remedies include canceling the award. If the protest is denied, no further action will be taken by the division.

(11) Award. A contract or purchase order is awarded based on the terms and conditions in the solicitation document. The director's discretion may be utilized in the evaluation of bids/proposals provided the evaluation categories and the relative percentage of impact are published in the solicitation document.

(A) Any bid/proposal failing to agree to, and comply with, all terms, conditions, and specifications stated in the solicitation document is considered nonresponsive to the solicitation and shall not be considered for the award of a contract or purchase order.

(B) The commission may reject all bids/proposals and may waive any minor informality or irregularity in a bid/proposal. The commission also may make multiple awards from a single solicitation document when permitted by the solicitation document.

(12) Corrections to Bid/Proposal Documents. When preparing a bid/proposal, a bidder/offeror may correct an error by marking it out or erasing it. The change should be initialed by the person signing the bid/proposal. Alterations or amendments to bid/proposals cannot be made after the time and date specified for the opening of bids/proposals. In the case of errors in the extension of price, the unit price will govern.

(13) Cancellation of Solicitation. The division may cancel a solicitation document at any time without cause.

(14) New Supplies. All supplies and equipment offered and furnished must be new and of current production unless the solicitation document specifically permits the offer of used items.

(15) Rejection of Supplies. Products, equipment, or items delivered that do not meet the specifications of the contract may be rejected. When rejected, the vendor must make immediate replacement in accordance with the specifications of the contract.

(16) Inspection. All materials, equipment, and supplies may be inspected and tested by the department. Items that do not meet the specifications of a contract may be rejected. The contractor is not relieved of any liability under the contract if the division fails to reject upon receipt or after part or all of the items have been consumed.

(17) Services. Services which have not been performed in accordance with specifications or the scope of work of a contract may be rejected. The vendor is not relieved of any liability under the contract if the division fails to reject upon receipt or after part or all of those services have been performed.

(18) Assignment. A contractor must request permission from the commission, in writing, to assign a contract or order. The division, acting on behalf of the commission, will provide written permission, if the division agrees to the request.

(19) Arbitration. The commission, unless specifically agreed upon by the parties in writing, shall not be bound by a compulsory arbitration or other compulsory dispute resolution provision which

is present in any of vendor's forms or boilerplate.

AUTHORITY: sections 226.020, 226.130, 227.030, and 227.210, RSMo 2016. Original rule filed April 5, 1993, effective Oct. 10, 1993. Rescinded and readopted: Filed June 5, 2009, effective Jan. 30, 2010. Amended: Filed May 4, 2018, effective Dec. 30, 2018. Amended: Filed March 3, 2022, effective Oct. 30, 2022. Amended: Filed Nov. 7, 2025.*

**Original authority: 226.020, RSMo 1939; 226.130, RSMo 1939, amended 1993, 1995; 227.030, RSMo 1939; and 227.210, RSMo 1939.*

PUBLIC COST: This proposed amendment will not cost state agencies or political subdivisions more than five hundred dollars (\$500) in the aggregate.

PRIVATE COST: This proposed amendment will not cost private entities more than five hundred dollars (\$500) in the aggregate.

*NOTICE TO SUBMIT COMMENTS: Anyone may file a statement in support or in opposition to this proposed amendment with the Missouri Highways and Transportation Commission, Jennifer L. Jorgensen, Secretary to the Commission, PO Box 270, Jefferson City, MO 65102 or Jennifer.Jorgensen@modot.mo.gov. To be considered, comments must be received within thirty (30) days after publication of this notice in the **Missouri Register**. No public hearing is scheduled.*



2

2026-2030 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

-- Presented by Eric Schroeter, Deputy Director/Chief Engineer, 573-526-2903.

ISSUE: In accordance with Commission policy, revisions to the Statewide Transportation Improvement Program (STIP) must be approved by the Commission. MoDOT is requesting approval to revise the 2026-2030 STIP approved in July 2025 for the implementation of twelve Highway and Bridge projects.

RECOMMEND that the Commission:

- Approve the attached November 2025 project amendments to the 2026-2030 STIP.

DEPARTMENT VIEW:

- Highway and Bridge Projects:
 - MoDOT requests approval for twelve projects (Attachment 1)
 - Eleven new projects are being added to improve bridge, roadway, pavement, signals, scour repair, and a potential Design-Build interchange improvement project.
 - One new project is being added for emergency response operations for Improve I-70 project.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Statewide Transportation Improvement Program – Approval – Statewide Transportation Improvement Program Approval.

OTHER PERTINENT INFORMATION:

- A seven day public comment period will be provided from October 30, 2025 to November 5, 2025. MoDOT does not anticipate receiving public comments. If any are received, a summary will be provided.
- Projects in Metropolitan Planning Organization (MPO) areas also require separate MPO, Governor, and ONEDOT approval.

SOURCE OF FUNDING: All projects will be funded from existing construction funds unless other funding sources are specifically identified in the following attachment.

**2026 - 2030 STIP
Highway and Bridge Construction Schedule
November Amendment**

Attachment 1

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
NW	Harrison	RT W	NW0164	2026 CN	Pavement resurfacing including Rte. C in Daviess County, Rte. UU in Gentry County, Rtes. W, D, and P in Harrison County, and Rte. J in Nodaway County. \$5,200,000 District Operation funds. Reason: To add project to improve pavement. Funding Source: District Operating Budget.	\$5,200	\$369
NW	Nodaway	RT E	NW0163	2026 CN	Pavement resurfacing on Rtes. EE and E in Nodaway County. \$2,900,000 District Operation funds. Reason: To add project to improve pavement. Funding Source: District Operating Budget.	\$2,900	\$208
NE	Adair	MO 6	NE0254	2027 CN	Pavement resurfacing from east of Baltimore Street to 0.2 mile west of Rte. 63 in Kirksville. Reason: To add project to improve pavement. Funding Source: Available STIP funds.	\$207	\$24
NE	Audrain	US 54	NE0251	2030 CN 2028 RW	Roadway improvement from Farber to Curryville in Audrain, Ralls, and Pike Counties. \$24,892,433 BUILD Grant. Reason: To add project to improve corridor. Funding Source: BUILD Grant.	\$24,993	\$4,158

**2026 - 2030 STIP
Highway and Bridge Construction Schedule
November Amendment**

Attachment 1

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
NE	Audrain	US 54	NE0253	2030 CN 2029 RW	Roadway improvement from east of Rte. 19 to 0.3 mile west of Rte. AA near Farber. Reason: To add project to improve corridor. Funding Source: Available STIP funds.	\$7,248	\$1,324
NE	Macon	RT UU	2S3315	2028 CN 2027 RW	Bridge improvement over BNSF Railway 0.5 mile north of Rte. 36 near Callao. Project involves bridge W0401. Reason: To add project to improve bridge. Funding Source: Available STIP funds.	\$3,082	\$736
NE	Shelby	US 36	NE0252	2026 CN	Pavement repair from 0.5 mile east of North Fork Salt River near Hunnewell to 0.4 mile east of County Road 381 in Marion County near Monroe City. \$1,465,445 District Operation funds. Reason: To add project to improve pavement. Funding Source: District Operating Budget and available STIP funds.	\$1,925	\$182
CD	Crawford	MO 8	CD0342	2026 CN	Scour repair at the Meramec River. Project involves bridge A4966. Reason: To add project to make scour repairs. Funding Source: Available STIP funds.	\$392	\$72

**2026 - 2030 STIP
Highway and Bridge Construction Schedule
November Amendment**

Attachment 1

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
SL	Franklin	IS 44	SL0297	2027 CN 2026 RW	Interchange improvements at Rte. 50, intersection improvements at Rte. AT and Rte. 50, bridge painting at Rte. 50, Rte. AH and Outer Road I-44, bridge rehabilitation over Birch Creek and culvert rehabilitation 0.3 mile east of Old Hwy. 50. Potential Design-Build project. Reason: To divide project from 6P2350, SL0063, and SL0067. (November Administrative Amendment and Administrative Modification.) Funding Source: 6P2350, SL0063, SL0067, and available STIP funds.	\$47,564	\$13,676
SL	Jefferson	OR 55	SL0268	2028 CN	Add signals at Miller Road and Seckman Road. \$917,440 Congestion Mitigation and Air Quality Improvement Program funds. Reason: To add project to improve signals. Funding Source: Congestion Mitigation and Air Quality Improvement Program (CMAQ) and available STIP funds.	\$997	\$187

**2026 - 2030 STIP
Highway and Bridge Construction Schedule
November Amendment**

Attachment 1

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
SL	St. Charles	IS 70	SL0294	2026 CN	Emergency response operations for Improve I-70 from 0.4 mile west of Rte. W to the Missouri River. \$2,279,110 Congestion Mitigation and Air Quality Improvement Program funds. Reason: To add project to improve emergency response. Funding Source: Congestion Mitigation and Air Quality Improvement Program (CMAQ) and available STIP funds.	\$2,849	\$1
SL	St. Louis	MO 109	SL0295	2027 CN	Signal optimization from Shepard Road to The Legends Parkway, modify turn lanes at Eureka High School, 5th Street and I-44. \$2,260,000 Congestion Mitigation and Air Quality Improvement Program funds. Reason: To add project to improve signals. Funding Source: Congestion Mitigation and Air Quality Improvement Program (CMAQ) and available STIP funds.	\$2,328	\$565
Total:						\$99,685	\$21,502



3

IMPROVE I-70 PROJECT CONTRACT AUTHORIZATIONS

-- Presented by Eric Kopinski, I-70 Program Coordinator, 314-415-0964.

