

Posted: November 26, 2025, at 2:00 p.m.
MHTC Central Office
105 West Capitol
Jefferson City, Missouri 65101

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

Missouri Highways and Transportation Commission Tentative Agenda

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

DoubleTree by Hilton
Glendalough I
2431 North Glenstone Avenue
Springfield, MO

December 3, 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 November 6, 2025, and the Special Meeting on November 5, 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> - MoDOT Director’s Report.	9:30 – 9:45

Est. Time**PUBLIC PRESENTATIONS.**

1. **Non-Action Item** – **Enhancing, Growing, Thriving Together – Local Partners Presentation.** 9:45 – 10:10
 Springfield Delegation will present current and future regional projects and priorities.
Matt Morrow, President of Springfield Area Chamber of Commerce; David Cameron, Springfield City Manager; and Sara Fields, Executive Director of Ozarks Transportation Organization

City of Springfield 840 Boonville Avenue Springfield, MO 65802 (417) 864-1006	Springfield Area Chamber of Commerce 202 S. John Q Hammons Parkway Springfield, MO 65806 (417) 862-5567
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Ozarks Transportation Organization
 2208 W Chesterfield Blvd, Suite 101
 Springfield, MO 65807
 (417) 865-3047

MODOT PRESENTATIONS.

2. **Action Item** – **Consideration of Bids for Transportation Improvements.** 10:10 – 10:25
 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
3. **Non-Action Item** – **Update from MoDOT's Southwest District.** 10:25 – 10:40
 This presentation will provide a brief overview of the current state of the make-up of the district, projects, upcoming events, and other critical issues in the Southwest (SW) District.
Stacy Reese, Southwest District Engineer
4. **Action Item** – **Consideration of Proposals for the Improve I-70: Project #4 Rocheport to Columbia Design-Build Project.** 10:40 – 10:55
 Consideration of award of best value selection of the Improve I-70: Project #4 Rocheport to Columbia Design-Build Project in Boone County, in the Central District which will improve safety and reliability, maintain the serviceability of bridges and pavement, improve accessibility for local communities, and minimize overall traffic impacts along the corridor.
Eric Schroeter, Deputy Director/Chief Engineer, and Spencer Robinson, Project Director

BREAK.Est. Time
10:55 – 11:05

5. **Non-Action Item – MoDOT Annual Report 2025.** 11:05 – 11:20
This presentation will provide a brief overview of the 2025 MoDOT Annual Report. The report is a collection of documents which includes the Year in Review, Citizen's Guide to Transportation Funding, the MoDOT Results Document, and the Financial Snapshot.
Eric Schroeter, Deputy Director/Chief Engineer
6. **Non-Action Item – State Appropriations Mega Projects State Road Bonds, Series A 2025 Pricing Summary.** 11:20 – 11:35
This presentation will provide a brief overview of the competitive sale of the State Appropriations Mega Projects State Road Bonds, Series A 2025. The bond proceeds will fund the costs to plan, design, construct, reconstruct, rehabilitate and repair a portion of the Improve I-70 Program.
Brenda Morris, Chief Financial Officer
7. **Action Item – Request for Approval of Location and Design of Highways: U.S. Route 63 Corridor Improvements.** 11:35 – 11:50
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

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

PUBLIC COMMENT PERIOD.

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

COMMISSION CONCERNS.**ADJOURN.**

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

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

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP).1. **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>
Johnson	13	J3P3109
Johnson and Lafayette	13	J4P2333

2. **Improve I-70 Project Contract Authorization.**

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

3. **Updated Report and Recommendations Regarding St. Louis District's I-44 General Revenue Projects in Franklin and St. Louis Counties, Including Modification to Authority for Design-Build and Delegation of Authority.**

Consideration to approve the revision of projects delivered using the Design-Build to JST0115 and JSL0297 in Franklin County. Project changes resulting from this delegation will not exceed the cap of 2 percent over the programmed cost or those changes will be taken back to the Commission.

Tom Blair, St. Louis District Engineer

PROPERTY ACQUISITION AND CONVEYANCES.4. **Consideration of Disposal of Excess Property, Route Z in St. Charles County, Excess Parcel Number SL-277044.**

Convey 1.469 acres of excess property to QuikTrip Corporation located south of I-70 on the east side of Route Z, between Interstate Drive and South Linn Drive in the City of Wentzville.

Tom Blair, St. Louis District Engineer

-- REPORTS --

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

1. **[Financial Accountability Report – Quarterly Report.](#)**
Doug Hood, Financial Services Director
2. **[MoDOT Briefing Report.](#)**
Ed Hassinger, Director
3. **[Missouri Department of Transportation Financial Report – Fiscal Year 2026.](#)**
Year-to-Date. Period ending October 31, 2025.
Doug Hood, Financial Services Director
4. **[Consultant Services Contract Report.](#)**
Sarah Kleinschmit, State Design Engineer



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ENHANCING, GROWING, THRIVING TOGETHER – LOCAL PARTNERS PRESENTATION

-- Presented by Matt Morrow, Springfield Area Chamber of Commerce President, 417-862-5567; David Cameron, City Administrator, City of Springfield, 417-864-1006; and Sara Fields, Executive Director of Ozarks Transportation Organization, 417-496-4613.

ISSUE:

- The City of Springfield enjoys opportunities to work collaboratively to enhance shared corridors by creating welcoming gateways through consistent design standards and aesthetics.
- The region continues to experience population growth, and many opportunities for economic development, with steady growth in jobs and Gross Domestic Product (GDP).
- The Springfield region leads the state in job growth, with a 9.92 percent increase in employment from 2020-2024.
- The population in the area has also outpaced much of the state with 4.32 percent growth from 2020-2024.
- The region continues to look at new economic development opportunities and community revitalization initiatives to improve the quality of life in the community through the Strategic Plan 2030.
- Route MM is a “Corridor of Opportunity,” with 844 acres ready for investment, and over 3,300 jobs created on the corridor over the last ten years.
- Ozarks Transportation Organization has worked in partnership to suballocate over \$110 million in federal investment in transportation improvements for communities across the region.
- Ozarks Transportation Organization is able to work in partnership with MoDOT and our communities to make the most of available grants, cost shares, and other opportunities for investment in our region.
- Ozarks Transportation Organization is data-driven, working on safety and congestion on the region’s roadways, and prioritizing key improvements on arterials such as Interstate 44, Route MM, the Kansas Extension, Republic Road and US 60, and the CC/Main Intersection in Nixa.
- Ozarks Transportation Organization facilitates cooperation with public engagement as an important part of the planning process and development of its project list.
- One upcoming project includes working with regional partners on an access and operational study of the U.S. 60 Corridor from the U.S. 65 interchange to the MO 125 interchange in Rogersville.
- The Ozarks Transportation Organization supports MoDOT’s initiatives, and will continue to apply for discretionary funds and work to make smart investment decisions based on public feedback.

MoDOT STAFF POSITION:

- It is impressive to see the growth in population, investment in economic development, and support of the infrastructure in the area. The department appreciates supportive transportation partners like the City of Springfield and Springfield Area Chamber of

Commerce, with the same desire to move economic development and transportation forward.

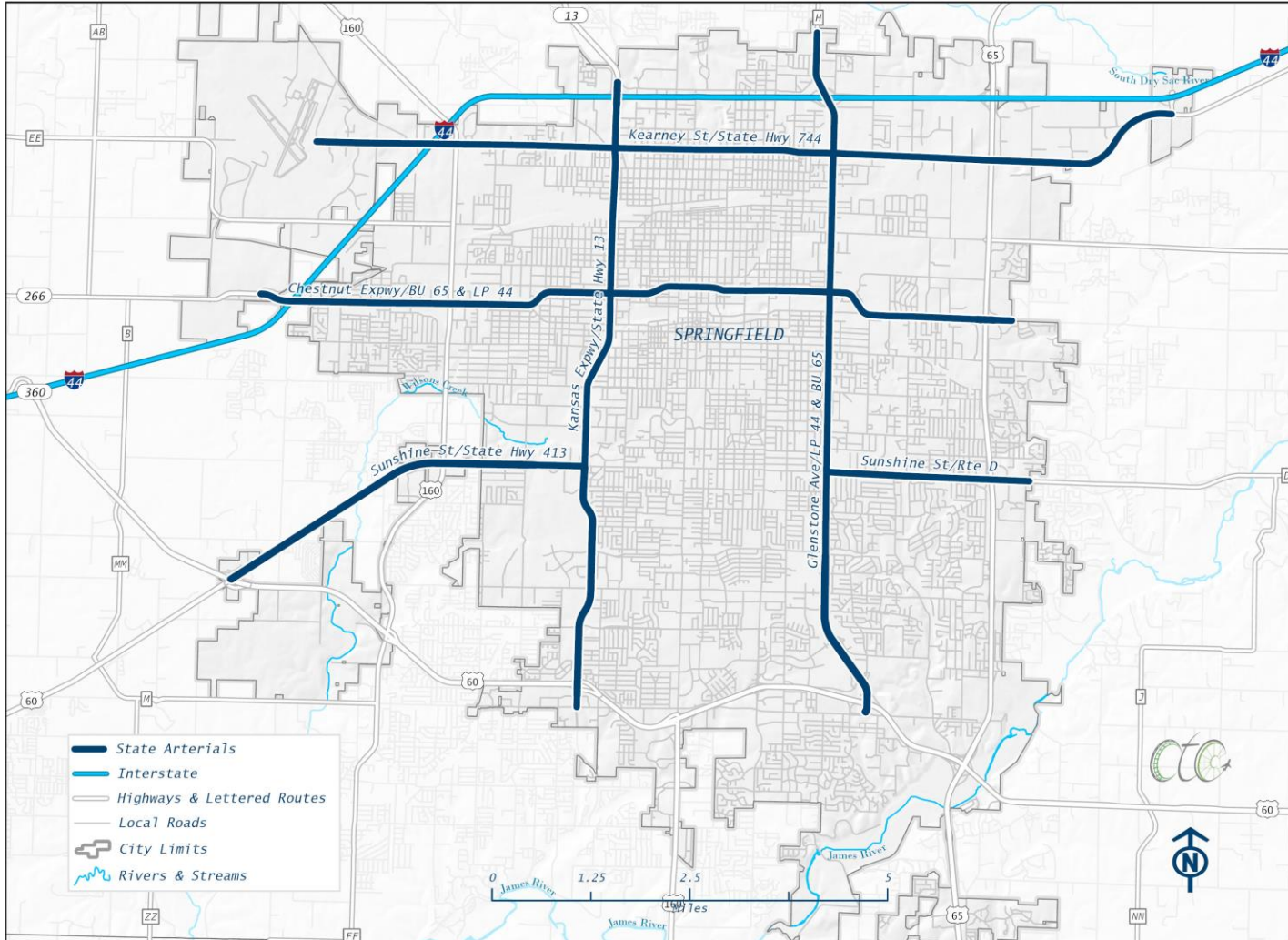
- MoDOT appreciates the close working relationship with the Ozarks Transportation Organization, cities, and our transportation partners in the area to program projects that address the region's priorities, and for their help in facilitating many successful cost-share programs for the region. The department and our partners will continue to work together to move Missourians forward safely.

ENHANCING GROWING THRIVING TOGETHER



ENHANCING SHARED CORRIDORS

Forward SGF - Identified State Arterials for Enhancements



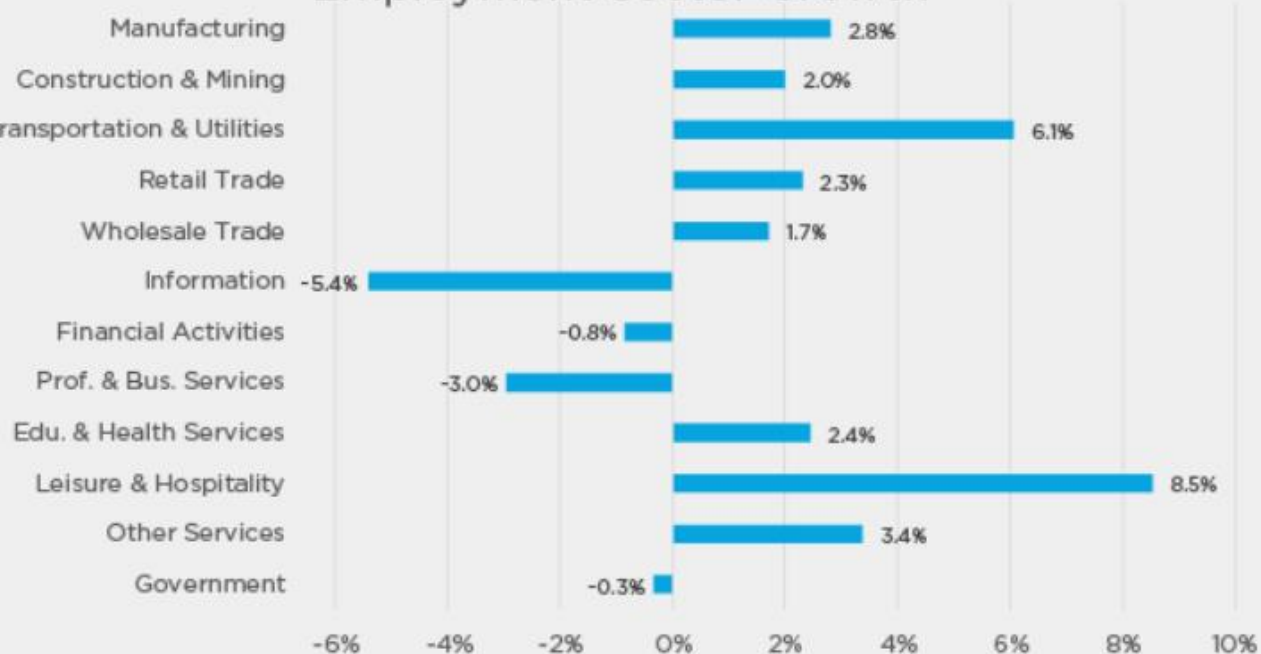
PRIORITY CORRIDORS



- Reinvest in key corridors and gateways.
- Coordinate with MODOT on design and timing
- Apply consistent design standards and aesthetics.



Employment Sector Growth



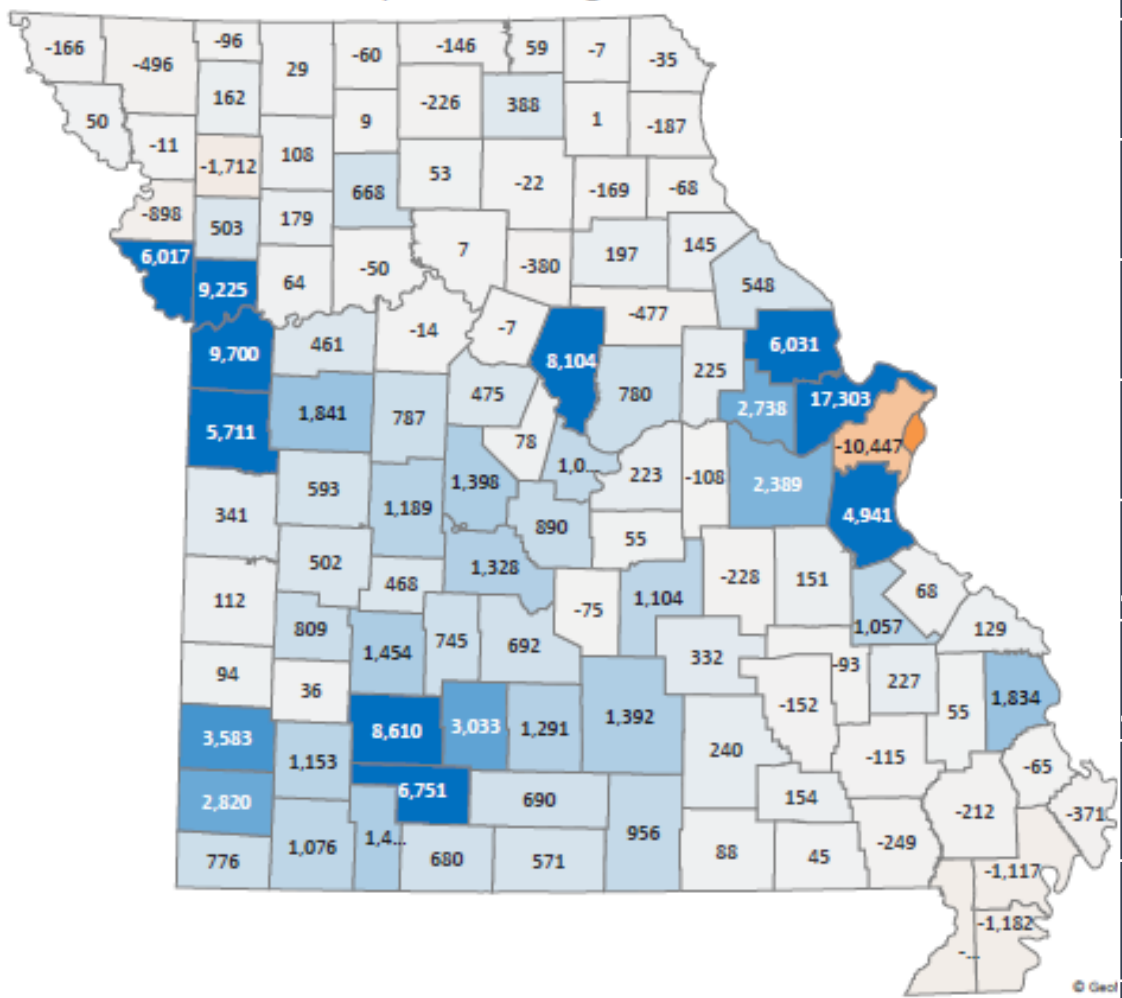
MSA Job Growth 2020 - 2024

MSA (MO only)	Growth	Jobs Added
Springfield	9.92%	17,766
Kansas City*	8.4%	41,005
St. Louis*	7.96%	78,070
Columbia	8.47%	5,992
Joplin*	5.45%	3,629
Jefferson City	6.17%	3,063
St. Joseph*	1.32%	598
Missouri	7.42%	170,174
USA	10.27%	12,292,977