ISSUE: In accordance with the Memorandum of Understanding (MOU) with the Office of Administration, the Commission must approve the award of the Improve I-70 Projects contracts to enable the transfer of monies from the Office of Administration I-70 Project Fund (OA I-70 Project Fund) to the State Road Fund I-70 Project Fund (SRF I-70 Project Fund). The Commission's approval of Improve I-70 Project contracts is contingent upon transfer of monies from the OA I-70 Project Fund to the SRF I-70 Project Fund.

RECOMMEND that the Commission:

- Approve the award of the following contract as part of the Improve I-70 Project contingent upon the transfer of funds from the OA I-70 Project Fund to the SRF I-70 Project Fund:
 - The amount of \$4,365,155 for a professional services contract with Burns & McDonnell, Inc. with contract number 2025-10-88561. This contract includes Job Number JST0016, Lafayette I-70. Services for this contract include preliminary and final design, including right of way coordination.
- Authorize the Director and Chief Financial Officer to request the transfer of funds from the OA I-70 Project Fund to the SRF I-70 Project Fund.
- Authorize the Director, Chief Engineer, Chief Financial Officer, and Assistant Chief Engineer or their designee to execute the contracts and documents that are part of the Improve I-70 Project, subject to approval as to form by the Chief Counsel's Office.

DEPARTMENT VIEW:

- The General Assembly approved \$2.8 billion during the 2023 Legislative Session to be used to widen I-70 to three lanes in each direction from Blue Springs to Wentzville. The General Assembly continued support for widening I-70 and reappropriated the unexpended portion of the \$2.8 billion in the fiscal year 2024 Legislative Session for fiscal year 2025 and the 2025 Legislative Session for Fiscal Year (FY) 2026.
- A State Road Fund I-70 Project Fund has been created to account for the use of the General Revenue funds previously transferred into the OA I-70 Project Fund and subsequently transferred into the SRF I-70 Project Fund to be used on projects that provide three lanes of traffic in each direction of I-70 from Blue Springs to Wentzville.
- Office of Administration requires the Commission request the funds from the OA I-70 Project Fund as projects are awarded to design and construct the project in accordance with the MOU.

OTHER VIEWS:

- During the 2025 Missouri Legislative Session for FY 2026, the Missouri General Assembly continued to address the top transportation need in the state, widening I-70. Missouri's FY 2026 budget approved by the General Assembly and supported by Governor Kehoe provides General Revenue for the costs to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on approximately 200 miles of I-70, from Blue Springs to Wentzville.

MHTC POLICY:

- Consultant Engineering Services – Consultant Engineering Services – Execution of Documents.
- Financial – Budget – Operating Budget.
- Execution of Documents.

OTHER PERTINENT INFORMATION:

- I-70 remains a vital east-west corridor for the state and the nation's economies. The approximately 56,000 daily vehicles have an average of 25 percent trucks with segments as high as 40 percent trucks.

SOURCE OF FUNDING: The SRF I-70 Project Fund contingent on transfer from the OA I-70 Project Fund out of the \$1.4 billion approved by the General Assembly for FY 2026.



4

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.

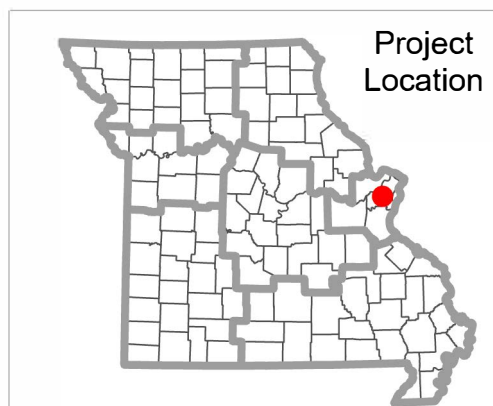
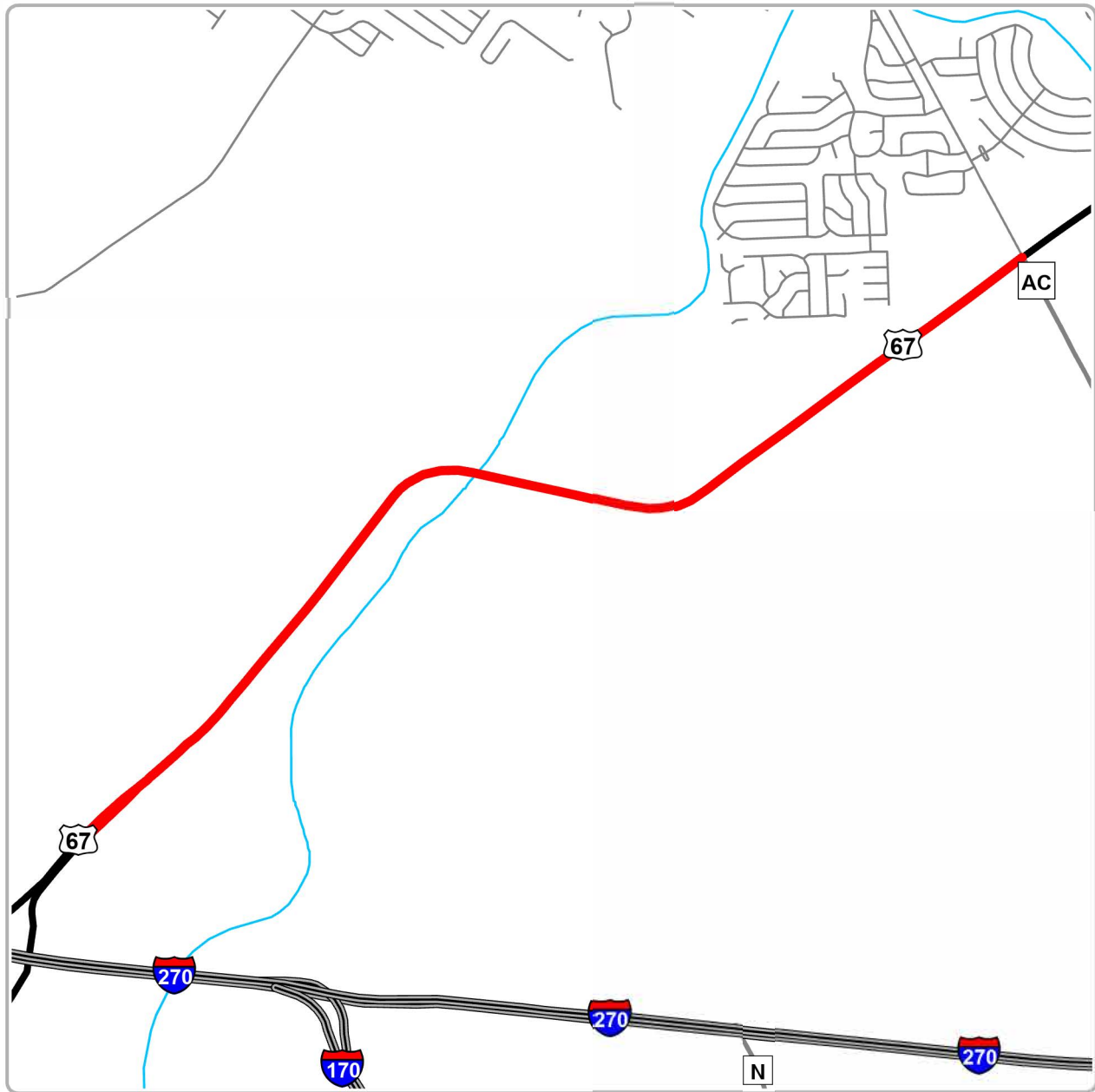
OTHER PERTINENT INFORMATION:

<u>County</u>	<u>Route</u>	<u>Job Number</u>
St. Louis	67	J6S3625
Greene	MM	J8S0836D
Stoddard	114	J9S3726/J9S3775
Jackson	7	JKU0010

PROJECT DESCRIPTION:

- Route 67, St. Louis County – A highway improvement project including pavement resurfacing, replace signals, guardrail, and upgrade pedestrian facilities, together with any incidental work on the above state road from Route AC to Candle Light.
- Route MM, Greene County – A highway improvement project including corridor realignment, bridge construction, and safety improvements, together with any incidental work on the above state road from Haile Street to Farm Road 103 in Republic.
- Route 114, Stoddard County – A highway improvement project including a bridge replacement, together with any incidental work on the above state road over Dexter Creek and over the Union Pacific Railroad.
- Route 7, Jackson County – A highway improvement project including ADA and signal improvements, together with any incidental work on the above state road from Shaw Parkway to US 40.

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

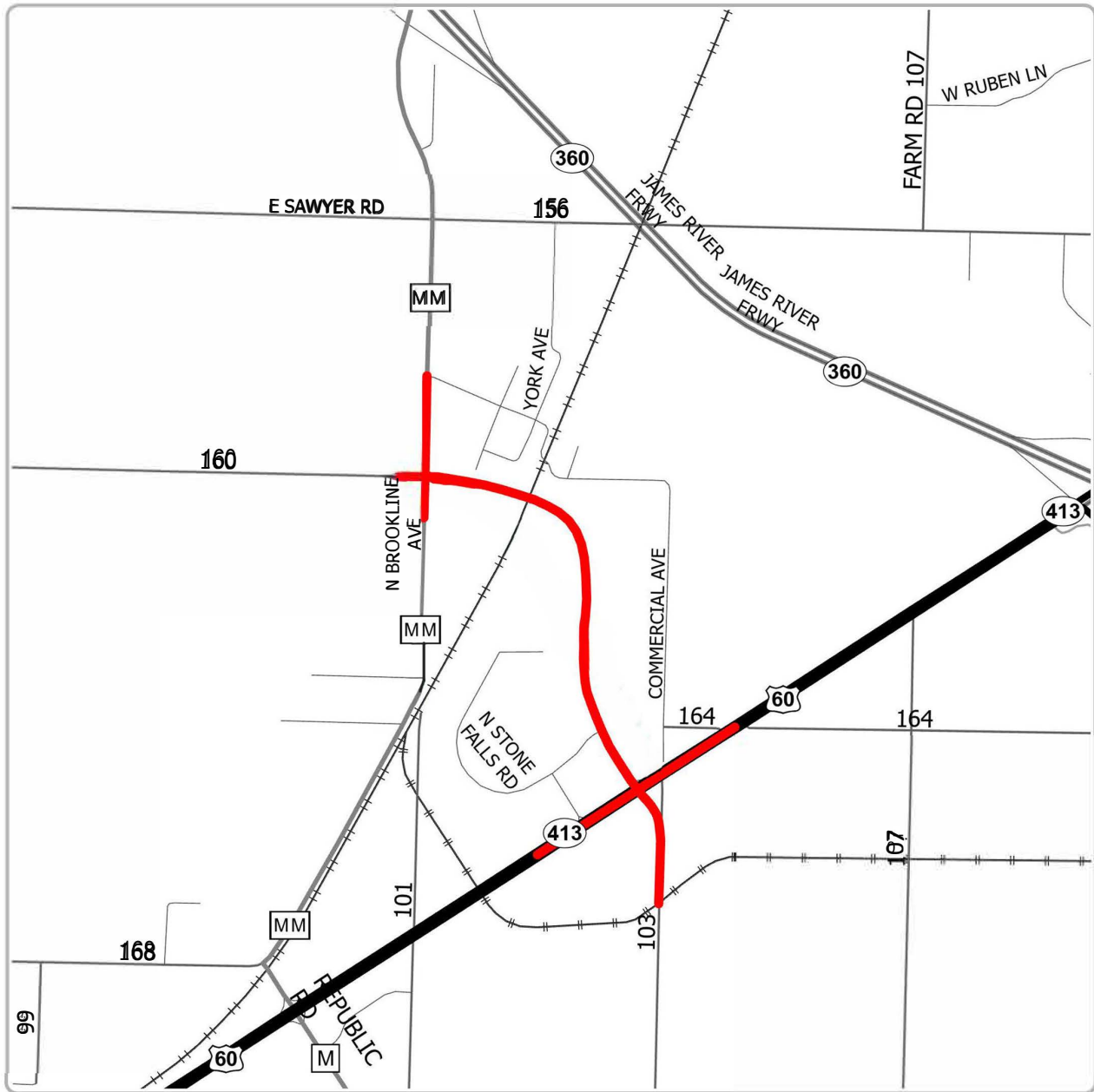


Project Locations

**CERTIFICATION OF
RIGHT OF WAY PLANS
JOB NUMBER:
J6S3625
ST. LOUIS COUNTY**

0 1 Miles



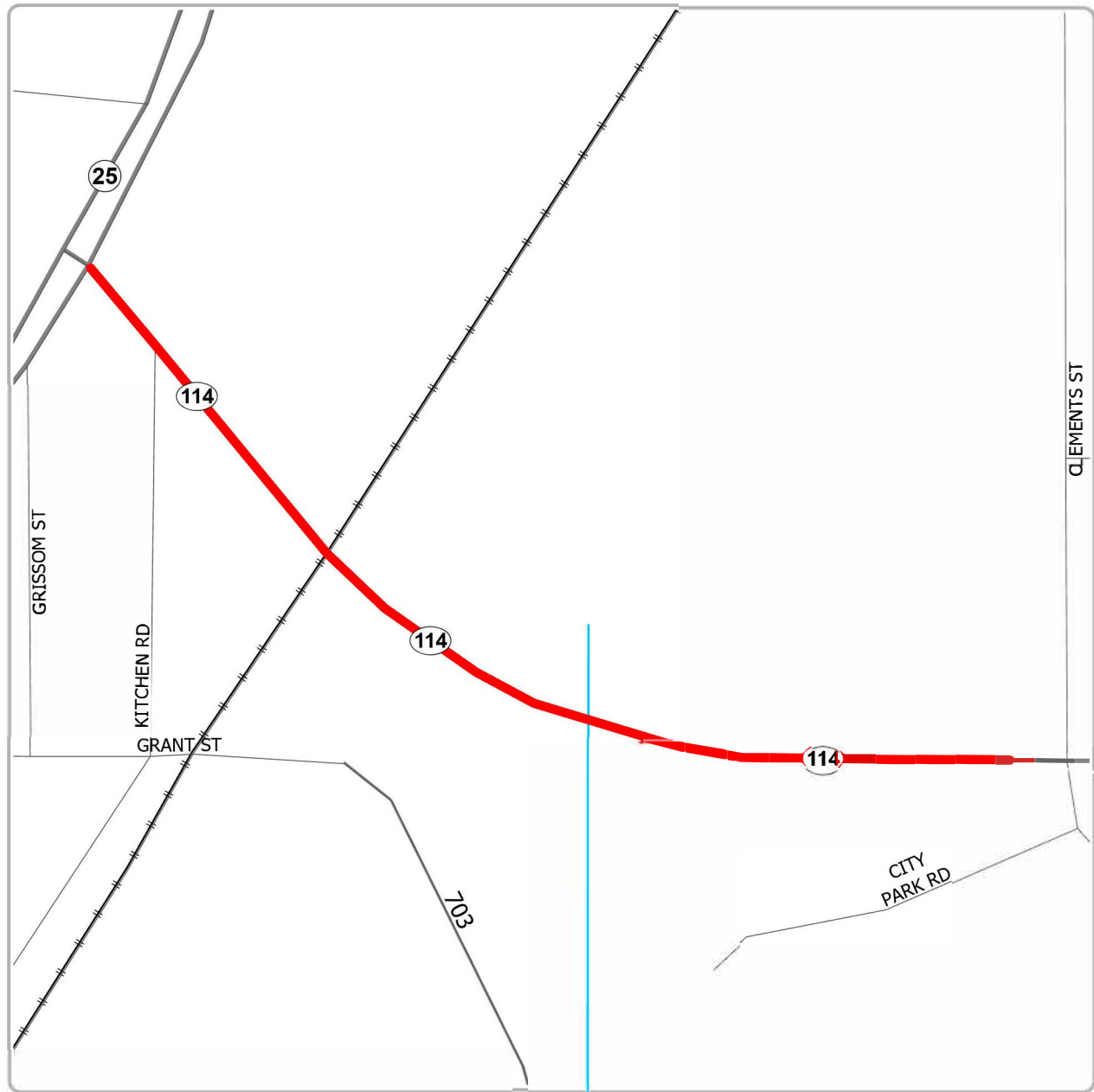


Project Location

**CERTIFICATION OF
RIGHT OF WAY PLANS
JOB NUMBER: J8S0836D
GREENE COUNTY
ROUTE MM**

0 0.8 Miles



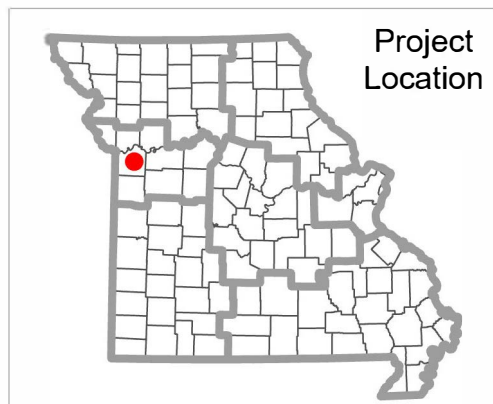


 **Project Location**

**CERTIFICATION OF
RIGHT OF WAY PLANS
J9S3726 AND J9S3775
STODDARD COUNTY
MO 114**

0  0.1 Miles





— Project Location

**CERTIFICATION OF
RIGHT OF WAY PLANS
JOB NUMBER: JKU0010
JACKSON COUNTY
ROUTE 7**

0 0.7 Miles





5

REQUEST FOR APPROVAL OF LOCATION AND DESIGN OF HIGHWAYS

– Presented by Donnie Brown, Southeast District Engineer, 573-472-5341.