Springfield
Area Chamber of Commerce

Population Change 2020-2024



Population Growth 2020 - 2024

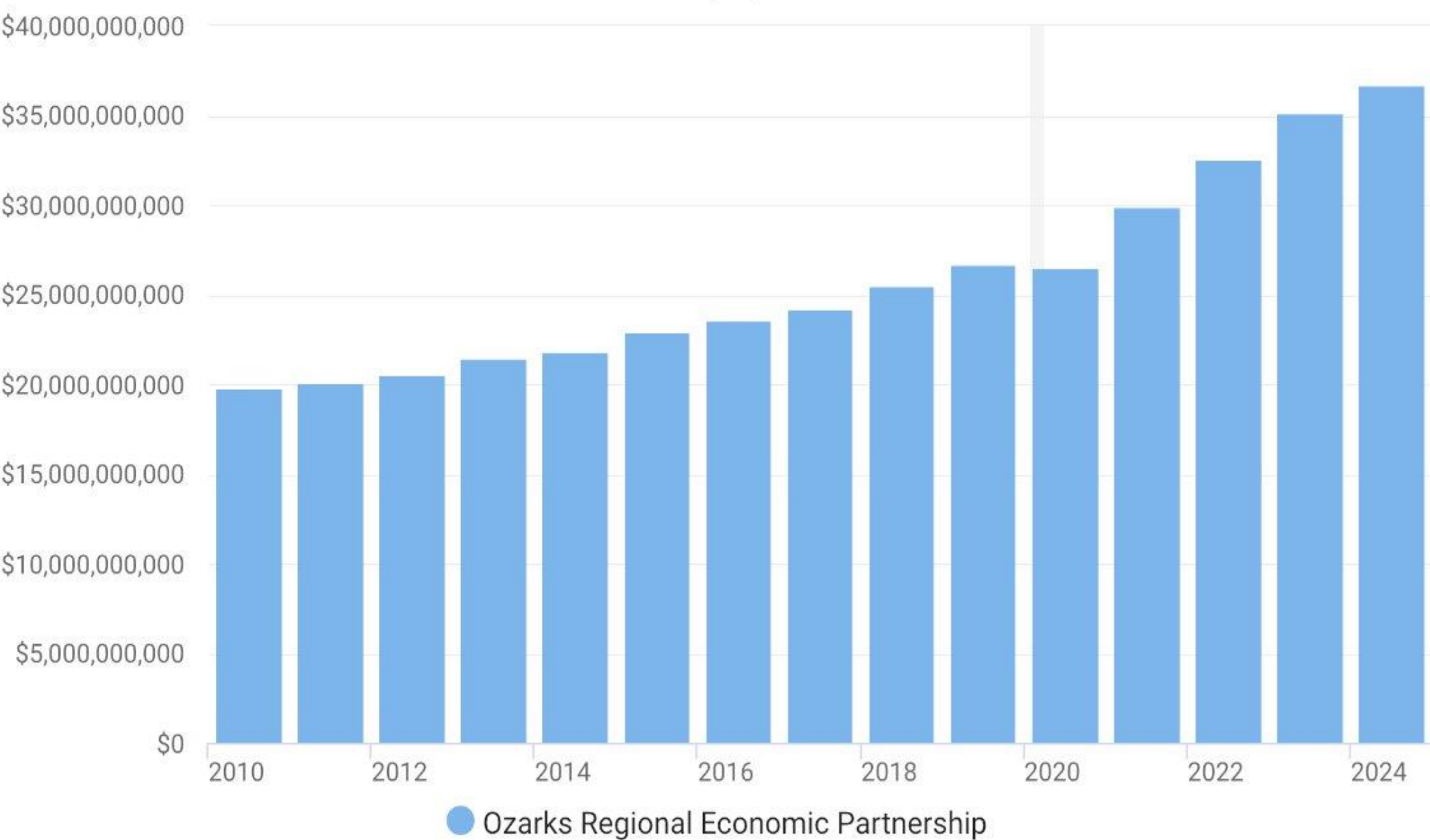
MSA (MO only)	Growth	Population Added
Springfield	4.32%	20,593
Kansas City*	2.4%	31,698
St. Louis*	0.1%	2,335
Columbia	4.06%	8,572
Joplin*	3.52%	6,403
Jefferson City	1.39%	2,082
St. Joseph*	-2.29%	-2,621
Missouri	1.47%	90,722
USA	2.57%	8,533,268



Springfield
Area Chamber of Commerce

GDP

Total Employment



Source: JobsEq®. Note: Figures may not sum due to rounding.

STRATEGIC PLAN (2030)

GOALS

Accelerate regional GDP growth by 75% between 2020 and 2030

Increase the labor force participation among the prime working age population by 15,000 individuals

Position the Ozarks as the leading business-friendly region in the Midwest

Stand among the top-performing chambers of commerce in the U.S.



Springfield
Area Chamber of Commerce

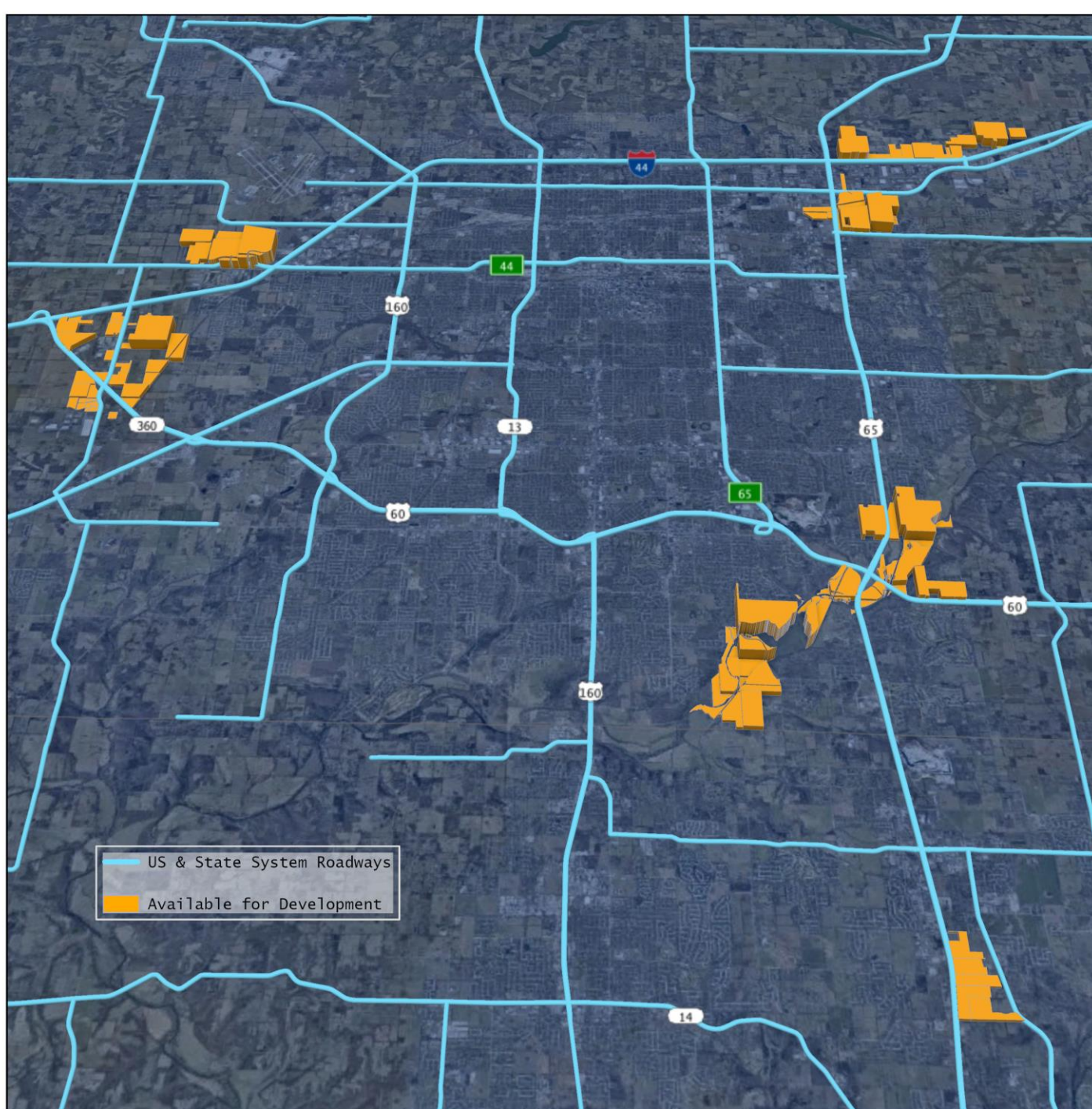
GROWING JOBS

GROWTH FOCUS AREAS

2500 Acres for Industrial Users

150 to 400 acre sites

2000 Acres near 60/65 for destination
development



HIGHWAY MM CORRIDOR OF OPPORTUNITY



- Transportation \$50 million +
\$19 million Cost Share
\$9.5 million MoDOT/DED cost share
\$2 million OTO federal
\$1.5 plus local
\$6 million MO general revenue RESTRICTED
- Electric \$19.5 m
- Water \$15 m
- Wastewater \$150 m



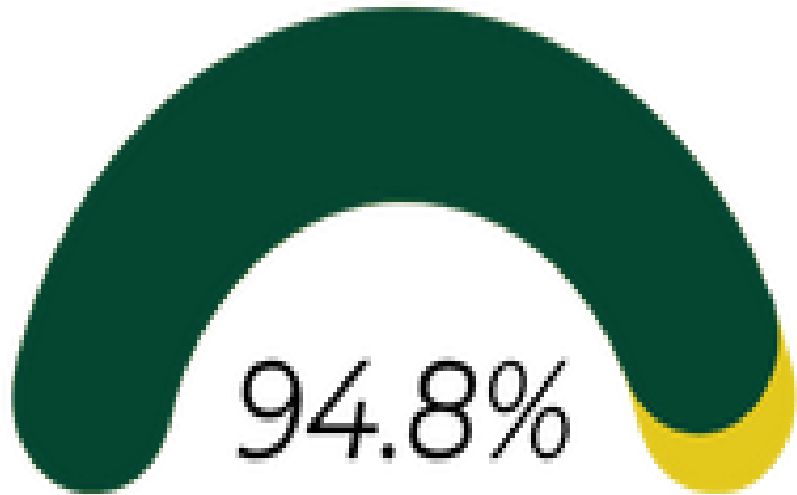
Springfield
Area Chamber of Commerce



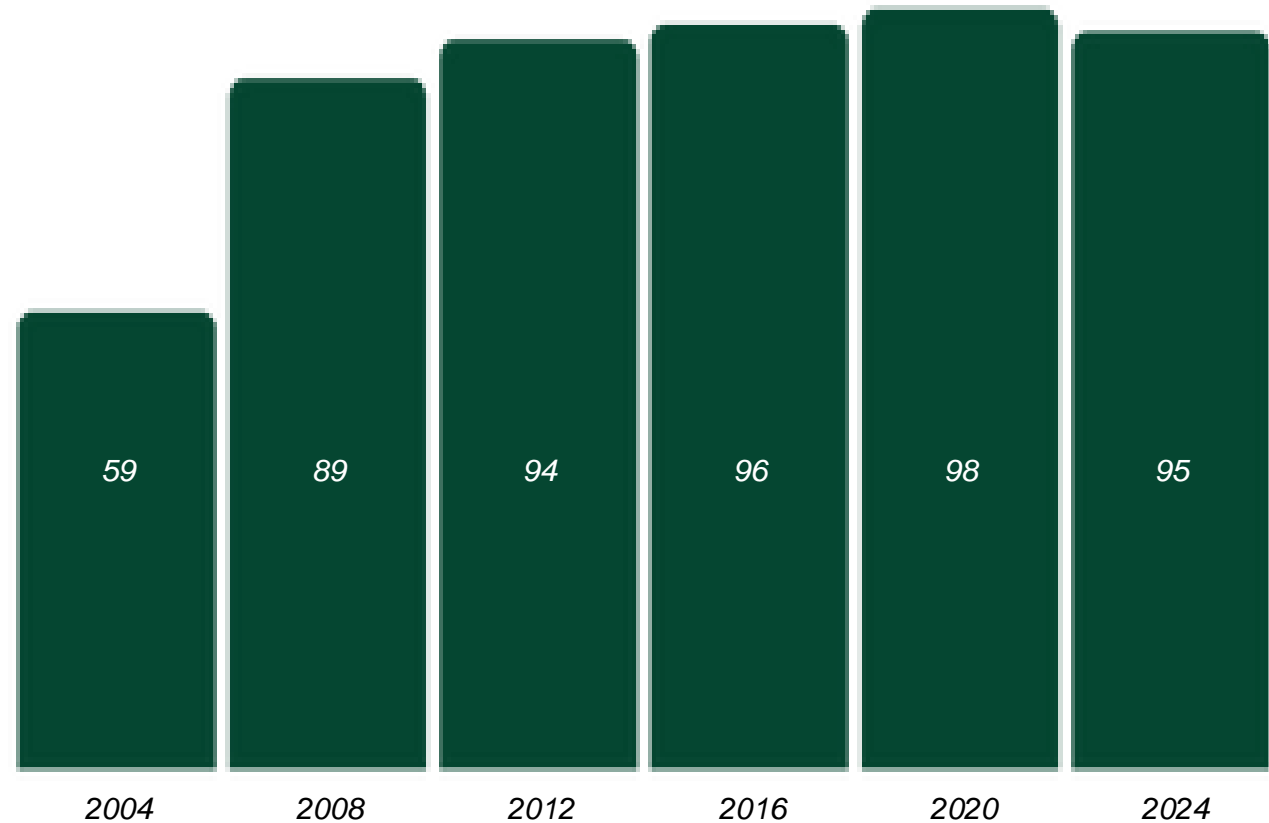


PERFORMANCE MEASURES

Bridge Condition
Percent Bridges in Fair
or Better Condition



% Major Roads in Good Condition

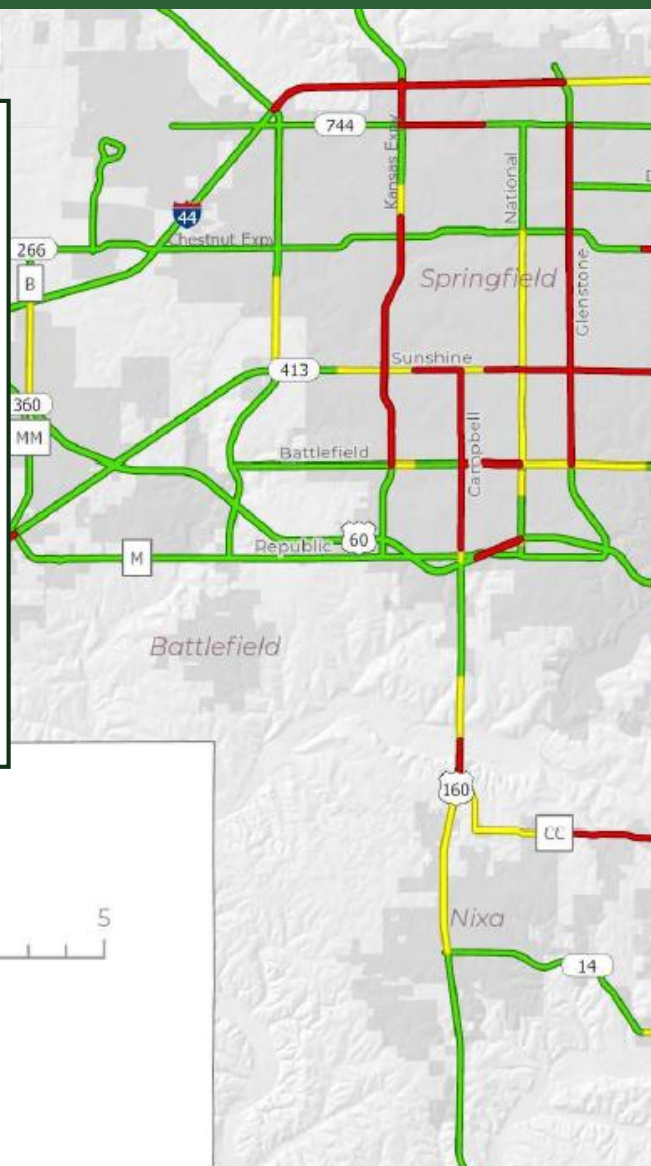
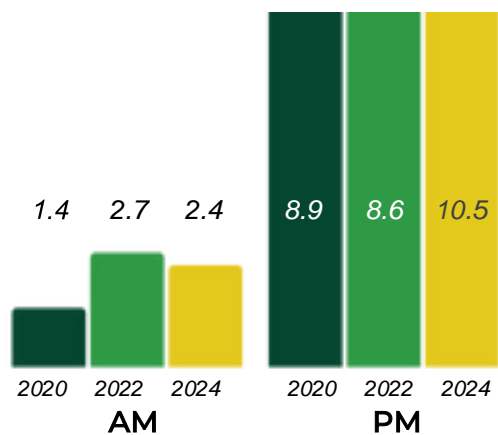




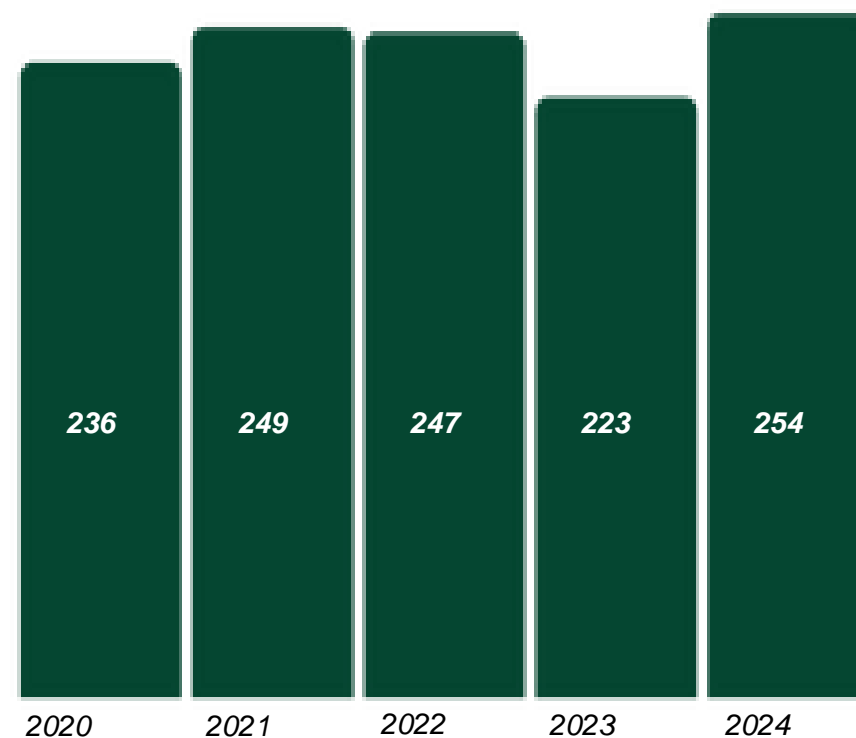
PERFORMANCE MEASURES

Congestion:

Percent Significantly Delayed Roads



Disabling Injury and Fatal Crashes

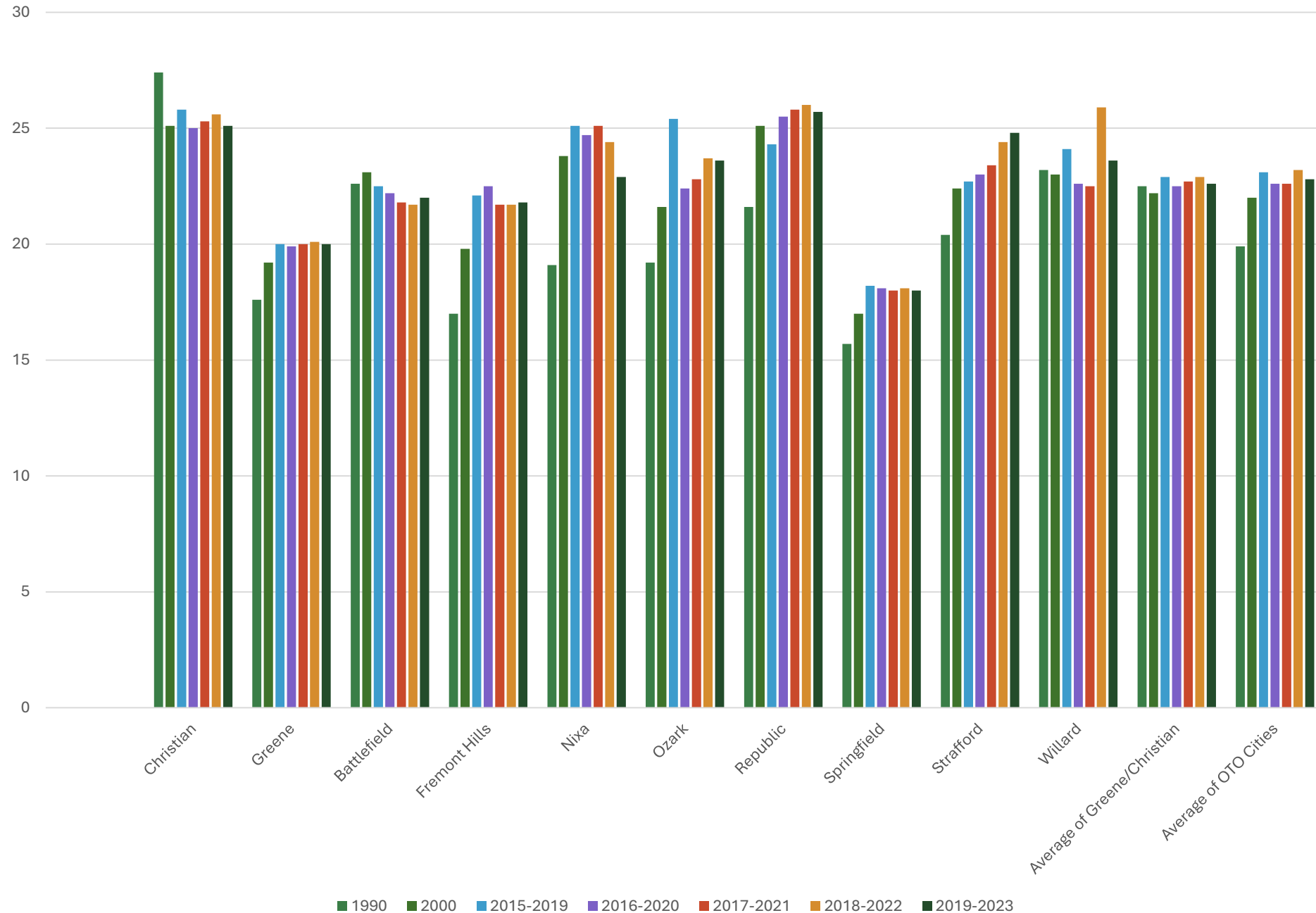




22.8 Minute
Average
Commute Time

High: 23.2 (2024)
Low 19.9 (1990)

Change in Commute Time





OTO SUBALLOCATED FUNDS

\$110 MILLION FEDERAL INVESTMENT

KANSAS EXPRESSWAY EXTENSION PHASE 1 & 2

OZARK CHADWICK FLYER TRAIL PEDESTRIAN
OVERPASS

REPUBLIC- OAKWOOD AND HINES INTERSECTION

SPRINGFIELD PAVEMENT RESURFACING AND
TMS IMPROVEMENTS AND SIGNAL REPLACEMENTS

CHRISTIAN COUNTY- NELSON MILL BRIDGE

WILLARD- MILLER ROAD WIDENING

NIXA- TRUMAN BLVD EXTENSION

BATTLEFIELD- WEAVER WIDENING ENGINEERING

STRAFFORD- OLD ORCHARD ROAD WIDENING



WORKING TOGETHER

Partner on Top Projects

- I-44 (\$3.3 local/OTO federal)
- MM (\$5.7 local/OTO federal)
- Kansas extension

Partner on Adjacent Projects (bid together)

- Republic Road and US60
- CC/Main Intersection/Main Street

Intersection Cost Share (local, OTO federal and MoDOT)

Build Sidewalks on MoDOT roads (\$2 million local/OTO federal and CU FTA)

Sunshine, Kansas and Glenstone



Monroe St 1800 E



Total Distributed Construction Program Funds

Safety
\$58 Million

- \$31 million distributed for statewide program.
- \$27 million distributed based on three-year average number of fatalities and serious injuries on state highway system.

Asset Management
\$829 Million

- \$619 million distributed based on amount of highway travel, bridge size and highway miles.
- \$210 million distributed for major bridge needs.

System Improvement*
Remaining Funds

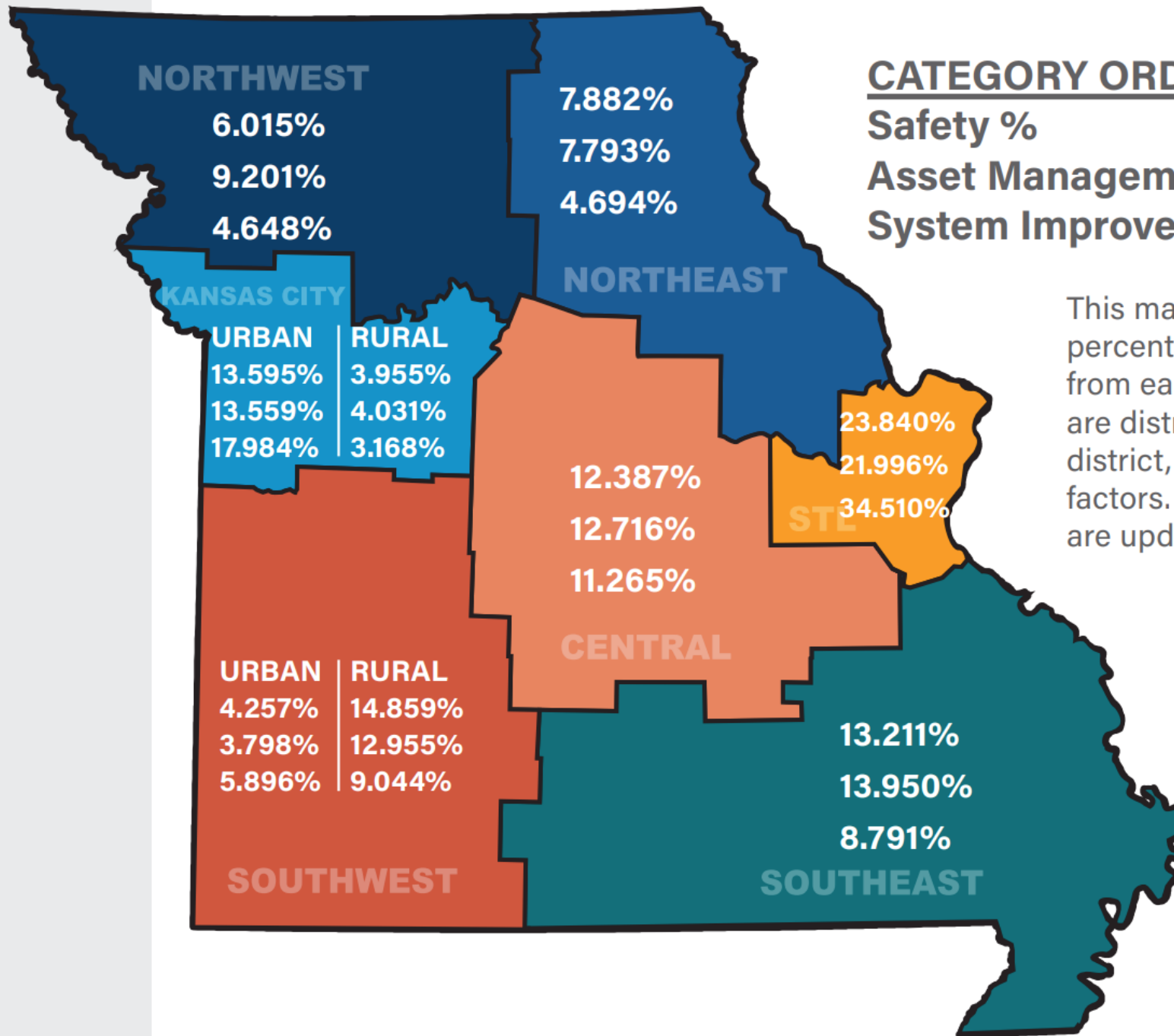
- Distributed based on population, employment and highway travel.

*In 2024, \$621 million of system improvement funds were distributed, of which \$260 million were used for asset management.



CITIZEN'S GUIDE TO TRANSPORTATION FUNDING in Missouri

Missouri Department of Transportation



CATEGORY ORDER:

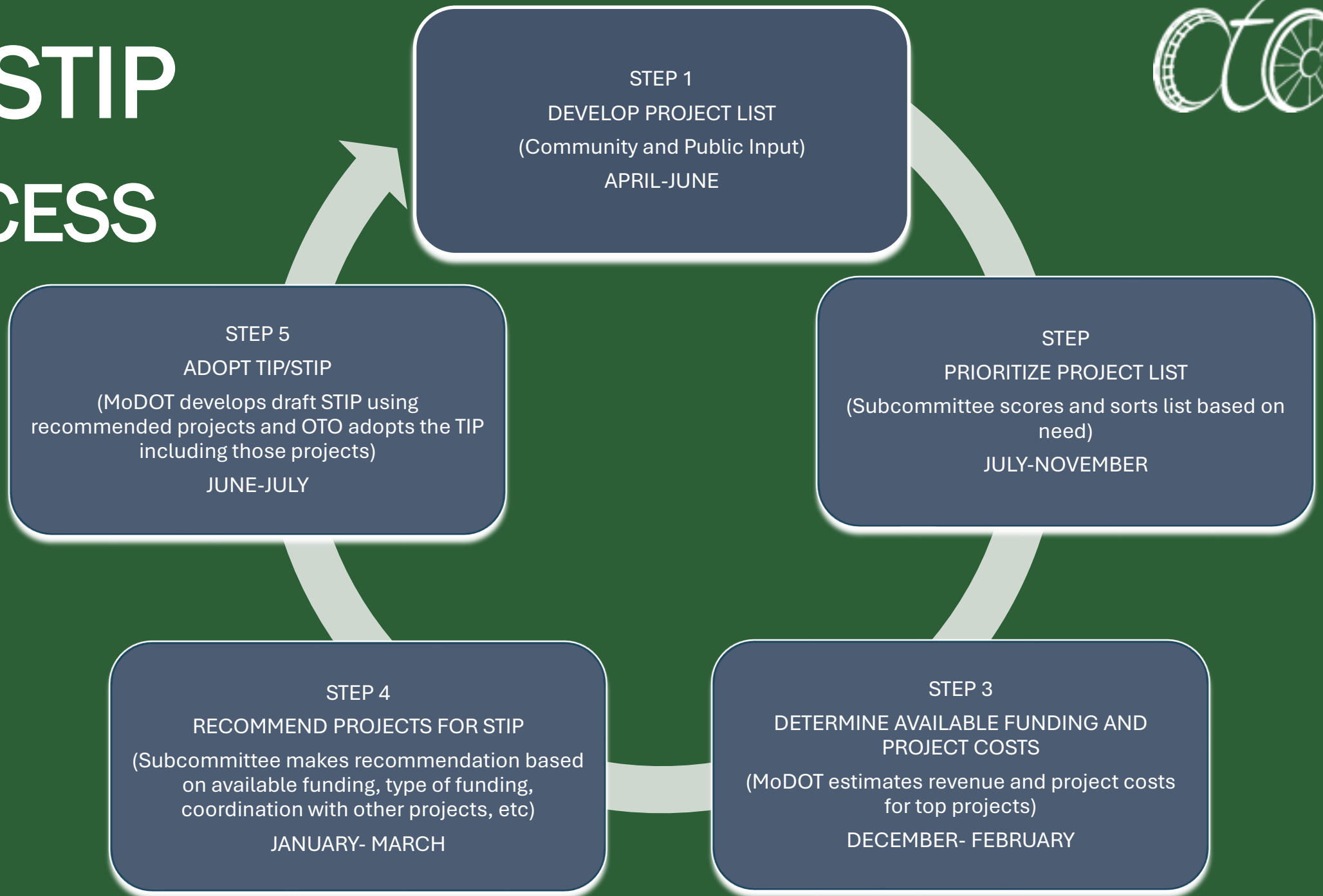
Safety %

Asset Management %

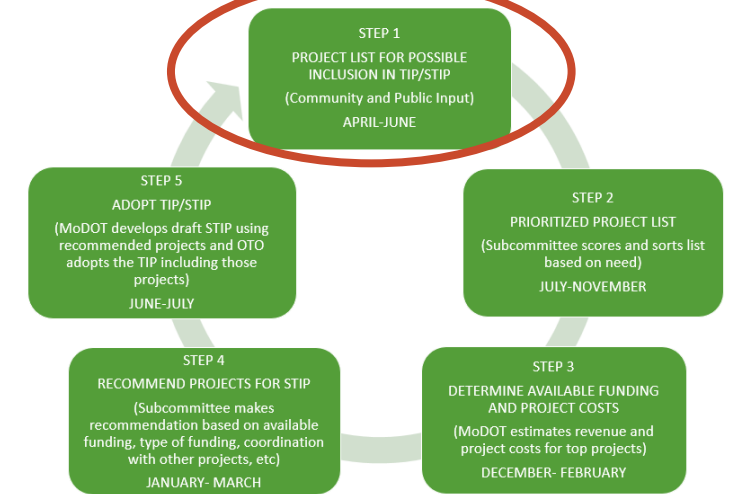
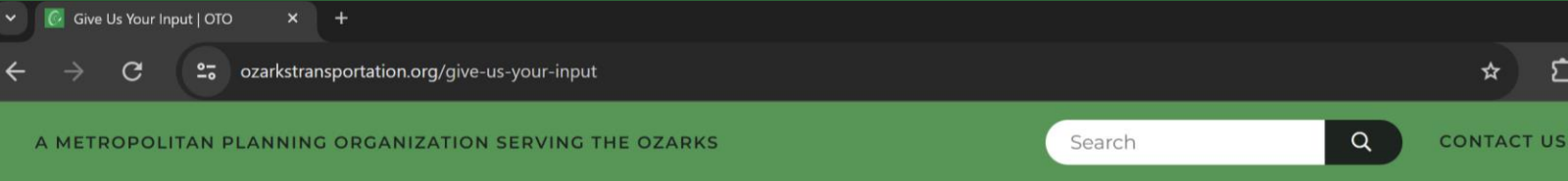
System Improvement %

This map shows the percentage of funds from each category that are distributed to each district, based on 2024 factors. Those factors are updated annually.

OTO STIP PROCESS



DEVELOP PROJECT LIST



NOTE: ALL PROJECTS MUST BE IN THE APPROVED FINANCIALLY CONSTRAINED LIST OF DESTINATION 2045

FY 2027-2031 Proposed Projects for STIP Prioritization

Priority	Roadway	Project Description
1	Rte MM	MO 360 to I-44
2	MO 13 (Kansas Expwy)	Intersection/access mgmt Chestnut to 44 (at Division, Atlantic, College, Walnut and Chestnut Expy and N of Kearney to Golden Plaza \$9 M)
3	US 60	Intersection Improvements from P to MM including Intersection at P and Bailey
4	US 160	Capacity Improvements from south of Plainview (FR 157) to AA
5	US 160	Six-Lane from AA to CC
6	US 160 Intersection Safety Projects	Study and determine needed Intersection Safety Improvements from I-44 to Sunshine
7	MO 13 (Kansas Expressway)	Context sensitive solution Battlefield to Sunshine to include Intersection improvements at Route 413 (Sunshine St.)
8	Rte CC	Widening from Fremont to 22nd Street- Ozark (\$15M)
9	60/65	Route 60/Route 65 interchange operational and corridor access improvements
10	I-44 & US 65	Phase II interchange improvements at Rte. 65
11	MO 13 (Kansas Expwy)	Capacity, Safety, and Operational Improvements Norton to OTO boundary
12	US 160	Safety and Capacity 14 to OTO Southern Boundary
13	US 160	4 lane to Pembroke/Rosedale
14	US 60	Capacity Improvements from new Bailey Intersection to Republic Rd
	Glenstone/LP 44 at I-44 Eastbound Ramp	Protected Left Turn Phasing/MoDOT SW Safety Plan
	Glenstone/LP 44/RT H	Improve pedestrian connectivity on Glenstone Avenue from Valley Water Mill Road to Evergreen Street
	US 60	ITS from 65 to 125
	US 160/Chestnut Expwy	Intersection improvements
	Rte MM/MO 360	Bridge Widening at MO 360 Interchange
	Chestnut Expwy	Kansas to National (City of Springfield)
	US 60	Capacity improvements from Republic Rd to Relocated MM Intersection
	US 60 & FR 189	New Interchange
	RT H	Capacity, Safety, and Operational improvements I-44 to Valley Water Mill
	Rte CC	Capacity & Safety improvements From Cheyenne to Fremont
	US 160/Division	Intersection improvements
	Rte FF & Republic Rd	Intersection (MoDOT)/Ped Crossing
	Glenstone & Luster	(Public Comment)
	Rte J	Additional WB lane between Farmer Branch & 17th
	Rte J/NN	2 thru lanes EB/WB at intersection
	Rte FF	Capacity Improvements through Battlefield
	Rte YY & Le Compte Rd	Intersection improvements
	Rte YY	Widening from US 65 to LeCompte
	Rte 14	Capacity and Safety Improvements Tiffany to Cheyenne
	Rte D	Capacity improvements from SGF limit to Hwy 125
	US 160/Nichols	Intersection improvements
	Rte 14	Capacity and Safety Improvements 14th Street to W
	US 60	Capacity improvements Rte FF to MO 360
	US 65	Interchange improvements and bridge replacements at BU 65 (Chestnut Expressway)
	Rte 14/Rte W	Intersection Improvements
REGIONAL	I-44	Widen to six lanes from Loop 44 (Chestnut Expressway) to Rte. 160 (West Bypass)

DRAFT FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

[Press Release](#)

[Draft FY 2025-2028](#)

HAVE A COMMENT?