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

- **Location:** Route 53, Butler County
Route 142 to Route UU in Poplar Bluff, MO
- **Project Description:** This proposed improvement includes widening Route 53 to include a center left-turn lane from near the Route 142 Intersection to County Road 306, in Poplar Bluff, Missouri. The project also includes the realignment of intersecting routes along Route 53. To improve safety, access points along the corridor will be consolidated. Estimated cost for this improvement is \$ 5.7 million.
- **Project Length:** 2.14 miles
- **Right of Way Type:** Normal access right of way.
- **Traffic:** Construction will utilize periodic lane closures throughout the duration of the project. Two lanes of traffic will be maintained during the majority of construction. City streets will have short-term closures varying in duration, with some lasting several days and others just during contractor working hours. Adequate signing will be provided to control traffic flow in the area and will be augmented through message boards, public information, and outreach efforts to advise motorists of this traffic situation.
- **Hearings Held:** September 23, 2025
Ozark Foothills Regional Planning Commission
Poplar Bluff, MO
- **Attendance:** 28 people attended the public meeting.
- **Job No.:** JSE0061

RECOMMEND that the Commission:

- Approve the location and design as presented at the public hearing

DEPARTMENT VIEW:

- The subject project is consistent with the MoDOT strategic priority to improve safety and reduce congestion.
- This improvement along Route 53 is expected to reduce total crashes as well as the severity of those accidents.

OTHER VIEWS:

- The majority of the written and verbal comments agreed that this project is needed to improve safety, reduce congestion, and improve drainage along the corridor.
- About one-third of the written and verbal comments expressed some level of concern with existing drainage.
- About one-third of the written and verbal comments were either in favor of the project as presented or expressed access concerns for their individual business ownership.
- About one-third of the written and verbal comments were about truck traffic at the intersection with County Roads 306 and 608.

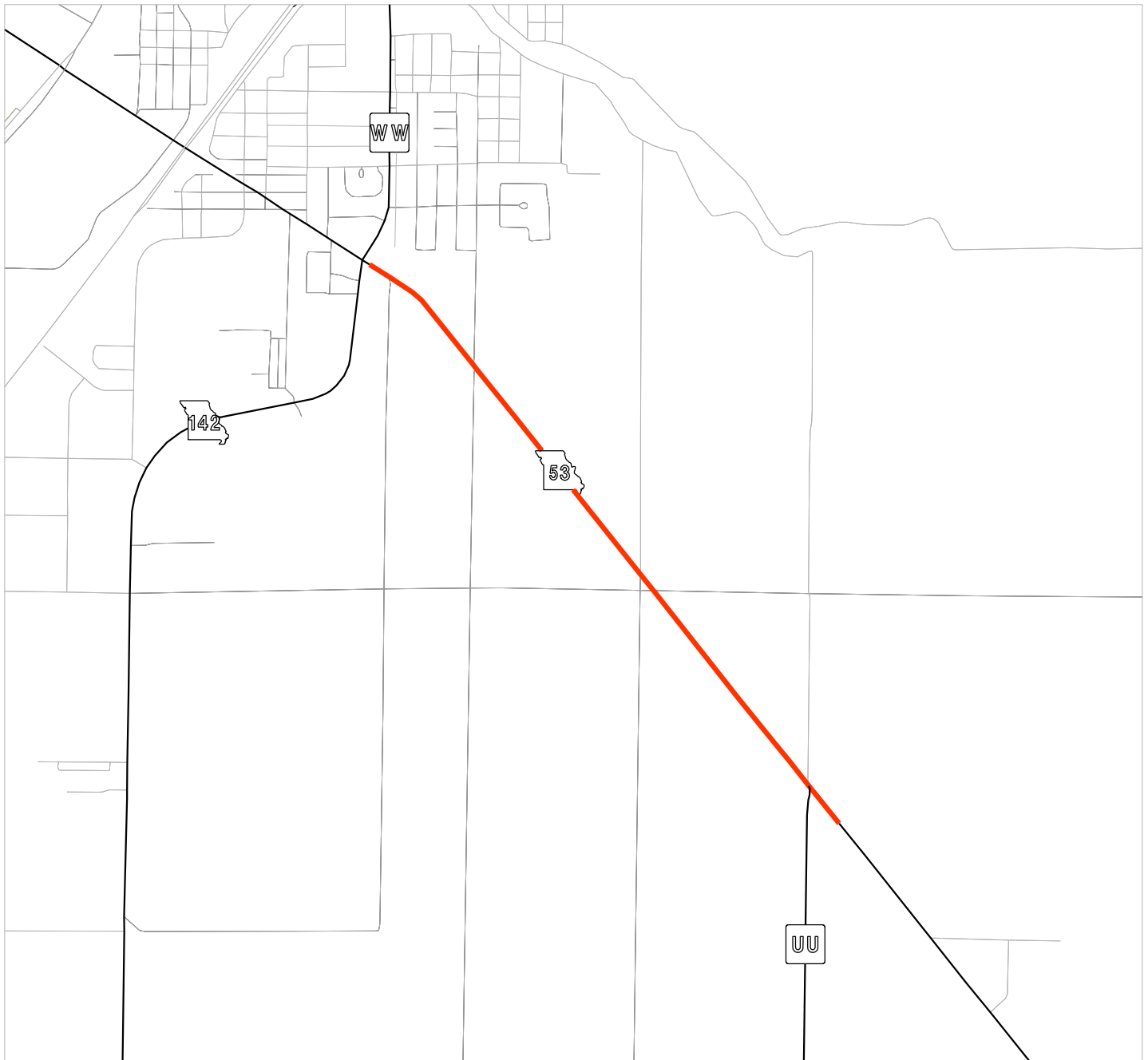
MHTC POLICY:

- Highways – Location and Design – Location and Design Approval.

OTHER PERTINENT INFORMATION:

- The Revised Statutes of Missouri charge the Commission with the responsibility for approving roadway locations and/or designs; based on that approval, property needed for the improvement is acquired by negotiations and/or condemnation. Construction of this project is scheduled for FY2027 of the Statewide Transportation Improvement Program (STIP).

SOURCE OF FUNDING: Funds to accomplish this improvement have already been committed in the FY2026-2030 (STIP). No additional funds need to be committed because of this particular action.



 **Project Location**



**LOCATION AND
DESIGN APPROVAL
JSE0061
ROUTE 53
BUTLER COUNTY**





1

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.



2

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 September 30, 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 \$199.4 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, Improve I-70 Program, and Multimodal General Assembly Designated and Funded Projects and decreased spending in Fringe Benefits, Program Delivery General Assembly Designated and Funded Projects, and Multimodal Program.
 - Personal Services disbursements are \$3.2 million more than the same period last fiscal year, and Fringe Benefits disbursements are \$3.2 million 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. 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 \$19.9 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 an additional premium payment for Highway general liability to account for an increase in claims.
 - The Program disbursements for Safety and Operations are \$527,000 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 \$46.9 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 \$91.8 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 \$73.3 million more than the same period last fiscal year due to the project just beginning in late fiscal year 2024. As of September 30, 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 \$28.5 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 \$7.1 million compared to the same period last fiscal year primarily due to approximately \$18.0 million in land acquisition expenditures for the Jefferson County Port that occurred in fiscal year 2025. This decrease was partially offset by increased disbursements resulting from the timing of reimbursement requests for aviation, transit, and rail projects.
- The General Assembly Designated and Funded Projects disbursements for Multimodal are \$2.6 million more than the same period last fiscal year due to these projects just beginning in late fiscal year 2024.
- 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