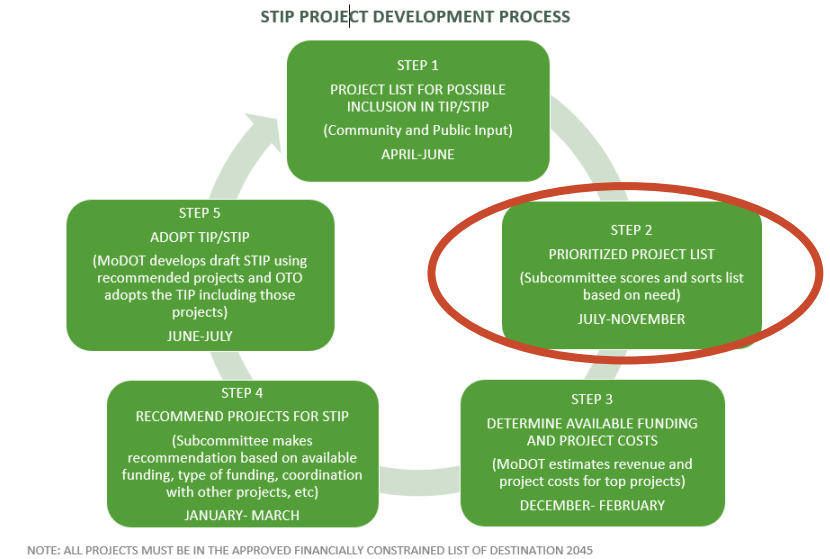
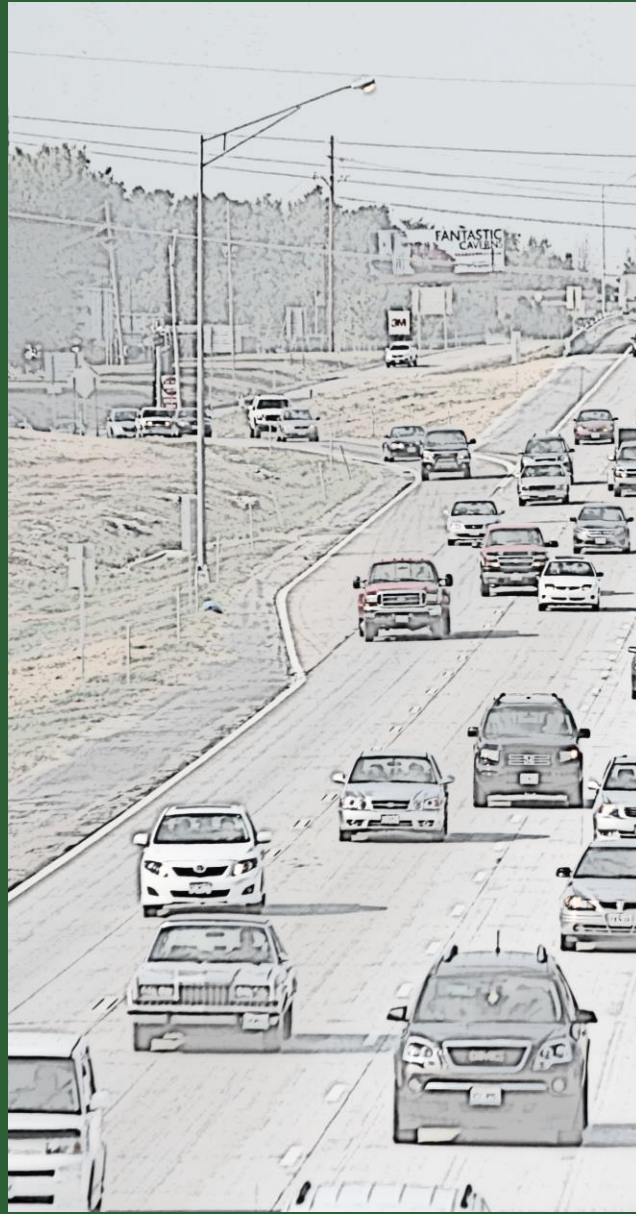
Would you like to leave us a comment but don't know where? Click the link below and fill out the form to give input for any general or specific comments.

MAP A CON

Use our interactive feature to pin a location and make a comment on issues or suggest changes that localities

OTO PRIORITIZATION FACTORS (MoDOT STIP)

- High Volume Corridors
- Safety (Crashes)
- Rail Crossing Improvement
- Congestion (Current/Future)
- Travel Speed (Congestion)
- Multimodal
- Freight
- Bridge Condition
- Environmental Justice
- Economic Development Area
- Regional Priority



**Prioritizing
Investment in
Safety and
Congestion**



UNFUNDED NEEDS

\$272 Million for Scenario Planning

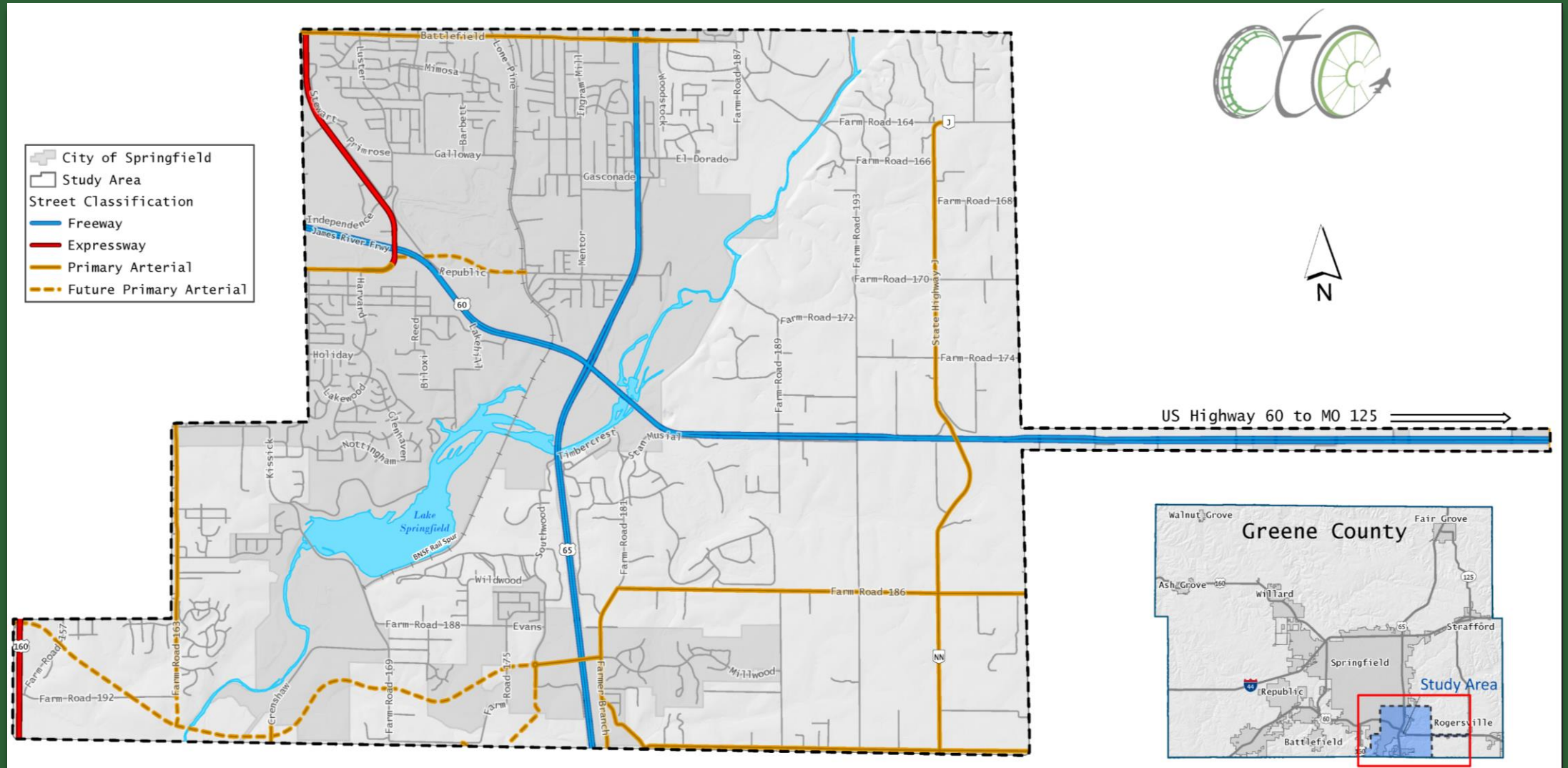
I-44, MM, 13, 160, 60, 65

Intersection Safety Improvements

Interchange Improvements

Capacity Projects

60/65 Access and Operational Study





ENHANCING GROWING THRIVING TOGETHER





2

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 November 14, 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

November 14, 2025

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
NW	A01	MERCER	65, 136	J1S3438	1,653 - 3,234	ADA IMPROVEMENTS		0.837		80%			
	LOW	TI-ZACK CONCRETE, LLC J D BISHOP CONSTRUCTION, LLC					\$1,095,351.62 \$1,185,768.50				\$1,165,000.00	2	0
NW	A02	PUTNAM, SULLIVAN	5	JNW0040	1504, 1226	RESURFACE		20.637		80%			
	LOW	EMERY SAPP & SONS, INC. W. L. MILLER COMPANY HERZOG CONTRACTING CORP. ABOVE AND BELOW CONTRACTING, LLC NORRIS ASPHALT PAVING CO., LC CAPITAL PAVING & CONSTRUCTION, LLC					\$3,970,777.25 \$4,061,469.99 \$4,143,056.05 \$4,444,466.45 \$4,523,246.55 \$4,717,266.87				\$5,267,000.00	6	0
NW	A05	VARIOUS	VARIOUS	JST0138	VARIOUS	JOB ORDER CONTRACT FOR GUARDRAIL IMPROVEMENTS		0.000		STATE			
	LOW	COLLINS & HERMANN, INC. SUPERIOR RAIL SYSTEM, LLC JAMES H. DREW CORPORATION					FACTOR 1.00 1.05 1.20	AMOUNT OF WORK \$3,800,000.00			\$3,800,000.00	3	0
NW	A06	SULLIVAN	E, PP, W	JST0153	1700, 187, 143	RESURFACE		25.725		STATE			
	LOW	W. L. MILLER COMPANY ABOVE AND BELOW CONTRACTING, LLC EMERY SAPP & SONS, INC. HERZOG CONTRACTING CORP. CAPITAL PAVING & CONSTRUCTION, LLC NORRIS ASPHALT PAVING CO., LC					\$2,594,172.70 \$2,601,057.82 \$2,755,905.49 \$2,935,000.14 \$3,435,039.24 \$3,452,061.67				\$2,750,000.00	6	0
NW	A3A	BUCHANAN	169	JNW0045	6,166	INTERSECTION REALIGNMENT		0.402		90%			
	LOW	HOY EXCAVATING, LLC LEAVENWORTH EXCAVATING & EQUIPMENT COMPANY, INC. AMINO BROS. CO., INC. C.P. EXCAVATING, LLC					\$1,968,701.24 \$2,067,284.36 \$2,129,341.03 \$2,174,667.37				\$2,629,000.00	4	0
NW	A3B	BUCHANAN	169	JNW0073	8,228	GRADING, DRAINAGE AND PAVEMENT FOR TURN LANES		0.313		80%			
	LOW	LEAVENWORTH EXCAVATING & EQUIPMENT COMPANY, INC. HOY EXCAVATING, LLC AMINO BROS. CO., INC. C.P. EXCAVATING, LLC					\$1,243,802.80 \$1,458,755.92 \$1,502,241.91 \$1,647,462.66				\$924,000.00	4	0
NE	B2A	AUDRAIN	NN	JNE0062	876	RESURFACE		2.066		STATE			
	B2B	AUDRAIN	22	JNE0211	5,706 - 8,730	RESURFACE				80%			
	LOW	EMERY SAPP & SONS, INC. MAGRUDER PAVING, LLC CAPITAL PAVING & CONSTRUCTION, LLC					\$2,324,480.68 \$2,456,983.04 \$2,570,731.34				\$2,669,000.00	3	0

SUMMARY OF BID OPENING

November 14, 2025

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
NE	B4A	SCHUYLER, SCOTLAND	D, J, V, U	JST0164	125 - 483	RESURFACE		41.054		STATE			
	B4B	ADAIR	P	JNE0025	3,450	COLDMILL AND RESURFACE		1.291		80%			
		ADAIR	P	JNE0209	552	RESURFACE		3.510		80%			
		ADAIR	H	JNE0212	2,048	RESURFACE		2.305		80%			
	LOW	W. L. MILLER COMPANY EMERY SAPP & SONS, INC. CAPITAL PAVING & CONSTRUCTION, LLC					\$4,759,638.80 \$4,966,049.67 \$6,181,444.38				\$5,096,000.00	3	0
KC	C01	RAY	10	JKR0077	7,700	COLDMILL, RESURFACE AND ADA IMPROVEMENTS		8.070		80%			
		CARROLL, RAY	10	JKR0078	3,500	COLDMILL AND RESURFACE		10.710		80%			
		RAY	J	JKU0419	900	COLDMILL AND RESURFACE		8.518		80%			
	LOW	EMERY SAPP & SONS, INC. MAGRUDER PAVING, LLC CAPITAL PAVING & CONSTRUCTION, LLC IDEKER, INC. SUPERIOR BOWEN ASPHALT COMPANY, LLC					\$8,632,050.57 \$8,980,609.76 \$9,585,064.02 \$9,587,871.58 \$11,442,321.66				\$13,190,000.00	5	0
KC	C02	JACKSON	7	JKU0010	30,840	ADA IMPROVEMENTS		1.564		80%			
		JACKSON	7	JKU0415	10,584	ADD TURN LANES		0.200		80%			
	LOW	RADMACHER BROTHERS EXCAVATING CO., INC. LEAVENWORTH EXCAVATING & EQUIPMENT COMPANY, INC. AMINO BROS. CO., INC.					\$5,625,143.82 \$6,458,882.21 \$7,460,062.50				\$5,856,000.00	3	0
		FUNDING BY CITY OF BLUE SPRINGS (JKU0010) - \$1,007,445.78											
KC	C03	CLAY	33	JKU0035	6,400	RESURFACE AND ADA IMPROVEMENTS		12.614		80%			
	LOW	IDEKER, INC. EMERY SAPP & SONS, INC. SUPERIOR BOWEN ASPHALT COMPANY, LLC					\$2,033,180.45 \$2,290,752.38 \$2,631,059.94				\$3,475,000.00	3	0
		FUNDING BY CITY OF KEARNEY - \$77,663.72											
KC	C04	PLATTE	273	JKU0041	6,500	COLDMILL AND RESURFACE		4.625		80%			
	LOW	IDEKER, INC. SUPERIOR BOWEN ASPHALT COMPANY, LLC J. M. FAHEY CONSTRUCTION CO.					\$1,822,269.37 \$2,064,724.09 \$2,116,660.05				\$2,712,000.00	3	0
KC	C05	CASS	7	JKU0098	6,360	BRIDGE REPLACEMENT		0.412		90%			
	LOW	LOUIS-COMPANY, LLC CLARKSON CONSTRUCTION COMPANY					\$5,574,627.16 \$6,679,612.22				\$6,053,000.00	2	0
KC	C06	PLATTE	NW 76th St	JKU0238	5	BRIDGE REPLACEMENT		0.072		80%			
	LOW	EPIC CONCRETE CONSTRUCTION, INC. WIDEL, INC. LOUIS-COMPANY, LLC REALM CONSTRUCTION INC. CLARKSON CONSTRUCTION COMPANY MERA EXCAVATING, LLC					\$1,168,837.30 \$1,226,762.00 \$1,409,416.82 \$1,498,104.13 \$1,857,527.45 \$2,132,505.84				\$1,445,000.00	6	0
		FUNDING BY PLATTE COUNTY - \$100,000											

SUMMARY OF BID OPENING

November 14, 2025

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
KC	C08	CASS, CLAY, JACKSON, PLATTE, RAY	VARIOUS	JKU0308	VARIOUS	JOB ORDER CONTRACTING FOR LIGHTING REPAIR		0.000		STATE			
	LOW	CUSTOM LIGHTING SERVICES, LLC DBA BLACK & MCDONALD CAPITAL ELECTRIC LINE BUILDERS, LLC					<u>FACTOR</u> 0.82 2.49	<u>AMOUNT OF WORK</u> \$2,400,000.00	1		\$2,400,000.00	2	0
KC	C11	CLAY	I-29	JKU0292	34,841	ONE BRIDGE REPLACEMENT AND ONE BRIDGE REHABILITATION		0.362		90%			
	LOW	CLARKSON CONSTRUCTION COMPANY LOUIS-COMPANY, LLC					\$3,652,483.87 \$4,072,971.94				\$2,550,000.00	2	0
KC	C7A	CLAY	C	JKU0276	1,321	RESURFACE		7.162		STATE			
	C7B	JOHNSON	CC	JST0167	294	RESURFACE		7.098		STATE			
		PLATTE, RAY	Y, D	JST0168	645, 102	RESURFACE		6.003		STATE			
	LOW	IDEKER, INC. EMERY SAPP & SONS, INC. SUPERIOR BOWEN ASPHALT COMPANY, LLC					\$2,128,647.42 \$2,620,960.03 \$2,726,439.71				\$2,891,000.00	3	0
CD	D01	PULASKI	I-44	JCD0111	18,970 - 19,205	PAVEMENT WIDENING		1.699		90%			
		PULASKI	I-44	JCD0111B	18,970 - 19,205	PAVEMENT WIDENING		1.170		90%			
		PULASKI	I-44	JCD0112	18,970 - 19,205	PAVEMENT WIDENING AND SHOULDER IMPROVEMENTS		0.240		90%			
	LOW	EMERY SAPP & SONS, INC.					PC \$17,096,648.91	<u>BASE BID</u> <u>LCCA FACTOR</u> \$17,096,648.91			\$16,806,000.00	1	0
CD	D02	PULASKI	I-44 SP	JCD0127	21,022	ADA IMPROVEMENTS		2.021		80%			
	LOW	N.B. WEST CONTRACTING COMPANY APLEX, INC. TI-ZACK CONCRETE, LLC S & A EQUIPMENT & BUILDERS, LLC					\$1,889,500.00 \$2,137,595.40 \$2,394,044.71 \$2,492,540.89				\$1,229,000.00	4	0
CD	D03	MONITEAU	BU 50	JCD0142	8,436	RESURFACE		5.716		80%			
		MONITEAU	F	JCD0154	758	RESURFACE		7.816		80%			
	LOW	MAGRUDER PAVING, LLC CAPITAL PAVING & CONSTRUCTION, LLC EMERY SAPP & SONS, INC.					\$1,738,288.79 \$1,893,512.45 \$2,148,925.06				\$1,844,000.00	3	0
CD	D04	MARIES, OSAGE	89	JCD0150	3,386	RESURFACE		17.032		80%			
		OSAGE	89	JCD0151	1,478	RESURFACE		18.083		80%			
		OSAGE	89 SP	JCD0327	321	RESURFACE		1.590		80%			
	LOW	PACE CONSTRUCTION COMPANY, LLC EMERY SAPP & SONS, INC. MAGRUDER PAVING, LLC ABOVE AND BELOW CONTRACTING, LLC CAPITAL PAVING & CONSTRUCTION, LLC					\$3,333,000.00 \$3,588,155.65 \$3,704,565.24 \$3,874,195.91 \$4,109,317.08				\$3,805,000.00	5	0