Three Months Ended September 30, 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	\$ 5,853	30.4 %	\$ 5,637
Expense and Equipment	5,162	5,162	720	13.9	574
Total Administration	24,439	24,439	6,573	26.9	6,211
Safety and Operations					
Personal Services	150,946	150,946	43,461	28.8	42,181
Expense and Equipment	254,298	254,298	82,981	32.6	64,688
Program	31,401	31,401	8,652	27.6	8,125
Low Volume Roads	120,000	86,367	46,946	54.4	---
Total Safety and Operations	556,645	523,012	182,040	34.8	114,994
Program Delivery					
Personal Services	78,965	78,965	23,205	29.4	21,645
Expense and Equipment	30,755	30,755	4,712	15.3	4,107
Program	2,284,406	2,284,406	615,804	27.0	523,997
Improve I-70 Program	2,800,000	2,622,397	89,093	3.4	15,798
Forward 44 Program	577,500	577,500	231	0.0	---
Gen. Assembly Designated/Funded Projects	392,363	308,040	5,774	1.9	34,300
Total Program Delivery	6,163,989	5,902,063	738,819	12.5	599,847
Fleet, Facilities, and Information Systems					
Personal Services	15,356	15,356	3,479	22.7	3,325
Expense and Equipment	117,457	117,457	15,840	13.5	14,962
Total Fleet, Facilities, and Information	132,813	132,813	19,319	14.5	18,287
Multimodal					
Personal Services	3,358	3,358	655	19.5	631
Expense and Equipment	1,119	1,119	105	9.4	115
Program	281,853	275,123	33,232	12.1	40,305
Railroad Grade Crossing Safety Program	25,000	25,000	388	1.6	80
Gen. Assembly Designated/Funded Projects	96,466	68,344	2,728	4.0	117
Total Multimodal	407,796	372,944	37,108	10.0	41,248
Fringe Benefits					
Retirement and Long-Term Disability	193,706	193,706	28,768	14.9	37,405
Medical, Life Insurance, and EAP	59,769	59,769	13,720	23.0	12,552
Retiree Medical Insurance	21,865	21,865	5,108	23.4	3,802
Workers' Compensation	9,447	9,447	4,947	52.4	2,250
Other Fringe Benefits ³	29,922	29,922	6,594	22.0	6,333
Total Fringe Benefits	314,709	314,709	59,137	18.8	62,342
Subtotal MoDOT Disbursements	7,600,391	7,269,980	1,042,996	14.3	842,929
Motor Carrier Refunds	41,000	41,000	5,460	13.3	6,172
Total MoDOT Disbursements	\$ 7,641,391	\$ 7,310,980	\$ 1,048,456	14.3 %	\$ 849,101

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
Three Months Ended September 30, 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	\$ 1,918	28.7 %	\$ 593
Kirkwood Historic Train Station ¹	2,291	---	---	58
Carrolton Amtrak Station ¹	965	7	0.7	33
Washington County Airport ¹	1,000	188	18.8	---
Buffalo Municipal Airport ¹	687	48	7.0	---
Port Capital Improvement Projects ¹	10,990	818	7.4	562
New Madrid County Port Authority ¹	2,899	---	---	670
Elderly and Disabled Transit Assistant ¹	6,000	1,497	25.0	---
Highway 76 Road Improvements in Branson ²	6,200	---	---	---
I-35, I-29, and US 169 Road Improvements ²	30,000	35	0.1	---
Total Disbursements	\$ <u>67,722</u>	\$ <u>4,511</u>	<u>6.7</u> %	\$ <u>1,916</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 2036 budget is Truly Agreed to and Finally Passed appropriation amounts.



Fiscal Year 2026 Financial Summary
Improve I-70 Program
Three Months Ended September 30, 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	\$ 88,874	\$ 110,370

	<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	\$ 219	\$ 147,775



Fiscal Year 2026 Financial Summary
Forward 44 Program
Three Months Ended September 30, 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	\$ 231	\$ 12,427



3

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 September 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 2026 DBC Budget Status as of October 1, 2025:
 Budgeted: \$110 million
 Expenditures: \$31.9 million
- Attachment 1 (DBC Budget Contracts Only) This attachment shows the active contracts held by individual engineering consultant firms prior to September 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 September 1-30, 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 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 September 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	\$15,976,810.00
HDR	N	33	\$40,630,751.00	\$13,220,360.00
Wilson & Company	N	24	\$33,762,786.00	\$17,437,377.00
George Butler Associates, Inc. (GBA)	N	26	\$29,108,692.00	\$15,414,783.00
Garver LLC	N	27	\$28,182,170.00	\$12,312,033.00
Olsson Assoc.	N	40	\$25,172,493.00	\$10,910,089.00
Bartlett & West	N	44	\$24,699,239.00	\$11,611,148.00
Burns & McDonnell	N	12	\$19,618,631.00	\$2,843,873.00
TREKK Design Group, LLC	Y	17	\$19,127,718.00	\$5,185,016.00
HNTB	N	27	\$18,204,318.00	\$8,288,128.00
HR Green, Inc.	N	26	\$14,732,805.00	\$4,313,267.00
CDM Smith	N	3	\$14,631,484.00	\$3,663,343.00
WSP USA Inc.	N	14	\$13,377,553.00	\$1,101,214.00
Jacobs Engineering Group	N	5	\$13,028,380.00	\$1,826,164.00
Hanson Professional Services, Inc.	N	7	\$12,437,823.00	\$6,465,467.00
HG Consult, Inc.	Y	8	\$10,548,526.00	\$3,050,140.00
Horner & Shifrin, Inc.	N	20	\$10,081,300.00	\$4,420,671.00
Kapsch TrafficCom USA, Inc.	N	1	\$9,763,797.00	\$9,763,797.00
Oates Associates, Inc.	N	11	\$9,387,977.00	\$3,018,652.00
EFK Moen	Y	35	\$9,182,873.00	\$1,987,105.00
AECOM Technical Services, Inc.	N	6	\$8,418,002.00	\$1,106,994.00
Thouvenot, Wade & Moerchen, Inc.	N	8	\$8,235,147.00	\$1,062,986.00
Bacon Farmer Workman Engineering & Testing	N	19	\$7,113,923.00	\$3,106,013.00
TranSystems	N	13	\$7,046,300.00	\$4,931,055.00
Gonzalez Companies, LLC	Y	11	\$6,136,347.00	\$3,875,362.00
Lochmueller Group	N	11	\$5,958,631.00	\$2,063,154.00
Engineering Design Source Inc. (EDSI)	Y	3	\$5,069,894.00	\$4,959,389.00
Alfred Benesch and Company	N	8	\$4,800,604.00	\$799,755.00
Civil Design	Y	7	\$4,145,837.00	\$733,285.00
Veenstra & Kim	N	16	\$4,096,985.00	\$894,795.00
Transcore ITS, LLC	N	4	\$3,948,254.00	\$3,948,254.00
OWN, Inc.	N	6	\$3,938,481.00	\$626,622.00
Klingner & Associates, P.C.	N	9	\$3,285,891.00	\$971,648.00

Consultant	DBE Firm Y/N?	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
Affinis	N	4	\$3,197,454.00	\$1,805,295.00
Kimley-Horn and Associates	N	5	\$3,069,411.00	\$1,594,455.00
CDG Engineers	N	4	\$2,062,192.00	\$1,546,343.00
Modjeski and Masters, Inc.	N	2	\$2,010,223.00	\$382,827.00
George L. Crawford & Associates dba CBB	N	8	\$1,583,010.00	\$1,229,996.00
EXP U.S. Services, Inc.	N	1	\$1,372,453.00	\$172,141.00
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	\$0.00
Wood Environment & Infrastructure Solutions	N		\$641,533.00	\$126,107.00
Quigg Engineering, Inc.	Y	4	\$535,971.00	\$37,596.00
Surveying and Mapping, LLC	N	6	\$496,582.00	\$215,702.00
R. Hitt Consulting, LLC	N	1	\$453,886.00	\$453,886.00
Terracon Consultants, Inc.	N	3	\$448,337.00	\$124,199.00
CB Engineering, Inc. dba Cochran	N	3	\$409,651.00	\$243,275.00
Engineering Surveys & Services, LLC	N	3	\$360,197.00	\$210,123.00
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	\$61,798.00
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
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	\$131,236.00
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	\$106,059.00	\$12,064.00
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
Terracon	N	2	\$96,541.00	\$96,541.00

Consultant	DBE Firm Y/N?	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
Golder Associates Inc.	N	1	\$82,523.00	\$118.00
Bowlby & Assoc.	N	3	\$72,951.00	\$4,415.00
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	\$2,723.00
Poepping, Stone, Bach & Associates, Inc.	N	1	\$45,975.00	\$0.00
Geotechnology	N	1	\$43,347.00	\$43,347.00
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		655	\$506,474,152.00	\$195,397,799.00

**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	1	\$118,831	\$118,831
BioSurvey Group, LLC	N	1	\$23,027	\$23,027
Crawford, Murphy & Tilly (CMT)	N	1	\$791,559	\$791,559
Garver LLC	N	2	\$1,471,901	\$1,471,901
GFT Infrastructure, Inc.	N	1	\$192,764	\$192,764
Kimley-Horn and Associates	N	1	\$383,331	\$207,017
Lochmueller Group	N	2	\$211,380	\$211,380
Pickering Firm, Inc.	N	1	\$180,172	\$180,172
Prairie Engineers P.C.	Y	1	\$387,751	\$387,751
Terracon	N	1	\$36,189	\$36,189
Thouvenot, Wade & Moerchen, Inc.	N	1	\$166,810	\$166,810
TREKK Design Group, LLC	Y	2	\$462,125	\$459,350
Volkert, Inc.	N	1	\$52,646	\$52,646
Wilson & Company	N	1	\$545,392	\$545,392
		17	\$5,023,878	\$4,844,790

**Department of Transportation Building
105 West Capitol Avenue
Jefferson City, MO**

Open Meeting 2:30 p.m.

RECONVENE.