SUMMARY OF BID OPENING

November 14, 2025

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
CD	D05	BOONE	163, 63 OR	JCD0193	1,013	COLDMILL AND RESURFACE		3.570		80%			
	LOW	CAPITAL PAVING & CONSTRUCTION, LLC CHRISTENSEN CONSTRUCTION CO.					\$1,000,000.00 \$1,088,160.67				\$1,298,000.00	2	0
CD	D06	DENT, IRON, TEXAS	32	JCD0249	5,611	COLDMILL AND RESURFACE		46.351		80%			
	LOW	PACE CONSTRUCTION COMPANY, LLC APAC-CENTRAL, INC. MAGRUDER PAVING, LLC EMERY SAPP & SONS, INC. CAPITAL PAVING & CONSTRUCTION, LLC ABOVE AND BELOW CONTRACTING, LLC					\$5,130,000.00 \$5,226,663.65 \$5,580,396.78 \$5,654,129.71 \$6,219,629.60 \$6,242,324.11				\$6,757,000.00	6	0
SL	F01	ST CHARLES, ST LOUIS, ST LOUIS CITY	I-64, I-170	J6I3650	104,700 - 166,600	SIGN IMPROVEMENTS		52.700		90%			
	LOW	CSD ENVIRONMENTAL SERVICES, INC. COLLINS & HERMANN, INC.					\$5,884,668.11 \$6,202,674.77				\$7,810,000.00	2	0
SL	F02	ST LOUIS	67	J6S3557	25,767	RESURFACE AND ADA IMPROVEMENT		3.825		80%			
	LOW	GERSHENSON CONSTRUCTION CO., INC. BYRNE & JONES ENTERPRISES, INC. DBA BYRNE & JONES CONSTRUCTION PACE CONSTRUCTION COMPANY, LLC N.B. WEST CONTRACTING COMPANY					\$13,515,221.28 \$14,489,708.40 \$14,644,444.44 \$14,750,000.00				\$11,432,000.00	4	0
SL	F03	FRANKLIN, ST LOUIS	T	J6S3611	3,990	RESURFACE, PAVEMENT REPAIRS, SIGN REPLACEMENT, ADA IMPROVEMENTS AND SLOPE STABILIZATION		14.794		80%			
	LOW	N.B. WEST CONTRACTING COMPANY PACE CONSTRUCTION COMPANY, LLC ABOVE AND BELOW CONTRACTING, LLC GERSHENSON CONSTRUCTION CO., INC.					\$4,098,127.08 \$4,479,015.00 \$5,227,584.57 \$5,360,218.88				\$5,440,000.00	4	0
SL	F04	ST LOUIS	67	J6S3625	30,100	RESURFACE AND ADA IMPROVEMENTS		1.791		80%			
	LOW	GERSHENSON CONSTRUCTION CO., INC. BYRNE & JONES ENTERPRISES, INC. DBA BYRNE & JONES CONSTRUCTION N.B. WEST CONTRACTING COMPANY PAVEMENT SOLUTIONS, LLC					\$4,685,926.75 \$5,434,068.70 \$5,647,211.94 \$6,260,570.30				\$4,226,000.00	4	0
SL	F05	ST LOUIS	30	JSL0081	20,705	RESURFACE, SIGNAL IMPROVEMENTS, ADA IMPROVEMENTS, AND BRIDGE REHABILITATION		8.610		80%			
	LOW	N.B. WEST CONTRACTING COMPANY PACE CONSTRUCTION COMPANY, LLC BYRNE & JONES ENTERPRISES, INC. DBA BYRNE & JONES CONSTRUCTION GERSHENSON CONSTRUCTION CO., INC.					\$8,493,811.97 \$9,466,777.00 \$9,629,691.92 \$10,735,799.00				\$7,114,000.00	4	0

SUMMARY OF BID OPENING

November 14, 2025

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
SL	F06	FRANKLIN	100	JSLM0079	2,400	PIPE REPLACEMENT		0.021		STATE			
	LOW	K.J.U., INC. DBA K.J. UNNERSTALL CONSTRUCTION CO.					\$114,600.00				\$95,000.00	10	0
		MERA EXCAVATING, LLC					\$128,454.20						
		APLEX, INC.					\$129,376.00						
		R. V. WAGNER, INC.					\$138,296.00						
		GERSHENSON CONSTRUCTION CO., INC.					\$149,693.70						
		WIDEL, INC.					\$154,856.00						
		COURTNEY CONSTRUCTION, LLC DBA COURTNEY EXCAVATING & CONSTRUC					\$159,119.86						
		CSD ENVIRONMENTAL SERVICES, INC.					\$194,711.85						
		PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC					\$195,998.50						
		PACE CONSTRUCTION COMPANY, LLC					\$200,000.00						
SL	F07	FRANKLIN	D	JSLM0087	36,224	BRIDGE REHABILITATION		0.037		STATE			
	LOW	PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC					\$414,686.54				\$400,000.00	4	0
		CONCRETE STRATEGIES, LLC					\$428,815.64						
		N.B. WEST CONTRACTING COMPANY					\$605,000.00						
		OLYMPUS PAINTING CONTRACTORS, INC.					\$625,778.00						
SL	F08	JEFFERSON, ST LOUIS	I-55	J613290	123,190	BRIDGE REHABILITATION		0.495		90%			
	LOW	KOZENY-WAGNER, INC.					\$16,519,421.00				\$17,462,000.00	4	0
		CONCRETE STRATEGIES, LLC					\$17,736,469.14						
		KCI CONSTRUCTION COMPANY					\$20,705,555.55						
		AMERICAN CONTRACTING & SERVICES, INC.					\$28,631,860.00						
SW	G01	BARRY, NEWTON	60	J7P3386	8,040 - 20,890	RESURFACE, BRIDGE REHABILITATION		40.454		80%			
	LOW	BLEVINS ASPHALT CONSTRUCTION COMPANY, INC.					\$6,242,623.02				\$14,791,000.00	4	0
		APAC-CENTRAL, INC.					\$6,664,708.67						
		CAPITAL PAVING & CONSTRUCTION, LLC					\$7,765,000.00						
		EMERY SAPP & SONS, INC.					\$8,270,389.34						
SW	G02	JASPER	66	J7S2185B	15,867	PAVEMENT REBUILD AND ADA IMPROVEMENTS		0.965		80%			0
		JASPER	66	J7S2185C	15,187	PAVEMENT REBUILD AND ADA IMPROVEMENTS		0.985		80%			
		JASPER	66	J7S2185D	18,357	PAVEMENT REBUILD, BRIDGE REHABILITATION, AND ADA IMPROVEMENTS		1.014		80%			
		JASPER	66	J7S2185E	17,456	PAVEMENT REBUILD AND ADA IMPROVEMENTS		0.956		80%			
		JASPER	66	J7S2185F	15,867	ADA IMPROVEMENTS		0.965		80%			
		JASPER	66	J7S2185G	17,456	ADA IMPROVEMENTS		0.956		80%			
		JASPER	Oak St.	JSR0314	2,978	ADA IMPROVEMENTS AND BRIDGE REHABILITATION		0.102		80%			
							BASE BID	LCCA FACTOR	BASIS OF AWARD				
	LOW	D & E PLUMBING AND HEATING, INC.					\$33,698,256.71	\$981,700.00	\$34,679,956.71		\$46,421,000.00	3	
		EMERY SAPP & SONS, INC.					\$58,905,468.09	\$981,700.00	\$59,887,168.09				
		RADMACHER BROTHERS EXCAVATING CO., INC.					\$58,999,899.00	\$981,700.00	\$59,981,599.00				
		FUNDING BY CITY OF JOPLIN - \$5,299,446.43 (J7S2185C) & \$692,936.16 (J7S2185D)											
SW	G04	VARIOUS	VARIOUS	JSR0324	286 - 2,101	SEAL COAT		91.840		80%			
	LOW	BLEVINS ASPHALT CONSTRUCTION COMPANY, INC.					\$3,143,055.00				\$3,024,000.00	2	0
		VANCE BROTHERS, LLC					\$4,501,073.08						

SUMMARY OF BID OPENING

November 14, 2025

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
SW	G05	VARIOUS	VARIOUS	JSR0324B	436 - 3,027	SEAL COAT		60.344		80%			
	LOW	BLEVINS ASPHALT CONSTRUCTION COMPANY, INC. VANCE BROTHERS, LLC					\$1,711,050.00 \$1,883,770.30				\$1,779,000.00	2	0
SW	G06	VARIOUS	VARIOUS	JST0143	VARIOUS	JOB ORDER CONTRACT FOR GUARDRAIL IMPROVEMENTS		0.000		STATE			
		VARIOUS	VARIOUS	JST0143C	VARIOUS	JOB ORDER CONTRACT FOR GUARDRAIL IMPROVEMENTS		0.000		STATE			
SW	LOW	COLLINS & HERMANN, INC. MAR-JIM CONTRACTING, LLC					FACTOR 1.25 1.49	AMOUNT OF WORK \$1,901,000.00			\$1,901,000.00	2	0
SW	G07	MCDONALD	43	J7S3379	1,412	BRIDGE REPLACEMENT AND SLOPE REPAIR		0.294		80%			
		MCDONALD	59	JSR0172	2,799	DITCH STABILIZATION		0.215		80%			
SW	LOW	WEST PLAINS BRIDGE & GRADING, LLC HARTMAN AND COMPANY, INC. LOUIS-COMPANY, LLC CROSSLAND CONSTRUCTION COMPANY INC.					\$5,125,000.00 \$5,340,001.00 \$5,769,758.36 \$5,937,735.08				\$4,129,000.00	4	0
SW	G08	VARIOUS	VARIOUS	JST0143B	VARIOUS	JOB ORDER CONTRACT FOR GUARDRAIL IMPROVEMENTS		0.000		STATE			
	LOW	COLLINS & HERMANN, INC. MAR-JIM CONTRACTING, LLC					FACTOR 1.00 1.19	AMOUNT OF WORK \$2,195,000.00			\$2,195,000.00	2	0
SW	G11	BARRY	248	JSR0119	1,410	BRIDGE REPLACEMENT		0.305		80%			
	LOW	LOUIS-COMPANY, LLC HARTMAN AND COMPANY, INC.					\$3,726,689.85 \$3,770,000.00				\$3,921,000.00	2	0
SW	G9A	LAWRENCE	H	JSR0312	4,552	RESURFACE AND ADD SHOULDERS		14.165		80%			
	G9B	LAWRENCE	O, V, EE	JST0166	596	RESURFACE		9.313		STATE			
SW	LOW	APAC-CENTRAL, INC. BLEVINS ASPHALT CONSTRUCTION COMPANY, INC. CAPITAL PAVING & CONSTRUCTION, LLC					\$3,385,939.66 \$3,405,593.65 \$4,143,000.00				\$4,120,000.00	3	0
						BASE + ADD ALTERNATE A (JST0166)							
SE	H01	RIPLEY	142	J9S3685	1,160	BRIDGE REPLACEMENT		0.208		80%			
		RIPLEY	W	J9S3817	280	BRIDGE REPLACEMENT		0.076		80%			
SE		RIPLEY	W	J9S3848	280	BRIDGE REPLACEMENT		0.071		80%			
		RIPLEY	142	JSE0031	1,150	BRIDGE REPLACEMENT		0.142		80%			
SE	LOW	JOE'S BRIDGE & GRADING, INC. ROBERTSON CONTRACTORS, INC. WEST PLAINS BRIDGE & GRADING, LLC					\$3,768,396.50 \$3,821,334.42 \$4,577,000.00				\$4,149,000.00	3	0

SUMMARY OF BID OPENING

November 14, 2025

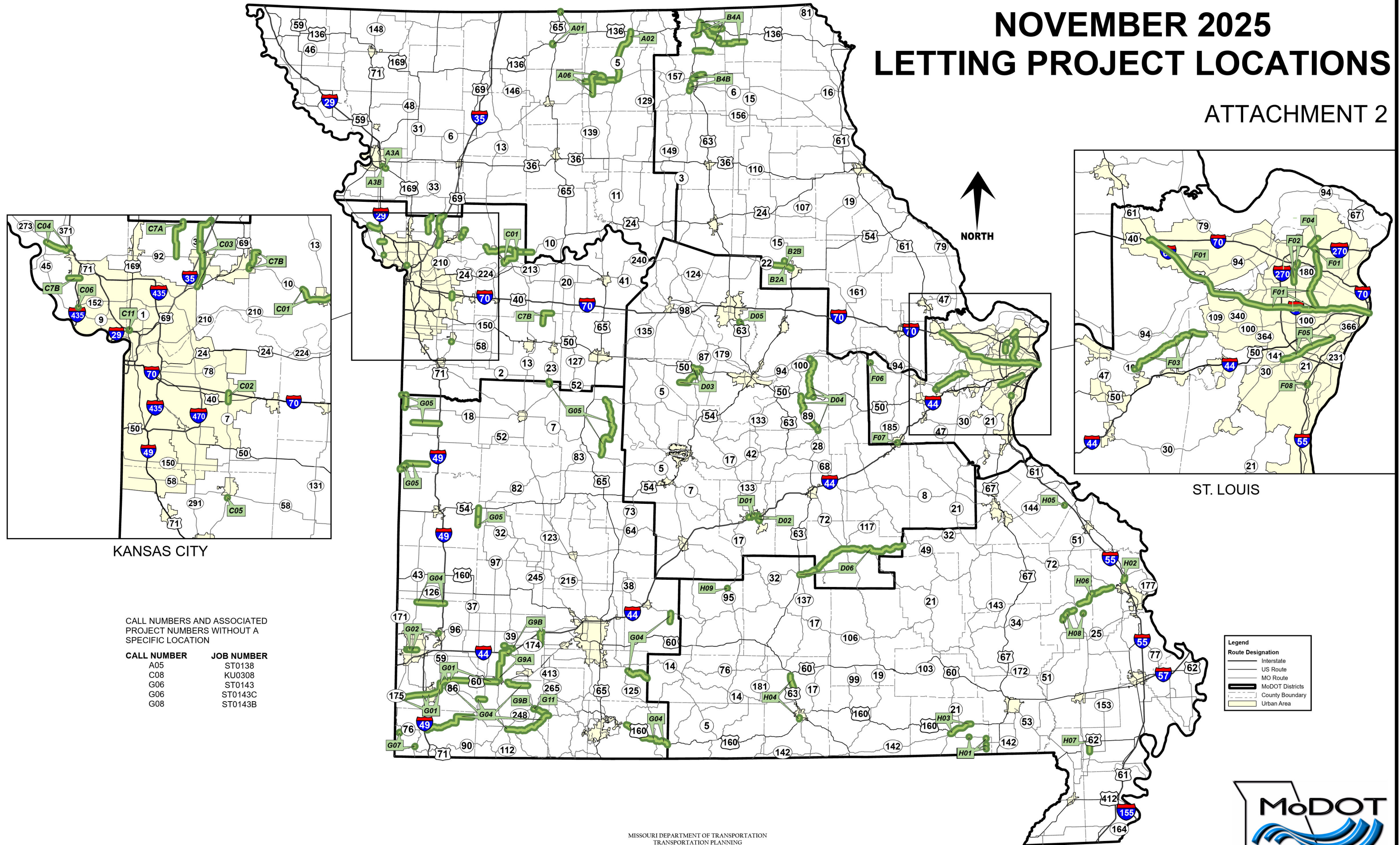
	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
SE	H02	CAPE GIRARDEAU	61	J9S3782	12,279	COLDMILL AND RESURFACE		1.397		80%			
	LOW	APEX PAVING CO. PACE CONSTRUCTION COMPANY, LLC					\$848,795.02 \$999,000.00				\$1,120,000.00	2	0
SE	H03	RIPLEY	160	J9S3806	7,054	RESURFACE AND BRIDGE REHABILITATION		9.209		80%			
	LOW	PACE CONSTRUCTION COMPANY, LLC MAGRUDER PAVING, LLC APEX PAVING CO.					\$5,135,000.00 \$5,971,435.34 \$5,980,033.09				\$6,207,000.00	3	0
SE	H04	HOWELL	160	JSE0006	9,926	RESURFACE		0.571		80%			
		HOWELL	63	JSE0004	12,947	RESURFACE		4.705		80%			
	LOW	PACE CONSTRUCTION COMPANY, LLC					\$1,850,000.00				\$1,838,000.00	1	0
SE	H05	STE GENEVIEVE	N	JSE0026	602	BRIDGE REPLACEMENT		0.086		80%			
	LOW	JOE'S BRIDGE & GRADING, INC. PACE CONSTRUCTION COMPANY, LLC PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC MAGRUDER CONSTRUCTION CO., INC. MERA EXCAVATING, LLC ROBERTSON CONTRACTORS, INC. WIDEL, INC.					\$994,393.50 \$1,086,000.00 \$1,143,807.79 \$1,194,812.00 \$1,221,111.84 \$1,262,640.15 \$1,265,756.50				\$1,264,000.00	7	0
SE	H06	BOLLINGER, CAPE GIRARDEAU	34	JSE0057	4,398	RESURFACE		15.138		80%			
	LOW	PACE CONSTRUCTION COMPANY, LLC EMERY SAPP & SONS, INC. APEX PAVING CO. MAGRUDER PAVING, LLC ABOVE AND BELOW CONTRACTING, LLC					\$3,519,000.00 \$4,120,943.09 \$4,131,641.67 \$4,483,015.54 \$5,075,980.36				\$4,541,000.00	5	0
SE	H07	NEW MADRID	J	JSE0059	982	RESURFACE		3.929		STATE			
	LOW	PACE CONSTRUCTION COMPANY, LLC APEX PAVING CO. ABOVE AND BELOW CONTRACTING, LLC					\$369,000.00 \$376,983.90 \$502,709.80				\$433,000.00	3	0
SE	H08	BOLLINGER	FF, N SPUR	JSE0098	517	RESURFACE		7.451		STATE			
	LOW	PACE CONSTRUCTION COMPANY, LLC APEX PAVING CO. ABOVE AND BELOW CONTRACTING, LLC BLACK DIAMOND PAVING, LLC DBA PAVING PROS					\$609,000.00 \$633,394.20 \$821,323.88 IRREGULAR				\$813,000.00	3	0

SUMMARY OF BID OPENING
November 14, 2025

									MAXIMUM TERM				
CALL NO.	COUNTY		RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
SE	H09	WRIGHT	95	JSEM0114	129	SLOPE REPAIR		0.157		STATE			
	LOW	H.R. QUADRI CONTRACTORS, LLC					\$347,398.00				\$289,000.00	6	0
		GENE HAILE EXCAVATING, INC.					\$482,667.50						
		WIDEL, INC.					\$510,057.50						
		MERA EXCAVATING, LLC					\$515,699.62						
		COURTNEY CONSTRUCTION, LLC DBA COURTNEY EXCAVATING & CONSTRUCTION					\$638,730.98						
		PUTZ CONSTRUCTION, LLC					\$658,050.50						
						LOW BID TOTAL	\$217,277,662.74				\$253,525,000.00	174	
						NOTE: AWARD AMOUNT FOR JOB ORDER CONTRACTS (PROGRAM CAP)	\$10,296,000.00						
						NOTE: TOTAL AWARD AMOUNT CHANGED TO REFLECT PROGRAM CAP ON JOB ORDER CONTRACTS	\$217,277,662.74						
						% DIFFERENCE	-14.3%						

NOVEMBER 2025 LETTING PROJECT LOCATIONS

ATTACHMENT 2



KANSAS CITY

ST. LOUIS

CALL NUMBERS AND ASSOCIATED
PROJECT NUMBERS WITHOUT A
SPECIFIC LOCATION

CALL NUMBER	JOB NUMBER
A05	ST0138
C08	KU0308
G06	ST0143
G06	ST0143C
G08	ST0143B

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.

October 17, 2025 Lettings (November 5, 2025 Awards, SFY 2026)				
	Number of Projects	Program Construction Estimate with Contingencies	Award Amount with Contingencies	% Difference
TOTAL ALL PROJECTS	53	\$200,554,440	\$177,378,333	-11.6
STIP PROJECTS	51	\$197,786,160	\$173,482,266	-12.3
FUNDING BY OTHERS	6	\$5,388,415		
	Number of Projects	Program Construction Estimate with	Award Amount with Contingencies	% Difference
DESIGN BUILD PROJECTS				
PROJECTS LET BY OTHERS				
PROJECTS LET BY DISTRICT				
Awards Year-to-Date for SFY 2026				
	Number of Projects	Program Construction Estimate with Contingencies	Award Amount with Contingencies	% Difference
TOTAL ALL PROJECTS	136	\$502,229,880	\$432,105,817	-14.0
STIP PROJECTS	122	\$485,822,160	\$414,732,694	-14.6
FUNDING BY OTHERS	11	\$11,920,474		
* Includes Design Build Projects				
Completed Projects Year-to-Date for SFY 2026				
	Program Constr. Est.	Final Project Cost	Difference	% Difference
STIP PROJECTS	\$381,016,000	\$432,161,000	\$51,145,000	13.4

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 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 SFY 2015	383	\$741,080,860	\$725,190,141	(\$15,890,719)	-2.1
STIP PROJECTS TOTAL	4073	\$10,087,486,052	\$10,222,783,266	\$135,297,214	1.3



3

UPDATE FROM MODOT'S SOUTHWEST DISTRICT

-- Presented by Stacy Reese, Southwest District Engineer, 417-942-7804.

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

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- The Southwest District is focusing its Statewide Transportation Improvement Program (STIP) funds and all available operation funds on maintaining existing roads and bridges as well as making significant safety and capacity improvements.
- The Southwest District's operating budget addresses activities including winter operations, emergency response, traffic incident management, mowing, litter control, signing and striping, in addition to maintaining roads and bridges.
- The Southwest District appreciates and fosters strong working relationships with the City of Springfield, City of Joplin and all planning partners to ensure the priorities of the communities it represents are considered appropriately.
- The district appreciates the efforts of our Coalition partners in educating the public, particularly young drivers, on the importance of safe driving practices. The influence of the Buckle Up Phone Down campaign is more important than ever, and having partners who help champion this message for us is a great asset to MoDOT and all Missourians.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Commission – Staff Presentation.
- Organization – District Structure.

OTHER PERTINENT INFORMATION:

- The Southwest District is comprised of 21 counties in the southwest portion of the state, with a population of just under one million residents. The district maintains 14,489 lane miles of road and 1,850 bridges.
- The district will undertake 243 projects in the 2026-2030 STIP, worth over \$1.57 billion.
- These projects are prioritized with the cooperation of the six planning organizations within the Southwest District including three Metropolitan Planning Organizations and three Regional Planning Councils.
- The district has several active projects at the moment including:
 - U.S. 60 / Route A Interchange in Webster County which will construct a new interchange at U.S. 60 and Route A in Diggins, and connect Route A in Diggins with Route Z in Fordland with a new outer road.
 - The Kaysinger Bridge Bundle is now underway, with three bridges under construction. The project will see twenty bridges in the Kaysinger Basin region

(Bates, Benton, Cedar, Henry, Hickory, St. Clair, and Vernon Counties) be replaced or refurbished.

- The district is also excited for improvements coming to the Interstate 44 corridor. Safety and capacity improvements from the Oklahoma state line through Webster County in the Southwest District have received positive feedback and support from across the District. Additional improvements in five segments are planned over the coming through 2031.
- The district has many exciting projects coming up in the next few years across the region, most notably:
 - Route 66 (7th Street) Safety Improvements in Joplin which will include safety, sidewalk and pavement improvements between Route P and Range Line Road (Loop 49).
 - Route MM realignment in Republic, which will realign Route MM from Farm Road 160 to Route 60 and add a new railroad overpass in Republic south of Haile Street.
 - Route 65 improvements in Benton, Hickory, and Dallas Counties is an approximately \$47 million project in 2028, which will construct passing lanes from Warsaw to Buffalo. The proposed concept includes 9-10 passing lanes and 2-3 roundabouts.
 - U.S. 60 Corridor Improvements in Webster County will include partial freeway upgrades in Seymour including a new interchange and the removal of two signalized intersections.
- The Southwest District spends a great deal of effort addressing roadside issues such as mowing and litter. So far in 2025, crews have mowed over 34,000 shoulder miles and removed over 367,000 pounds of litter from Missouri roadways. Crews have utilized innovative methods including slope mowers and litter rakes and balers to accomplish these tasks more efficiently in the urban areas. Crews have also replaced more than 10,000 signs.
- The district has seen a seven percent decrease in fatalities year-to-date in 2025, with two counties in the district experiencing just one fatality each. The longest stretch without a fatality was ten days at the end of February.
- The district works with our partners on the Southwest Coalition for Roadway Safety to implement education initiatives and safety campaigns like Arrive Alive and Buckle Up Phone Down. Sparta School Resource Officer Heather Usher has been a champion within the Coalition, working to increase seatbelt usage among Sparta High School students from 58 percent in 2022 to 97 percent in 2024. She was also recognized for her efforts with the National Highway Traffic Safety Administration's Region 7 People Saving People Award in July 2025.
- Public involvement plays an integral role in the planning, prioritization and implementation of projects in the district. More than 25 public meetings were held with over 1,000 attendees. More than 150 comments on MoDOT projects were received, helping to shape and develop projects in our communities.
- Our employees also take part in many school and community events, educating the public on the importance of roadway safety and the Buckle Up Phone Down message.
- Staff attended over 25 recruitment events, sharing information on internship and job opportunities across the region and further afield.

- Staff received many compliments from our customers, some came in less traditional forms. Bolivar Maintenance crews replaced a large box culvert on Polk County Route V over the summer. Returning to the site the following day, they found an unusual “thank you” from the local Amish community in the form of a very large pumpkin.
- Staff were recognized at the national level in 2025. Steve Smith and Ben Strong in the General Services department attended the AASHTO Spring Meeting in Connecticut in May to present on their Crowder College Partnership Innovation as a national beacon for innovation.
- Marshfield Senior Maintenance Worker Kyle Lansdown was recognized at the 2025 Innovations Challenge with the Top Tier spot in the Tool and Equipment Category for his Hydraulic Coupler Pressure Release innovation, earning a \$10,000 award for his work unit.
- In September the district celebrated Day of Remembrance, where we were also honored to dedicate our Southwest District Fallen Worker Memorial. Several of the families of our fallen workers were able to attend to cut the ribbon with our employees including the families of Charlie Toler, Josh Slatten, Will Crain, and Charles Rogers.

SOURCE OF FUNDING: Not applicable.



SOUTHWEST DISTRICT UPDATE

December 3, 2025

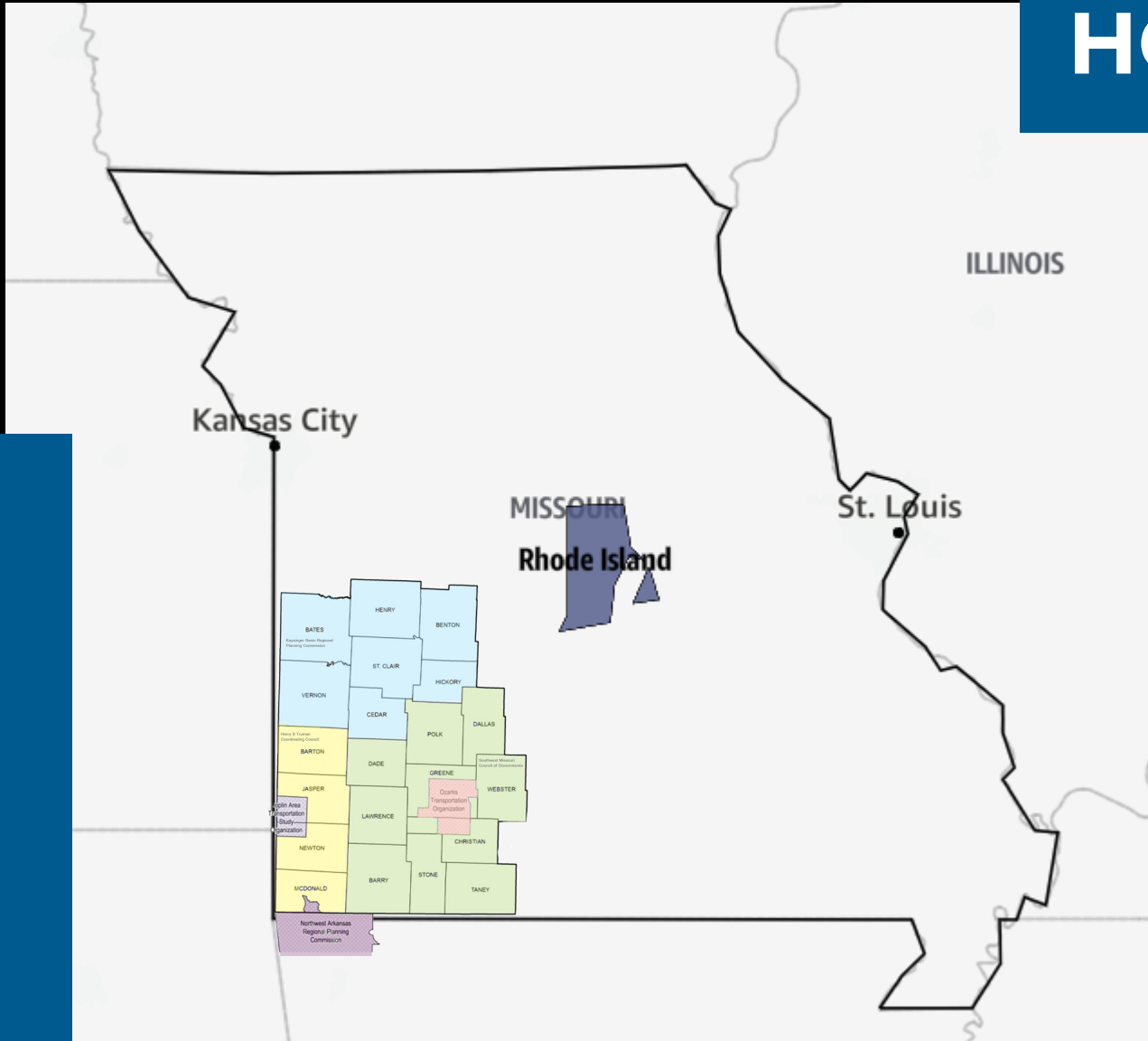
Stacy Reese, District Engineer

SOUTHWEST DISTRICT



- **21 counties**
- **13,000 square miles covered**
- **14,889 lane miles of highway**
- **1,850 bridges**
- **243 projects in STIP**
- **\$1.577 Billion Funds Programmed**

HOW DO WE COMPARE?



Rhode Island DOT

- 5 counties
- 3,300 lane miles
- 1,162 bridges
- 777 traffic signals
- 6 railway stations
- 790 employees

MoDOT Southwest

- 21 counties
- 14,889 lane miles
- 1,850 bridges
- 409 traffic signals
- 0 railway stations
- 724 employees



DELIVER THE PROGRAM

Southwest District

PLANNING PARTNERS

3 Metropolitan Planning Organizations 3 Regional Planning Commissions

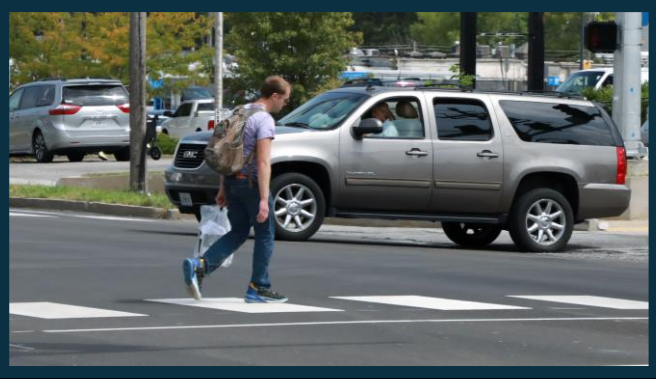


- Ozarks Transportation Organization
- Joplin Area Transportation Study Organization
- Southwest Missouri Council of Governments
- Kaysinger Basin Regional Planning Commission
- Harry S Truman Coordinating Council
- Northwest Arkansas Regional Planning Commission



ACTIVE PROJECTS

Southwest District



Chestnut Expressway ADA, Safety & Operational Improvements, Greene County

- Upgrade ADA pedestrian facilities
- Resurface Chestnut Expressway from I-44 to Eastgate Avenue
- Project Cost: \$9.7 million. Completion Summer 2026.



Route 60 / Route A Interchange, Webster County

- Upgrade Install new interchange at US 60 and Route A in Diggins.
- Connect Route A in Diggins with Route Z in Fordland with a new Outer Road.
- Project Cost: \$28.4 million. Completion Winter 2027.



Route 60, Roundabouts and Turn Lanes, Newton County

- Add roundabouts in Neosho at Route HH and in Yonkerville at Route 97.
- Add turn lanes at Routes M/W, Y and CC, Hammer Road, and Oakridge.
- Project Cost: \$9.7 million. Completion Winter 2027.



Bridge Bundle to replace or rehabilitate poor condition rated bridges within the Kaysinger Basin Regional Planning Commission area.

- Bates, Benton, Cedar, Henry, Hickory, St. Clair, and Vernon Counties.



\$38 Million bundle contains 20 bridges:

- 12 Full Replacements
- 2 Superstructure Replacements
- 4 Re-decks
- 2 Bridge Eliminations (removed from the NBI as culverts)



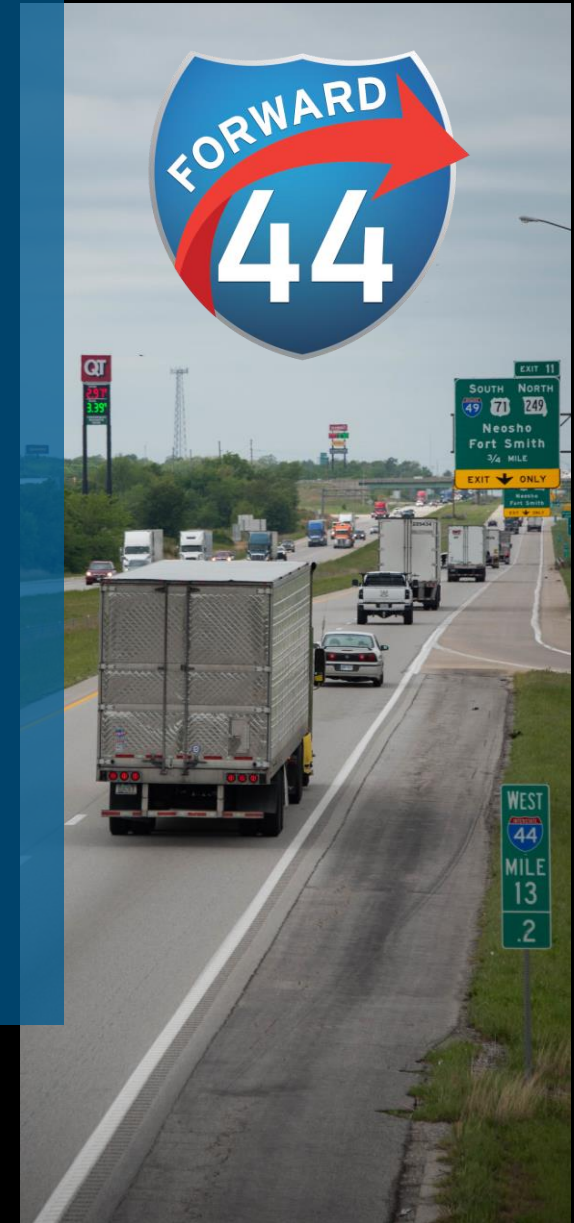


COMING SOON

Forward 44

FORWARD 44

- **FY 2024:** \$20 million in General Revenue for I-44 environmental study
 - Oklahoma state line to Route 100 (Franklin County)
 - Update environmental studies completed in mid 2000s
 - Study complete May 2025
- **FY 2025:** \$577.5 million in General Revenue for corridor improvements
 - I-44 Springfield Route 160 to Strafford
 - I-44 at I-49 Fidelity improvements

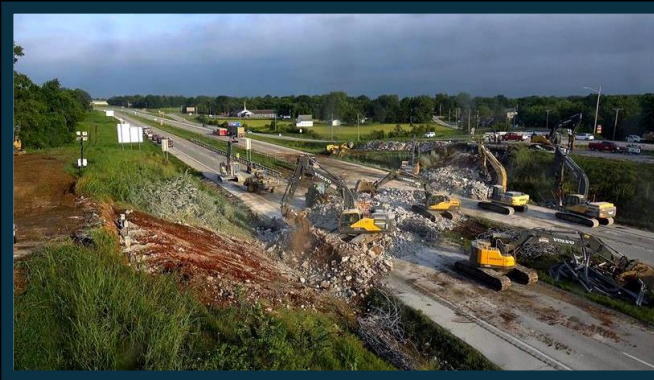


FORWARD 44 - PHASE 1



- Springfield Improvements

- Widen I-44 to 6 lanes from Kansas to Route 65
- Pavement rebuild from Kansas to Route 65 (GR Funded)
- Build sound wall from Summit to National (south side)
- Install new pedestrian underpass
- Project Cost: \$86.1 million, Completion date is Summer 2027



- Melville Road Bridge Replacement, Greene County

- New 45-Foot-wide bridge, including an 8-foot shared-use path
- Realign Norton Road Intersection
- New sidewalks between Norton Road and Farm Road 112
- Project Cost: \$5.9 million, Completion date is Winter 2025