	<u>Est. Time</u>
MODOT PRESENTATIONS.	
9. <u>Action Item</u> – <u>Request for Approval of Location and Design of Highways: U.S. Route 63 Corridor Improvements.</u>	2:35 – 2:55
Consideration to approve the location and design for a project that will extend the four-lane freeway from U.S. Route 50 south to the Maries River bridge, south of Westphalia, including construction of an interchange connecting Westphalia and a new bridge at Missouri Route 133 over U.S. Route 63. <i>Machelle Watkins, Central District Engineer, and Randy Aulbur, Central District Assistant District Engineer</i>	

PUBLIC COMMENT PERIOD.

Members of the public who wish to present on the Highway 63 Realignment agenda item may speak to the Commission on transportation-related issues by signing in at the registration desk. Comments will be limited to five minutes per person.

COMMISSION CONCERNS.

ADJOURN.



9

REQUEST FOR APPROVAL OF LOCATION AND DESIGN OF HIGHWAYS

– Presented by Machelles Watkins, Central District Engineer, 573 751-7687; and Randall Aulbur, Central District Assistant District Engineer, 573-751-7636.

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

- **Location:** U.S. Route 63 corridor improvements from U.S. Route 50 south to the Maries River bridge.
- **Project Description:** This project will extend the four-lane freeway from U.S. Route 50 south to the Maries River bridge, south of Westphalia. Construction of an interchange connecting Westphalia is included. A new bridge at Missouri Route 133 over U.S. Route 63 is required. The project has an estimated cost of \$83.7 million.
- **Project Length:** 4.8 miles
- **Right of Way Type:** Fully controlled and normal access right of way.
- **Traffic:** Majority of construction will be new, not requiring traffic control. The north and south tie-ins to the existing U.S. Route 63 will require stage construction as well as the new Westphalia interchange. Route 133 will be detoured during bridge construction.
- **Hearings Held:**
Thursday, Aug. 21, 2025, 4:30-6 p.m.
Westphalia Knights of Columbus
819 Highway 63
Westphalia, MO

Online Hearing Held:
Aug. 6 – Sept. 4, 2025
- **Attendance:** 240 in-person attendees of the public hearing in Westphalia.
274 comments received through the comment period.
- **Job No.:** JCD0108

RECOMMEND that the Commission:

- Approve the location and design of the proposed project as presented at the public hearing with the addition of a north access to the existing U.S. Route 63, J-turn access at the north and mid-section of the new alignment, and extension of southbound dual lane to existing climbing lane south of the Maries River.

DEPARTMENT VIEW:

- The project is the first step in the U.S. Route 63 corridor project that will improve safety and reliability while minimizing overall traffic impacts along this portion of the corridor.

- Additional connectivity from the existing alignment to the new alignment added to the north limits of the project will improve emergency response and limit adverse travel resulting from the improvement.
- Additional connectivity from County Road 501 and 502 to the new alignment will improve emergency response and limit adverse travel in these areas resulting from the improvement.
- Extension of southbound dual lane to existing climbing lane south of the Maries River will improve continuity of the corridor with in place infrastructure.

OTHER VIEWS:

- The public was in favor of additional connectivity from the existing alignment to the new alignment added to the north limits of the project.
- The public was in favor of additional connectivity from County Road 501 and 502 to the new alignment.
- The public was in favor of the extension of southbound dual lane to existing climbing lane south of the Maries River.

MHTC POLICY:

- Highways – Location and Design – Location and Design Approval.

OTHER PERTINENT INFORMATION:

- The project is in the latest approved Statewide Transportation Improvement Program.
- The Revised Statutes of Missouri charge the Commission with the responsibility for approving roadway locations and/or designs; based on that approval, property needed for the improvement is acquired by negotiations and/or condemnation.

SOURCE OF FUNDING: Total funding for the project is \$83.7 million, with a construction cost estimated at \$61.2 million including \$8.2 million for two bridges and one culvert extension. Right of Way cost is currently estimated at \$8.7 million.



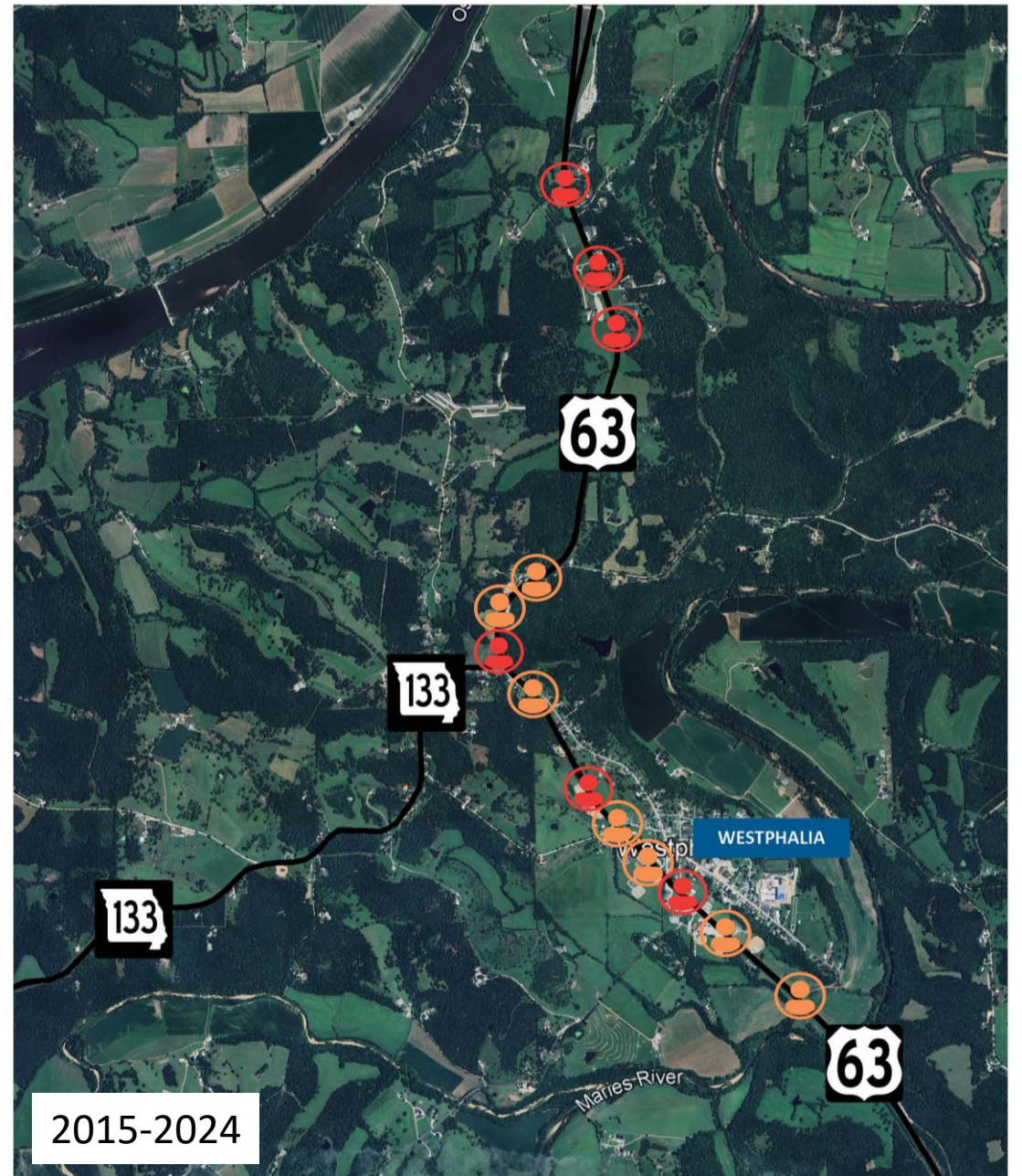
Osage County U.S. Route 63

Randy Aulbur
ASSISTANT DISTRICT ENGINEER

THE NEED:

Early 2000s:

- *Regional planning partners approached MoDOT with a need to widen and realign U.S. Route 63 through mid-Missouri, based on usage and crash data.*



WHERE WE STARTED

2006:

Local planning partners participated in the rural major projects group and ranked U.S. Route 63 from U.S. Route 50 in Osage County to Rolla (Phelps County) second out of 40 projects for future transportation needs.



ENVIRONMENTAL IMPACT STATEMENT

2009:

- *Environmental Impact Statement (EIS) completed for the 47-mile section of U.S. Route 63 between U.S. Route 50 and Rolla.*
- *Preferred alternative identified, divided into segments.*

Route 63

Final Environmental Impact Statement



Federal Highway Administration
Missouri Department of Transportation
September 2009

ENVIRONMENTAL IMPACT STATEMENT

Public Involvement Opportunities:

- **Nov. 14 & 16, 2006** – *Initial public meetings.*
- **May 1 & 2, 2007** – *Second round of public meetings.*
- **Oct. 25 & 30, 2007** – *Reasonable Alternatives public meetings.*
- **April 10, 2008** – *Four locations emerging alternatives public meetings.*



November 2006



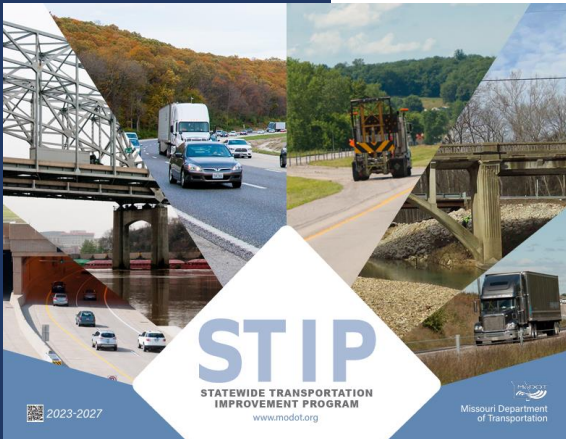
May 2007

FUNDING THE PROJECT



2019-2022

Segment of U.S. Route 63 from U.S. Route 50 in Osage County to the Maries River on Tier II of MoDOT's High-Priority Unfunded Needs list



2023

As funding became available, the project to realign and widen this segment was moved onto the Statewide Transportation Improvement Program (STIP) for 2023-2027.

RE-EVALUATION

Public Involvement Opportunities:

- **August 2022** – *Re-evaluation public comment period.*
- **October 2022** – *Property-owner requested meeting.*

June 2025

A re-evaluation of the EIS and preferred alternative was completed and approved by the Federal Highway Administration .

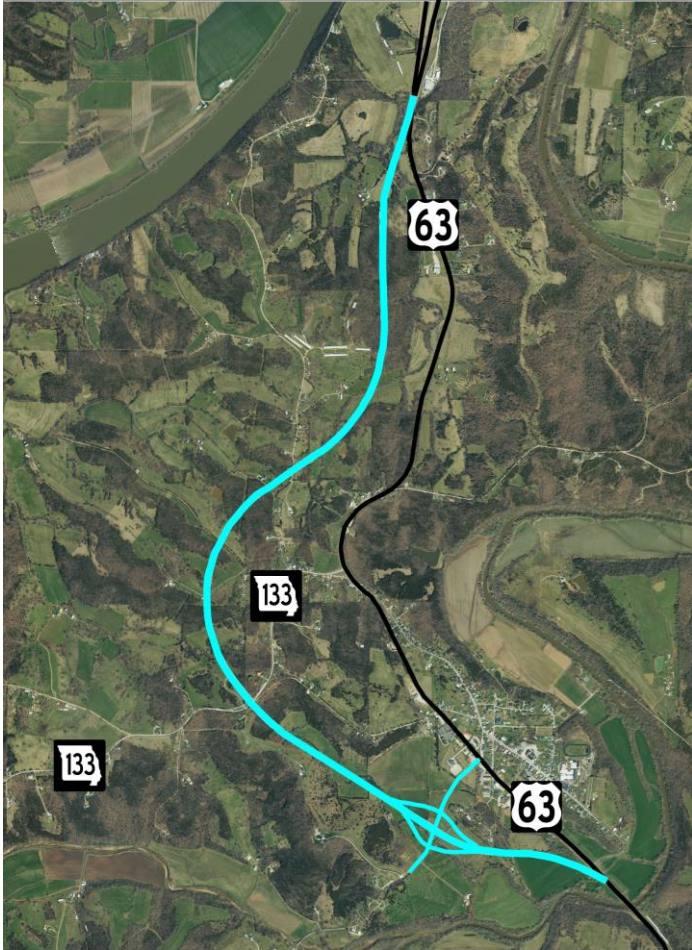
NEPA Re-evaluation of the
Missouri Route 63 Environmental Impact
Statement
(Job No. CD0007)
From South of Route 50 in Osage County to
North of Rolla in Phelps County



June 2025

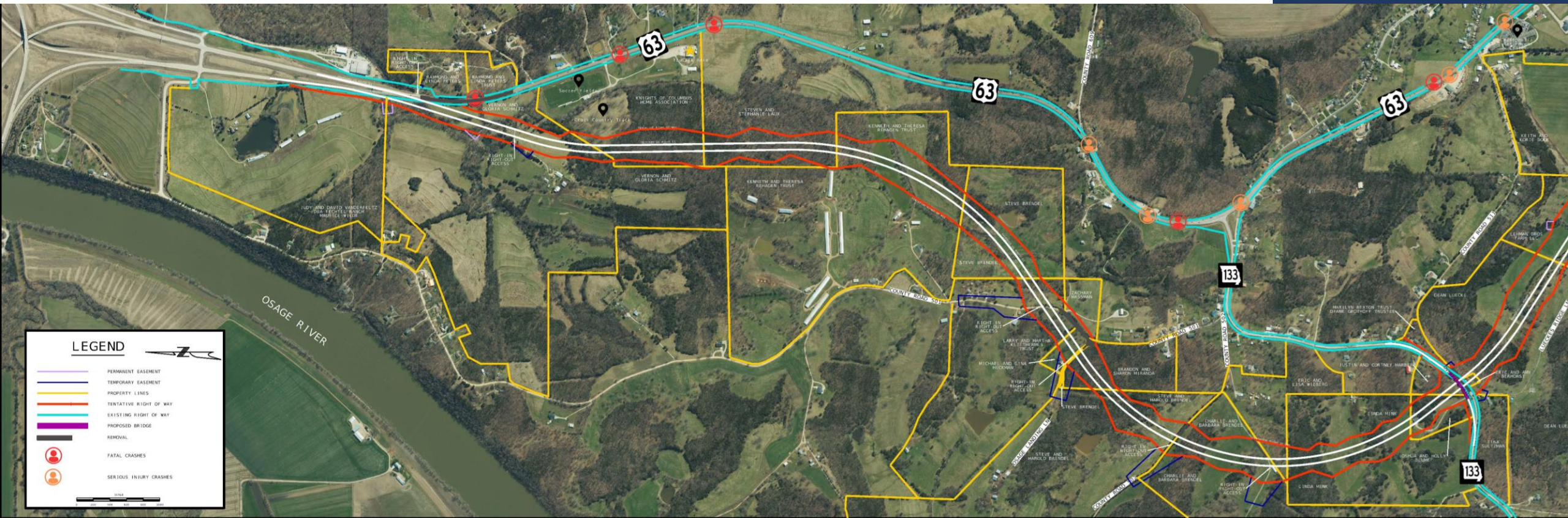
Submitted Pursuant to 42 U.S.C. 4332(2)(c), 49 U.S.C. 303
By the U.S. Department of Transportation Federal Highway Administration
and the Missouri Department of Transportation

PRELIMINARY DESIGN



- Four-lane divided highway.
- West of current alignment.
- New interchange to Westphalia.
- Overpass bridge on Route 133.

PRELIMINARY DESIGN - NORTH



PRELIMINARY DESIGN – SOUTH



PUBLIC HEARING



- Aug. 21, 2025, in Westphalia
- 240+ attendees
- Corridor maps and traffic safety data presented
- Staff from Design, Right of Way, Environmental, Traffic and District Leadership in attendance to provide information, answer questions and receive feedback



PUBLIC COMMENT PERIOD

Aug. 6 – Sept. 4, 2025

- During the public comment period, 274 comments were received via mail, email, webform and in writing at the hearing.



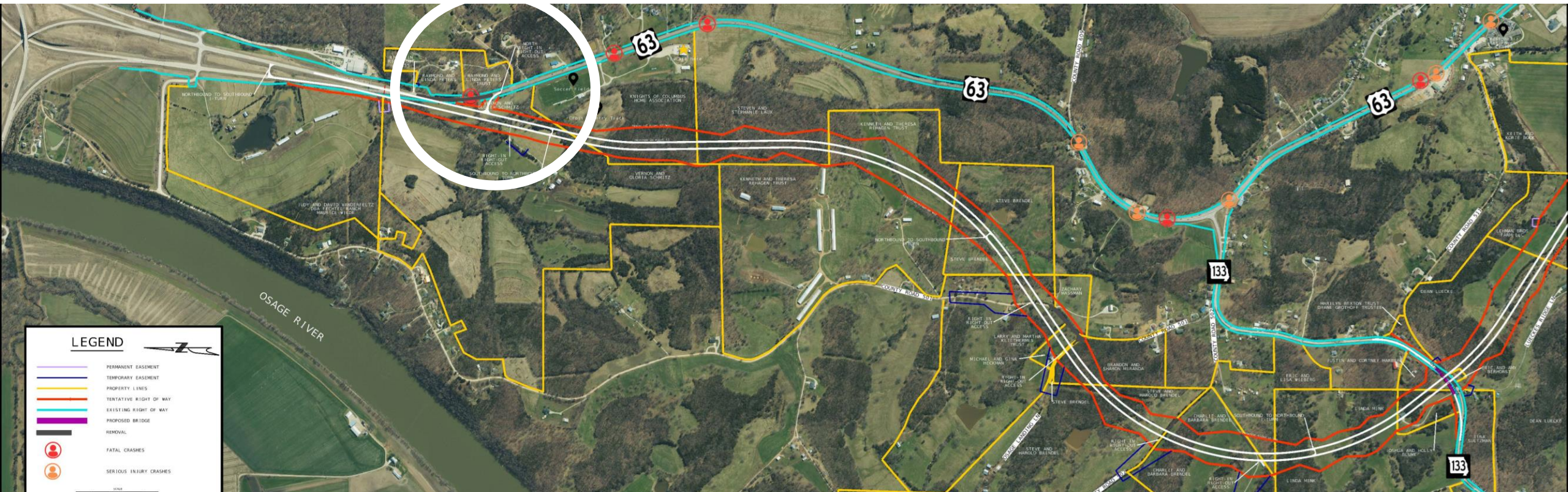
WHAT WE HEARD

- Access.
- Interchange location.
- Emergency service response times.
- Truck traffic.
- Alignment.
- Right of Way acquisition.
- Why this section first?
- Tie-in to the climbing lanes section to the south.