SW DISTRICT BUDGET I-44 DESIGN-BUILD PROJECT

\$328
Million
General
Revenue



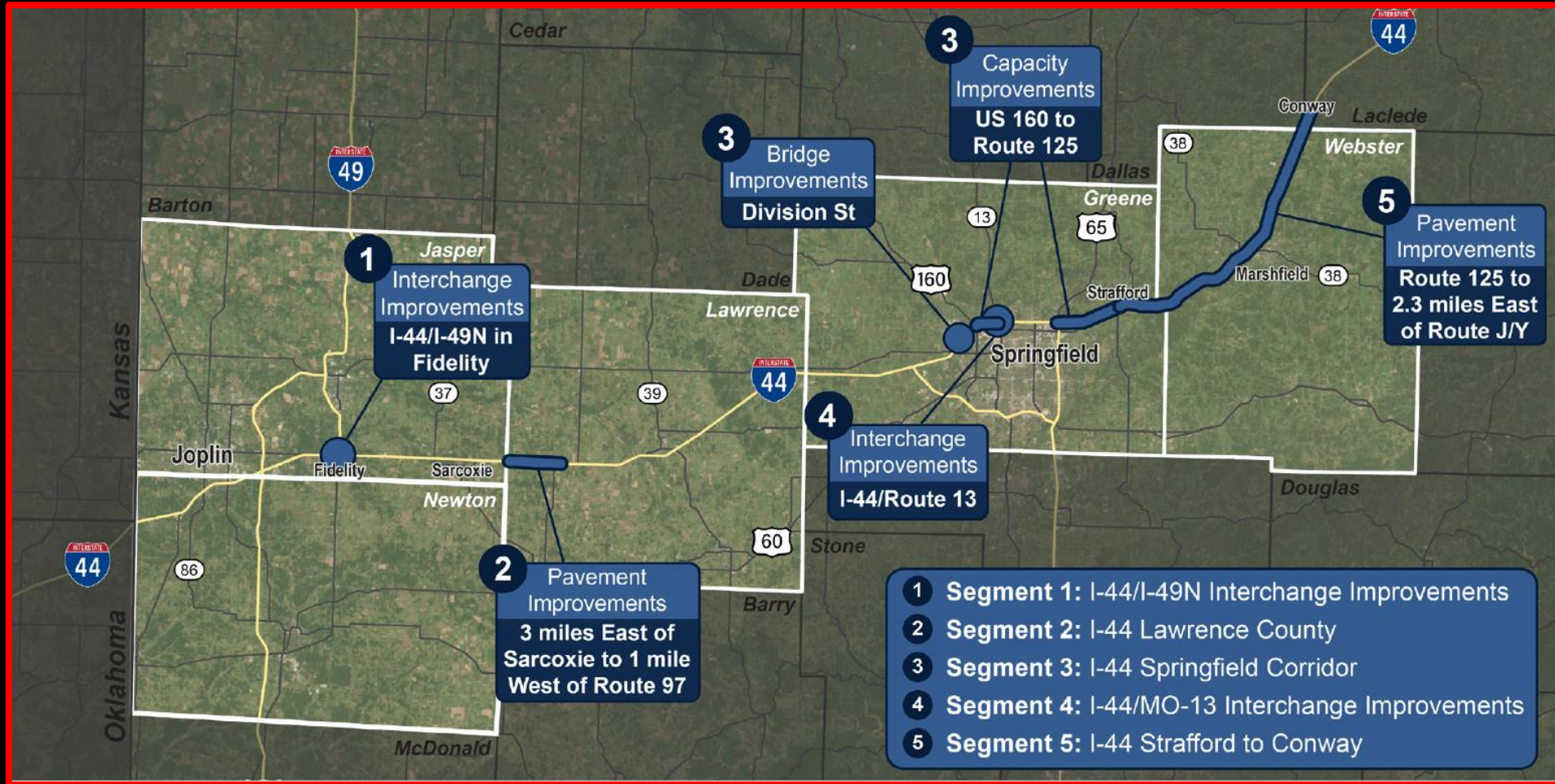
\$143
Million
STIP



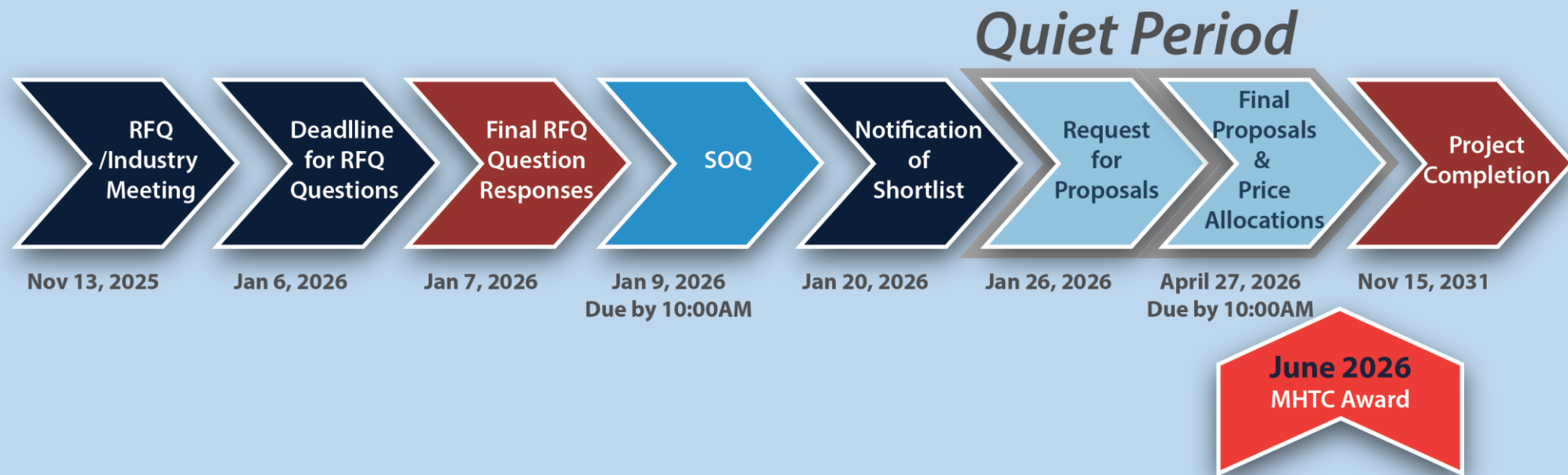
\$471
Million

FORWARD 44 PROJECT LOCATIONS

Southwest District



SOUTHWEST DISTRICT I-44 SCHEDULE





COMING SOON
Other District Projects



Route MM Realignment, Republic, Greene County

- \$35.7 million project which will realign Route MM from Farm Road 160 to Route 60 and add a new railroad overpass in Republic, south of Haile Street. Currently scheduled in 2026 & 2027.



Route 66 (7th Street) Safety Improvements, Jasper County

- \$60.2 million project which includes safety, sidewalk and pavement improvements between Route P and Loop 49. Currently scheduled in 2026-2027.



Route EE Intersection Improvements, Christian County

- \$12.9 million project along Route EE between US 65 and Route 160 including intersection improvements at US160 and curve straightening on Route EE. Currently scheduled in 2027.



Kansas Expressway Capital Improvements, Greene County

- \$10.3 million project to widen to 6 lanes along Kansas Expressway from Grand St to Sunshine Street. Currently scheduled in 2028.



Route FF in Joplin, Jasper County

- \$26.2 million project to add a railroad overpass on Route FF. Currently scheduled in 2028.



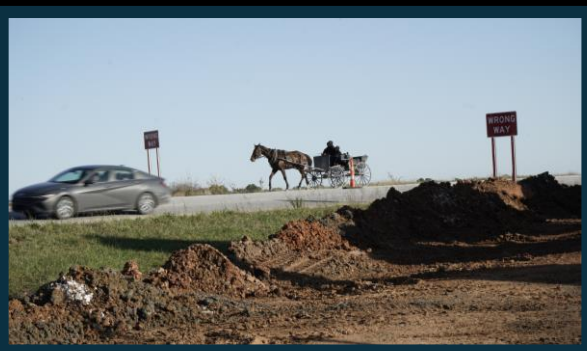
Route 65, Benton, Hickory, Dallas Counties

- ~\$47 million project in 2028, General Revenue and STIP funded project which will construct passing lanes from Warsaw to Buffalo. The proposed concept includes 9-10 passing lanes and two-three roundabouts. Currently scheduled in 2028 and 2029.



MO 52 in Butler, Bates County

- \$14.4 million project to replace the railroad underpass, improve the narrow road with a low clearance, add sidewalks and improve drainage on Fort Scott Street (MO 52). Currently scheduled in 2029.



Route 60 Corridor Improvements, Webster County

- \$32.8 million project with partial freeway upgrades in Seymour including a new interchange and the removal of two signalized intersections. Currently scheduled in 2029.



Bridge Improvements in Bates, Jasper and Newton Counties

- \$43 million bridge improvement project is a potential Design-Build. Currently scheduled in 2030.



RESTORING OPERATIONS AND SAFETY

Southwest District

RESTORING OPERATIONS

By the Numbers



Mowing

YTD 25

34,426 shoulder miles
\$5,338,561



Litter

YTD 25

30,614 bags of litter
367,368 pounds of
litter
\$1,648,210



Signage

YTD 25

\$3,301,173
10,216 signs replaced



24/7

Customer Calls YTD 2025

Mowing: 389

Litter: 262



WORK SAFELY

By the Numbers

YTD 2025



156
FATALITIES

7% DECREASE
from 2024 (168)

—SHOW-ME—
ZERO

YTD 2025

1 FATALITY

Dade County
Hickory County

FEB

February 25
thru
March 6

10 Days
without a
fatality crash

MISSOURI COALITION FOR ROADWAY SAFETY

Sparta School Resource Officer Heather Usher

Southwest Coalition for Roadway Safety Champion

Brought **Buckle Up Phone Down** to Sparta Schools

Saw seatbelt usage increase from **58% in 2022** to **97% in 2024**.

Honored with the National Highway Traffic Safety Administration's Region 7 **People Saving People Award** in July 2025.



A photograph of a multi-lane highway with traffic. In the foreground, a large white Swift truck is driving towards the viewer. To its left, a red tanker truck is also driving towards the viewer. Further back, several cars and other trucks are visible. On the right side of the highway, there are several road signs. A brown sign reads "National Churchill Museum" and "Lake of the Ozarks NEXT RIGHT". A blue sign reads "LOGGING - EXIT 148" and features logos for "8", "6", "SAND PLOT", and "CAMPBELL". A smaller blue sign above it reads "FOODS - EXIT 148" and features logos for "Wendy's", "McDonald's", "Sonic Drive-Ins", and "Burger King". The highway is flanked by green grass and trees in the background.

PUBLIC INVOLVEMENT and EMPLOYEE ACCOMPLISHMENTS

Focus on Customers

PUBLIC INVOLVEMENT



27 Public Meetings held in 2025 YTD
• 1,147 attendees and 164 comments

4 Virtual Public Meetings in 2025 YTD
• 566 unique visitors and 4 comments

Stakeholder/Industry Meetings

Legislative Briefings and Updates

Changes to Area Engineers

COMMUNITY, RECRUITMENT & FUNDRAISING ACTIVITIES



More than 25
Education and
Community Events



More than 25
Recruitment Events



Community Service,
Fundraising and
Charitable Campaign
Activities

Thank you!

MoDot

INNOVATIONS

Steve Smith (Equipment Technician Supervisor) & **Ben Strong** (Senior Equipment Technician) are recognized at the 2024 Innovations Awards for their Crowder College Partnership. The pair presented at the AASHTO 2025 Spring Meeting in Connecticut in May as a National Beacon of Innovation.



Kyle Lansdown (Senior Maintenance Worker, Marshfield) was recognized with the Top Tier Spot in the Tool & Equipment Category at the 2025 Innovations Awards for his Hydraulic Coupler Pressure Release. Kyle's innovation earned \$10,000 for use on work items for his work unit.



DAY OF REMEMBRANCE

Fallen Worker Memorial Dedication





THANK YOU



4

CONSIDERATION OF PROPOSALS FOR THE IMPROVE I-70: PROJECT #4 ROCHEPORT TO COLUMBIA DESIGN-BUILD PROJECT

-- Presented by Eric Schroeter, Deputy Director and Chief Engineer, 573-526-2903, and Spencer Robinson, Project Director, 573-508-4656.

ISSUE: Approval of the award of best value selection of the Improve I-70: Project #4 Rocheport to Columbia Design-Build Project in Boone County, in the Central District, which will improve safety and reliability, maintain the serviceability of bridges and pavement, improve accessibility for local communities, and minimize overall traffic impacts along the corridor.

RECOMMEND that the Commission:

- Accept the orally presented staff recommendation for award or rejection of the best value proposal for the Improve I-70: Project #4 Rocheport to Columbia.
- And authorize the Director, Chief Engineer, Chief Financial Officer, or their designee to negotiate and execute a contract with the best value proposer subject to approval as to form by the Chief Counsel's Office and contingent on the transfer of funds to the State Road Fund I-70 Project Fund (SRF I-70 Project Fund); and
- Authorize payment of the agreed stipend to the two unsuccessful proposing teams.

DEPARTMENT VIEW:

- On July 12, 2023, the Missouri Highways and Transportation Commission approved the use of Design-Build for Statewide Improve I-70.
 - **Procurement Process** – Three teams were prequalified on June 5, 2025 to compete for the contract. The Request for Proposals was issued on June 9, 2025. The MoDOT Design-Build team held 11 confidential discussions with each team over a period of 21 weeks to discuss their proposal ideas. Final proposals were due on November 14, 2025.
 - **Property Acquisition** – Right of Way may be required for this project. If it is, all cost and schedule impacts associated with any new Right of Way or easements will be at the Contractor's expense.
 - **Disadvantaged Business Enterprise Goal and Workforce Utilization** – MoDOT's Business Development and Compliance Division established a 0 percent DBE goal for Construction Activities and a 0 percent DBE goal for Professional Services. The contractor is required to meet federal workforce goals per trade of 6.3 percent minority and 6.9 percent female.
 - **Project Goals** – MoDOT has established the following goals for the project which were used in evaluating and determining the Best Value Proposal:
 1. Deliver the project by December 31, 2029 within the program budget.
 2. Provide a third lane of travel for eastbound and westbound I-70 from Rocheport to Columbia.
 3. Modernize I-70 while improving pavement, bridges, and interchanges to provide better traffic flow and movement of freight.
 4. Minimize construction impacts with a focus on work zone safety, communication, and construction staging while maintaining mobility.

5. Provide expanded employment opportunities while developing and using a diverse workforce.

OTHER VIEWS:

- The development of the Second Tier Environmental Impact Statement provided many opportunities for the public and stakeholders to engage in reviews and provide input both in-person and online. The project team used several approaches to reach the public including public meetings, community meetings, Government Relations Briefings, a Community Advisory Group, and engagement tools.
- The project improvements will consider regional impacts that may impact the corridor, during construction and after completion.
- The project is being closely coordinated with other projects along I-70 and other critical projects within the Central District.
- No formal opposition to the project has been voiced.
- Positive feedback and support has been expressed from the City of Columbia, Boone County, University of Missouri, and the Business Loop community.

MHTC POLICY:

- Highways – Construction – Contract Awards.
- Execution of Documents.
- Highways – Construction – Bidding Process – Escrowing Bid Documents.
- State and Local Governmental Entities – General.
- Statewide Transportation Improvement Program (STIP) – Joint STIP Projects With State and Local Governmental Agencies – Execution of Documents.
- STIP – Environmental Approvals – Execution of Documents.
- STIP – Environmental Damage Mitigation – Execution of Documents.
- STIP – STIP Preparation and/or Implementation – Execution of Documents.
- Highways – Right of Way – Easements and Leases – Easements Across Commission Property.
- Highways – Right of Way – Easements and Leases – Lease of Property from Others.
- Multimodal – Railroads – Execution of Documents – Rail Industry Operations – Execution of Documents.
- Highways – Construction – Contract Administration – Construction Change Orders.
- Highways – Consultant Engineering Services.
- Highways – Construction – Contract Awards – Award of Construction Contracts.
- Commission – Delegation of Authority to Director and Chief Engineer.

OTHER PERTINENT INFORMATION:

- The project includes funds from the Legislative funded Improve I-70 Program.

SOURCE OF FUNDING:

Total funding for the project is \$441 million. The Design-Build contract has a not-to-exceed project cost of \$425 million. The remaining funds outside of the Design-Build

contract will be used for Stipends, Contingency, Construction Engineering, and Preliminary Engineering.

Of this funding \$366.4 million is from state funds legislatively designated for the Improve I-70 Program, \$41.9 million is from STIP projects previously programmed, \$15.7 million is from the awarded INFRA federal grant, \$900,000 is from the recently awarded Wildlife Crossing Pilot Program federal grant and \$100,000 is from other state funds, including the Missouri Department of Conservation funds to match the Wildlife Crossing Pilot Program federal grant.

Improve I-70

Rocheport to Columbia

Final Recommendation Report
December 3, 2025



IMPROVE I-70



DECEMBER 2025

Totals listed are STIP funds unless otherwise noted

Planned Capacity Improvements Blue Springs to Wentzville

PROGRAM SCHEDULE: 2024-2030

Under Construction - \$1.9 billion

Funded Future Improvements - \$1.5 billion

Truck Parking Multiple Locations Statewide

A corridor-wide project is underway to evaluate and improve truck parking at multiple locations along I-70 statewide near Odessa, Concordia, Boonville, Minneola, and Wright City.

Federal Grant: \$33 million

Blue Springs to Odessa

25 miles

Future Improvements:
\$367 million

- STIP: \$43 million
- General Revenue: \$324 million

2025-2028

Odessa to Concordia

13 miles

Future Improvements:
\$163 million

- STIP: \$0
- General Revenue: \$163 million

Est. Start: 2027

Concordia to Boonville

42 miles

Future Improvements:
\$541 million

- STIP: \$10 million
- General Revenue: \$531 million

Est. Start: 2027

Boonville to Rocheport

13 miles

Completed: Rocheport Bridge
\$240 million

Future Improvements:
\$150 million

- STIP: \$0
- General Revenue: \$150 million

Est. Start: 2026

Rocheport to Columbia

14 miles

Future Improvements:
\$441 million

- STIP: \$58 million
- General Revenue: \$383 million

2026-2029

Columbia to Kingdom City

20 miles

Improvements:
\$426 million

- STIP: \$129 million
- General Revenue: \$297 million

2024-2027

Kingdom City to Warrenton

44 miles

Completed: Mineola Hill
\$31 million

Future Improvements:
\$581 million

- STIP: \$23 million
- General Revenue: \$558 million

Est. Start: 2027

Warrenton to Wentzville

19 miles

Improvements:
\$634 million

- STIP: \$200 million
- General Revenue: \$434 million

2025-2028

PROJECT STATUS



Design/
Procurement



Awarded/Under
Construction



Complete

PLANNED CAPACITY IMPROVEMENTS:

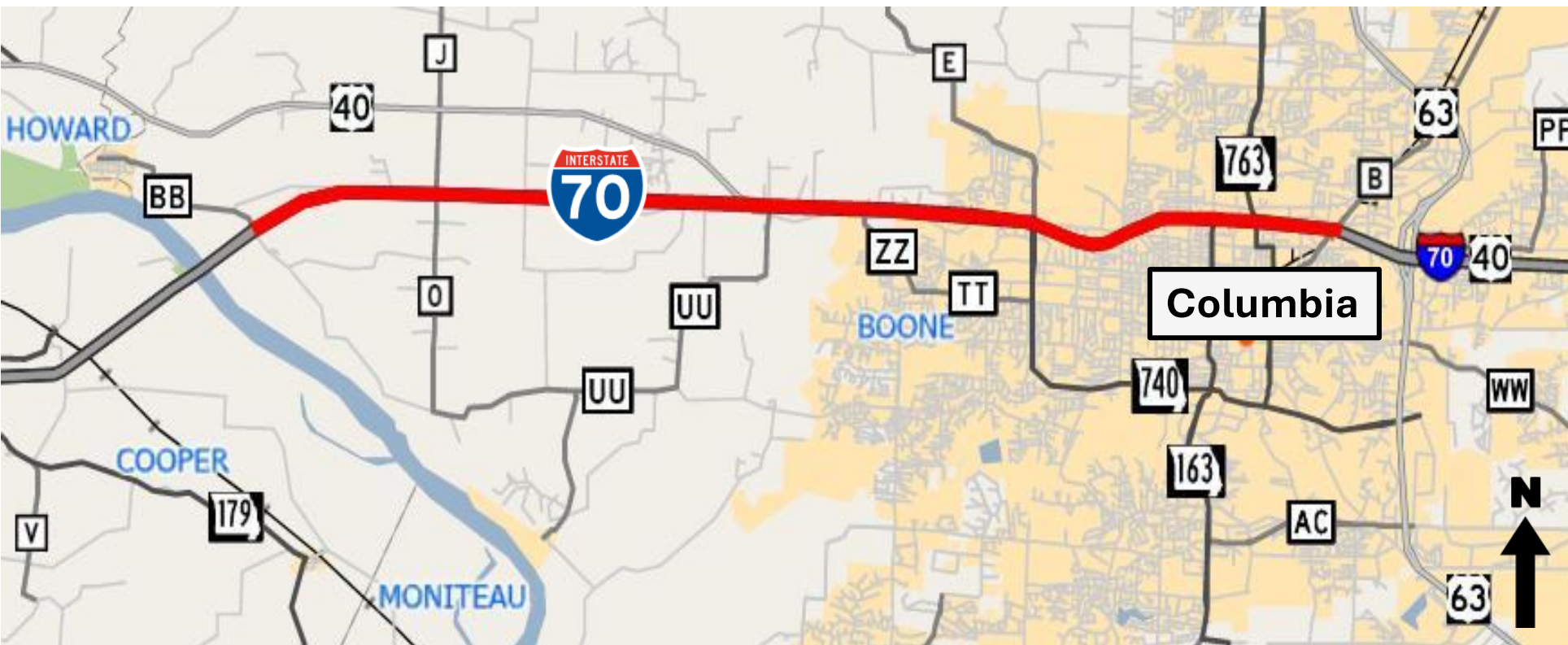
STIP funded: \$496 million

General Revenue funded: \$2.84 billion

- 1.1 million jobs depend on I-70
- Workforce development opportunities
- I-70 carries 100 million tons of freight