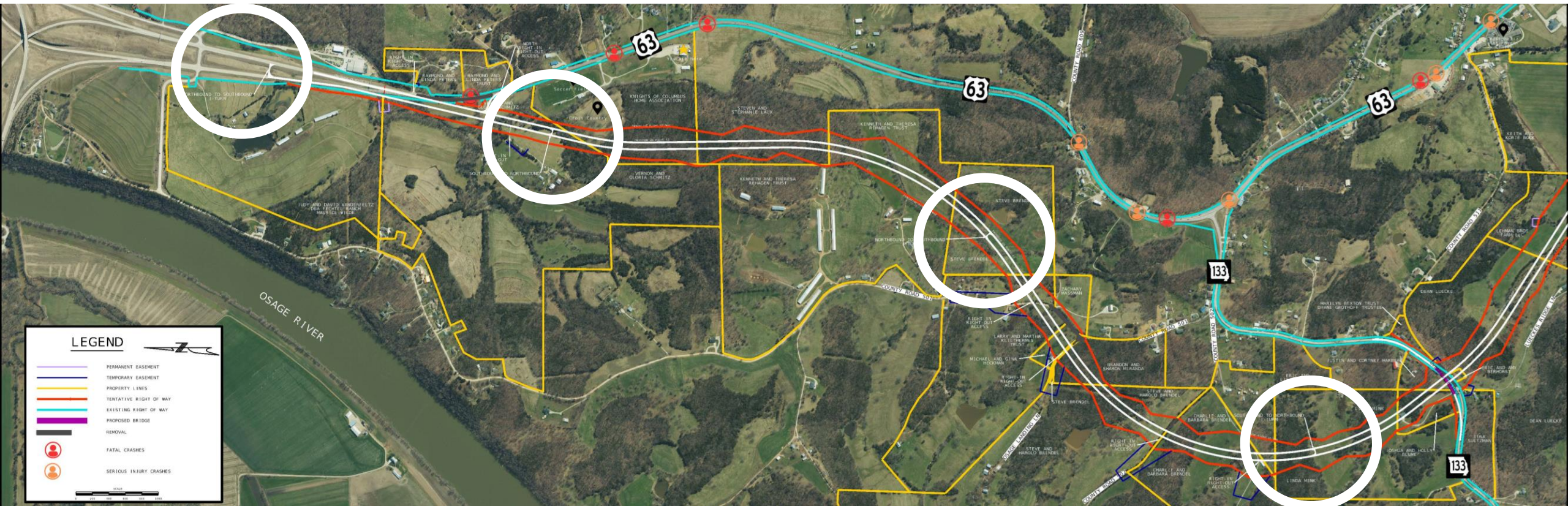
CHANGES TO PRELIMINARY DESIGN

- Including a connection at the north end of the project, near the soccer fields.



CHANGES TO PRELIMINARY DESIGN

- Incorporating additional access points along the new alignment via J-turns.



CHANGES TO PRELIMINARY DESIGN

- Tying into the climbing lanes at the south end of the project.



WHAT'S NEXT:

Today – Location Design approval request to Missouri Highways and Transportation Commission.

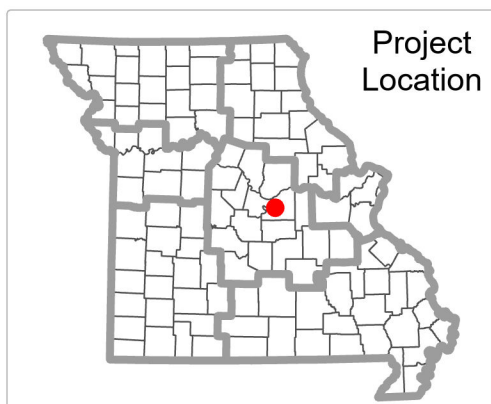
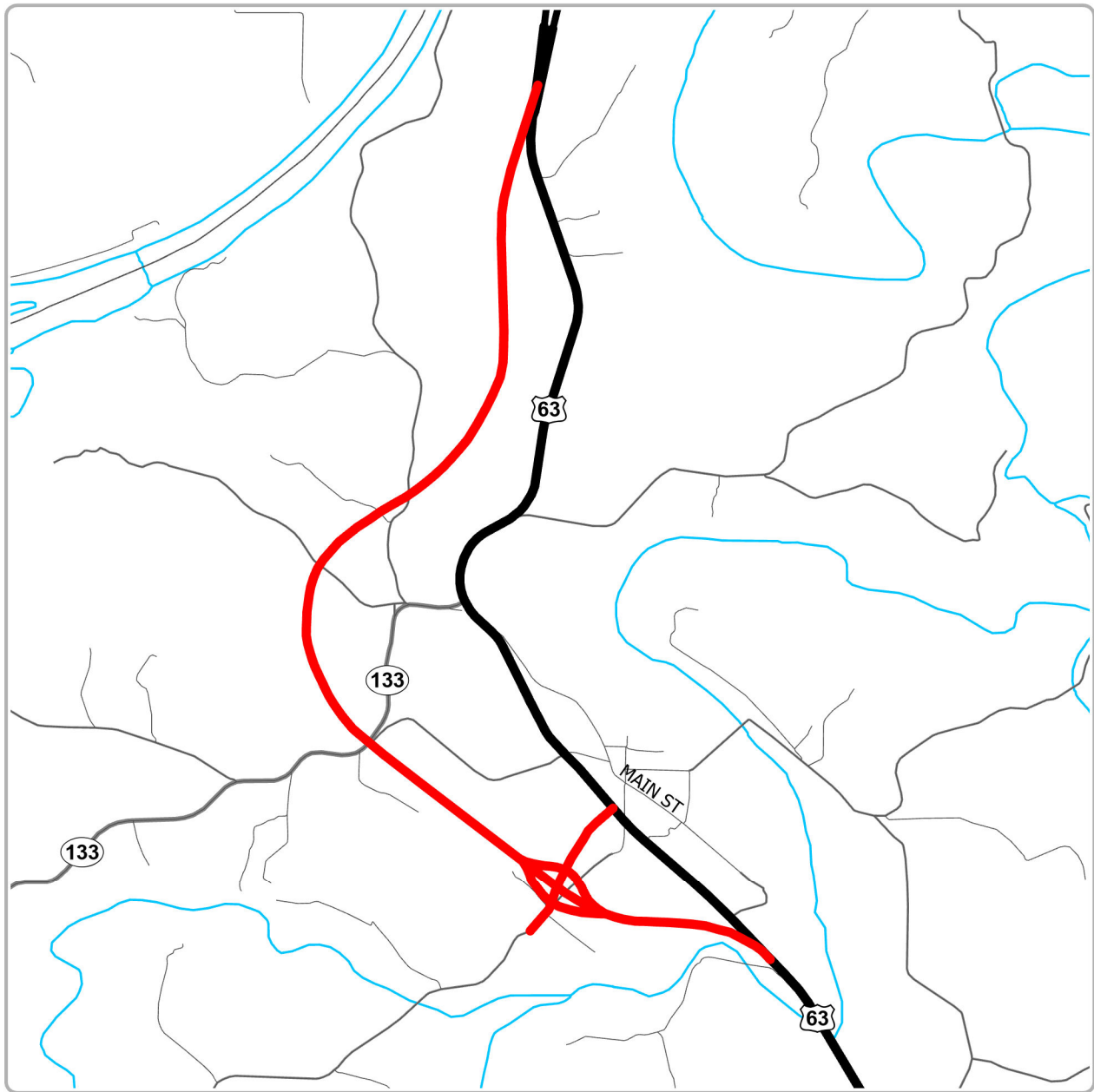
Spring/Summer 2026 – Right of Way acquisition begins.

Fall 2027 – Bids accepted, contract award, and notice to proceed given.

End of 2029 – Project complete.

RECOMMENDATION

We recommend that the Commission approve the location and design of the proposed project as presented at the public hearing with the addition of a north access to the existing U.S. Route 63, J-turn access at the north and mid-section of the new alignment, and extension of the southbound dual lane to the existing climbing lane south of the Maries River.



 **Project Location**

**REALIGNMENT OF ROUTE 63
JOB NUMBER: JCD0108
OSAGE COUNTY**

0  1 Miles