modot.org/improveI70

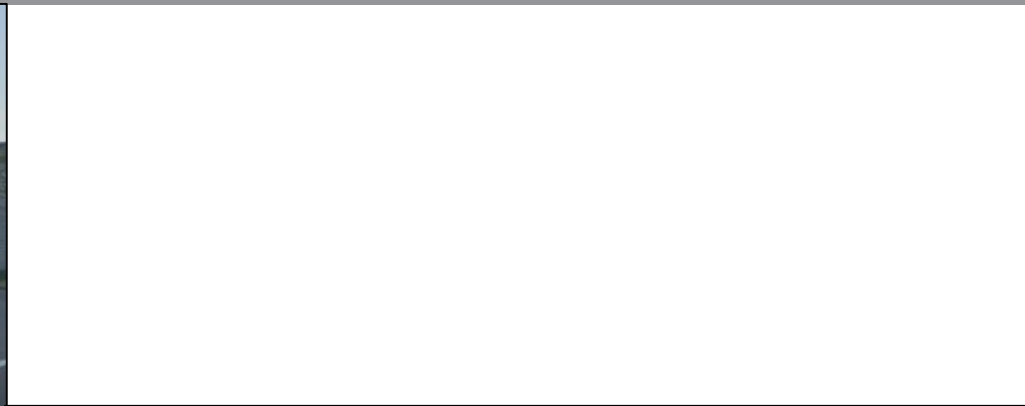
Project Location



14 miles



Project Needs: Congestion , Reliability



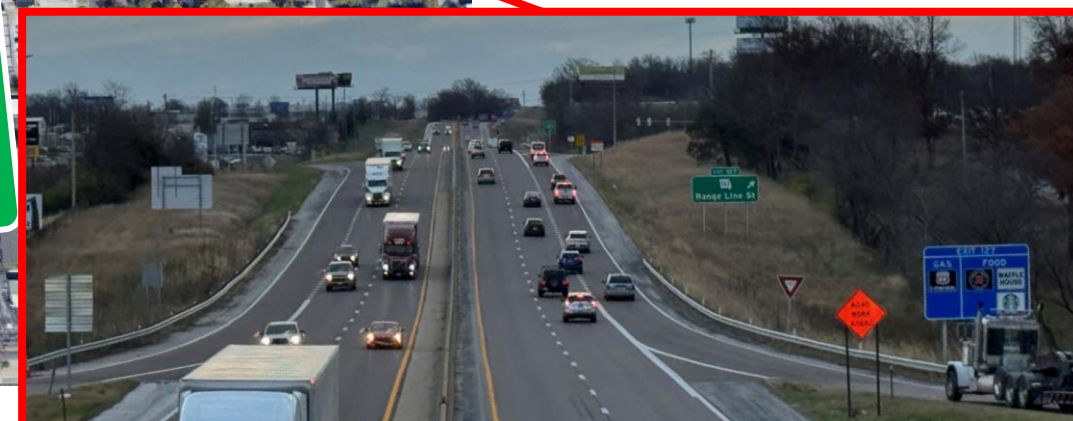
Project Needs: Aging Infrastructure



Project Needs: Perche Creek



Project Needs: Providence – Rangeline



Project Goals

1. Deliver the project by December 31, 2029 within the program budget.
2. Provide a third lane of travel for eastbound and westbound I-70 from Rocheport to Columbia.
3. Modernize I-70 while improving pavement, bridges, and interchanges to provide better traffic flow and movement of freight.
4. Minimize construction impacts with a focus on work zone safety, communication, and construction staging while maintaining mobility.
5. Provide expanded employment opportunities while developing and using a diverse workforce.

Project Budget

Program Budget:
\$441 Million

Contingency

**Stipend
\$1.25M**

**Contract
\$425M***

**Fixed Price/Best Value
final contract amount in RFP*

DBE & Workforce Goals

DBE GOALS

construction 0%

professional services 0%

WORKFORCE GOALS

6.3% minority per craft

6.9% female per craft

3

construction OJTs
at 1000 hours each

Proposing Teams

The Lunda Team

LUNDA
CONSTRUCTION

MICHELS
ROAD & STONE, INC.

AECOM

Ames Millstone Weber JV



Ames Construction



Jacobs

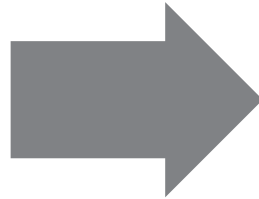
The ESS Team



Evaluation Procedure

COMPLIANCE REVIEW

- Proposals reviewed for compliance with submittal requirements



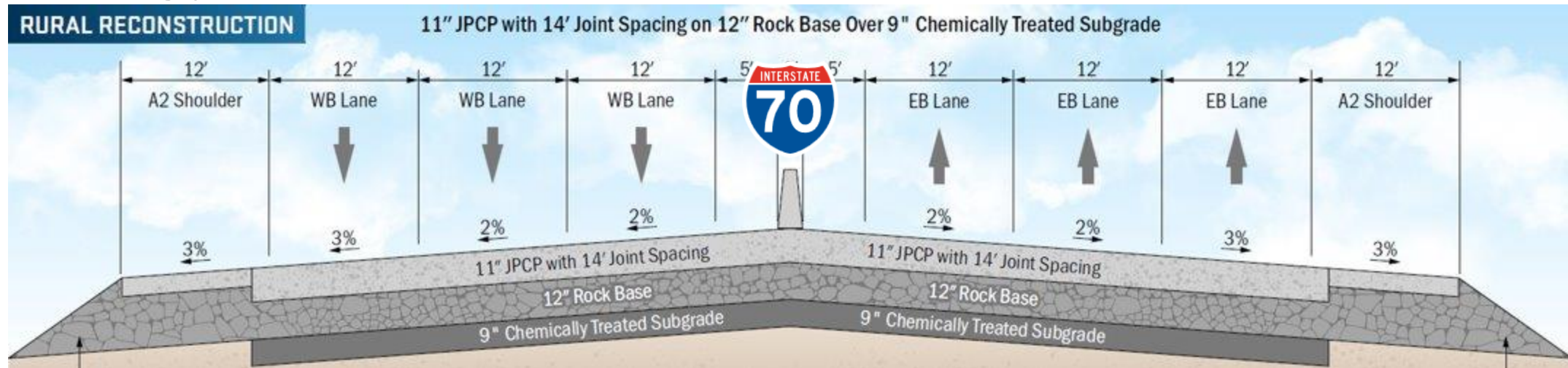
TECHNICAL REVIEW

- Proposals reviewed by separate teams of technical experts for each category



ESS Team Highlights

- 3rd lane on I-70 from Rocheport Bridge to US 63
- All new I-70 concrete pavement
- North & South Outer Roads across Perche Creek
- I-70 construction – 2 lanes open during peak hours
- Improved pedestrian connections
- Improved interchanges at:
 - Route 40
 - Route 740
 - Route 163
 - Route 763
 - Route 63





Rangeline St

763



WB CD Rd

WB I-70

EB I-70

EB CD Rd





Providence Rd

E Texas Ave

WB CD Rd

WB I-70

EB I-70

EB CD Rd



163



40

W Cunningham Dr

70

Perche Creek



Interstate 70 Dr NW

WB I-70

EB I-70

Interstate 70 Dr SW

***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).***



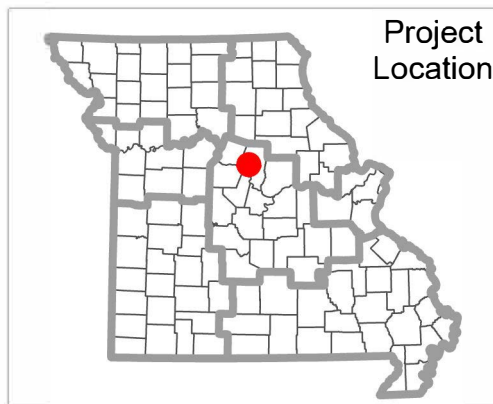
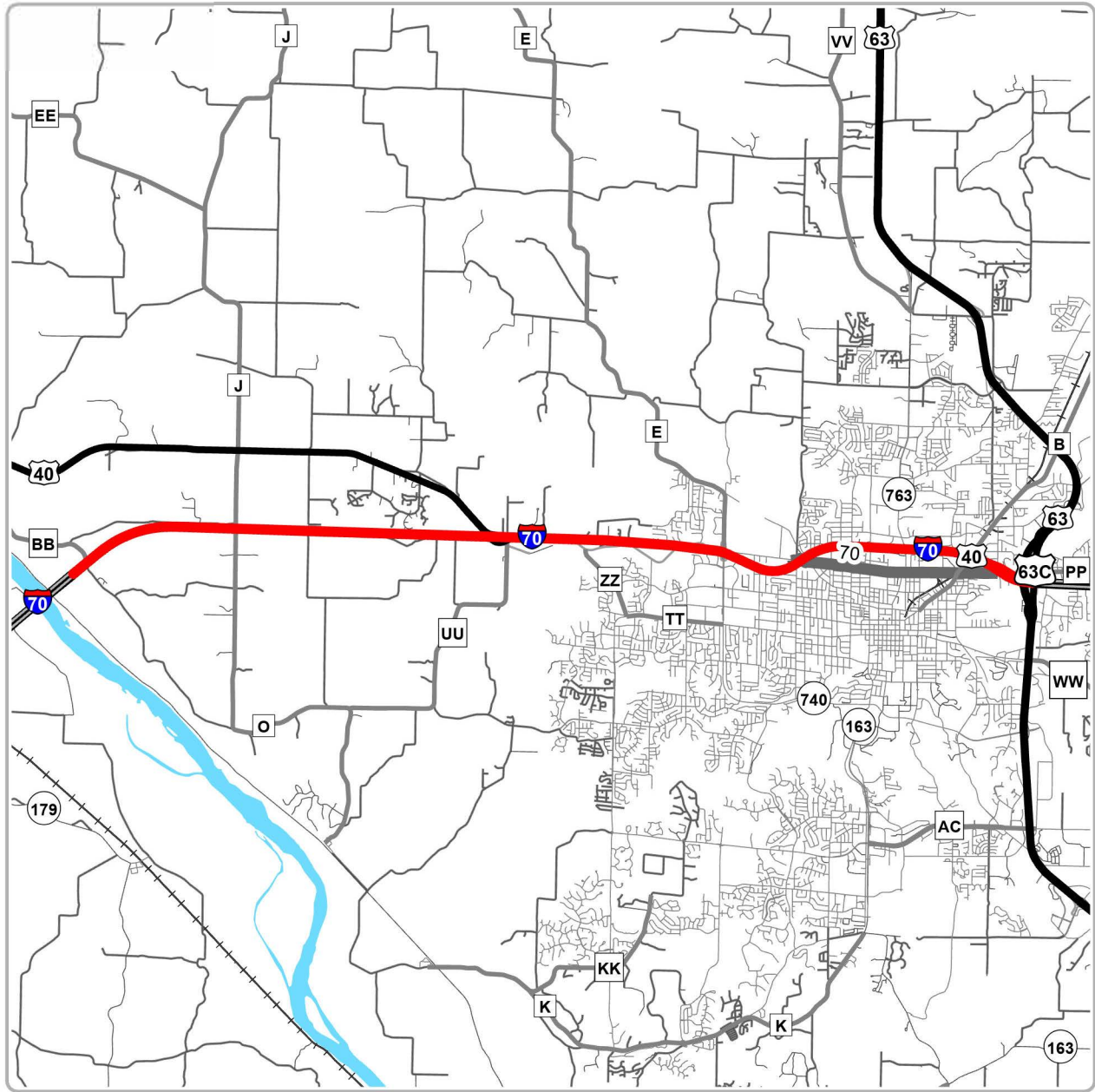
Recommendation of Best Value Proposer

We request the Commission:

- Award the apparent best value proposal to:




- Authorize the Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, or their designee to negotiate and execute a contract with the apparent best value proposer subject to approval as to form by the Chief Counsel's Office.
- Approve the payment of a \$1,250,000 stipend to the unsuccessful proposing teams.



 **Project Location**

**LOCATION AND DESIGN APPROVAL
PROJECT NO. JST0017
I-70
BOONE COUNTY**

0  5 Miles





5

MODOT 2025 ANNUAL REPORT

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

ISSUE: The department will be sharing the 2025 MoDOT Annual Report. The report is a collection of documents which includes the Year in Review, Citizen's Guide to Transportation Funding, the MoDOT Results Document, and the Financial Snapshot. This is a preview for our commissioners.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- This report is provided annually for department transparency and accountability.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Commission-Guiding Principles-Transparency-Open Meetings and Records.

OTHER PERTINENT INFORMATION:

- As required by [RSMo Section 21.795](#), this report will be presented by the director to the Joint Committee on Transportation Oversight in February.

SOURCE OF FUNDING: Not applicable.

2025 ANNUAL REPORT

December 3, 2025

ERIC SCHROETER, P.E.

Deputy Director/Chief Engineer

YEAR IN REVIEW



MODOT
YEAR IN REVIEW



Missouri Department of Transportation



YEAR IN REVIEW

- FY26-30 STIP includes \$13.3 billion for projects
 - \$20 million of General Revenue for rural routes
- Busiest construction season on record
 - \$2 billion worth of contracted work
 - 1,000+ active work zones in the summer



YEAR IN REVIEW

- Costly winter
 - \$64 million response to nine statewide winter storms
- Busy spring
 - Widespread flooding, windstorms and tornadoes
 - \$6 million response covering every county





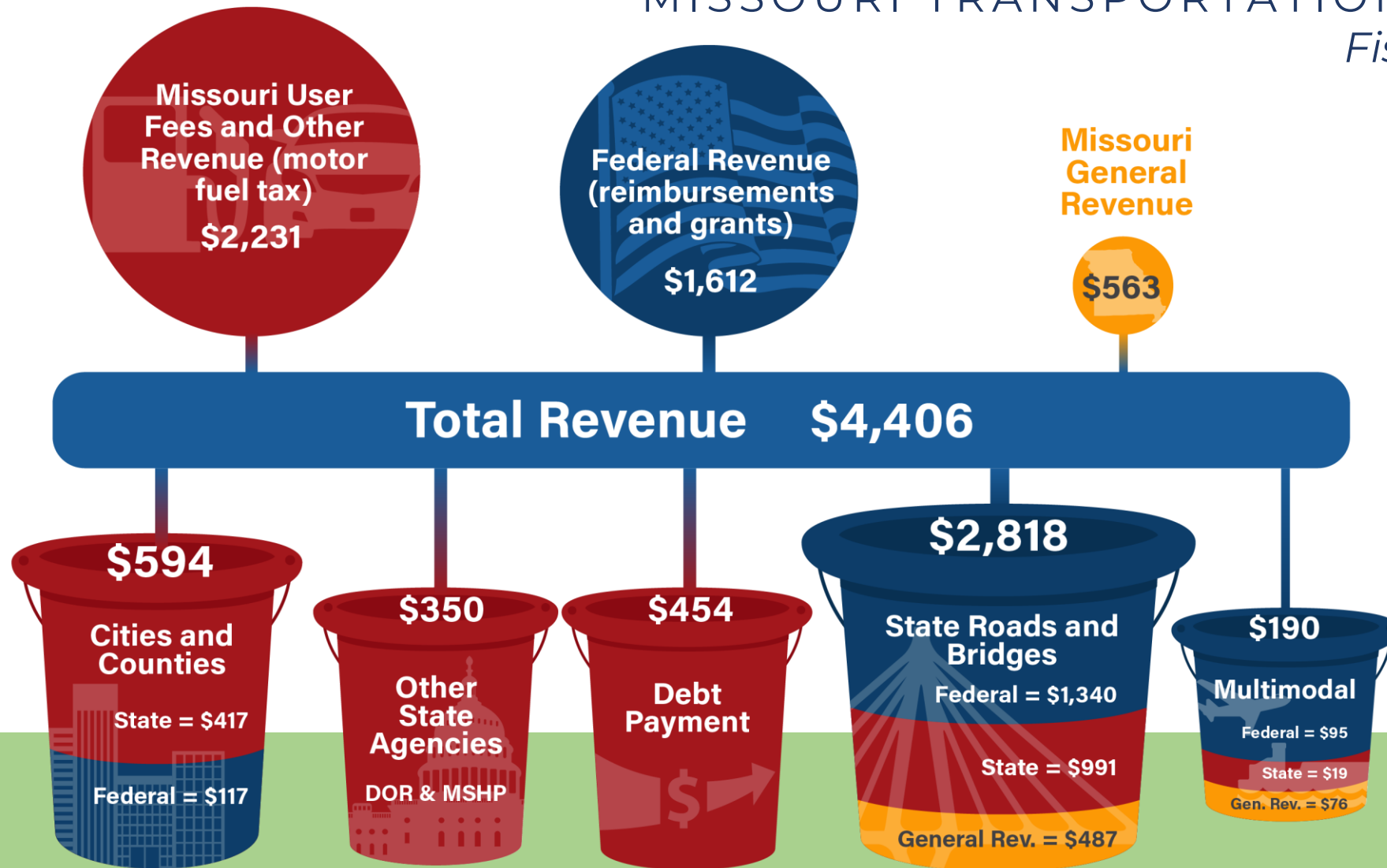
CITIZEN'S GUIDE



CITIZEN'S GUIDE

MISSOURI TRANSPORTATION FUNDING

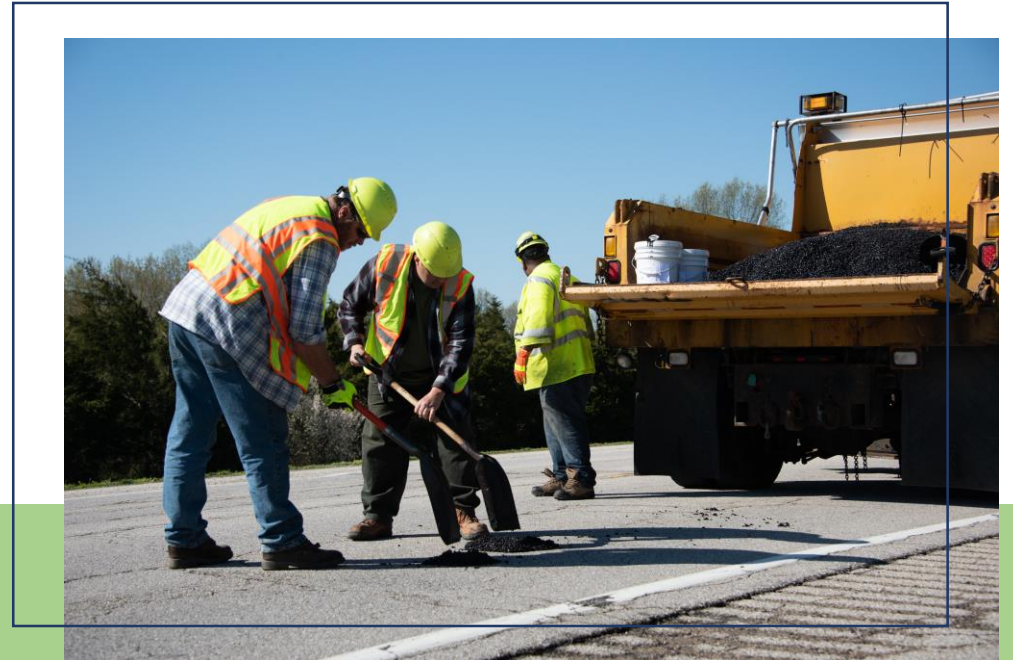
*Fiscal Year 2025
(millions)*



CITIZEN'S GUIDE

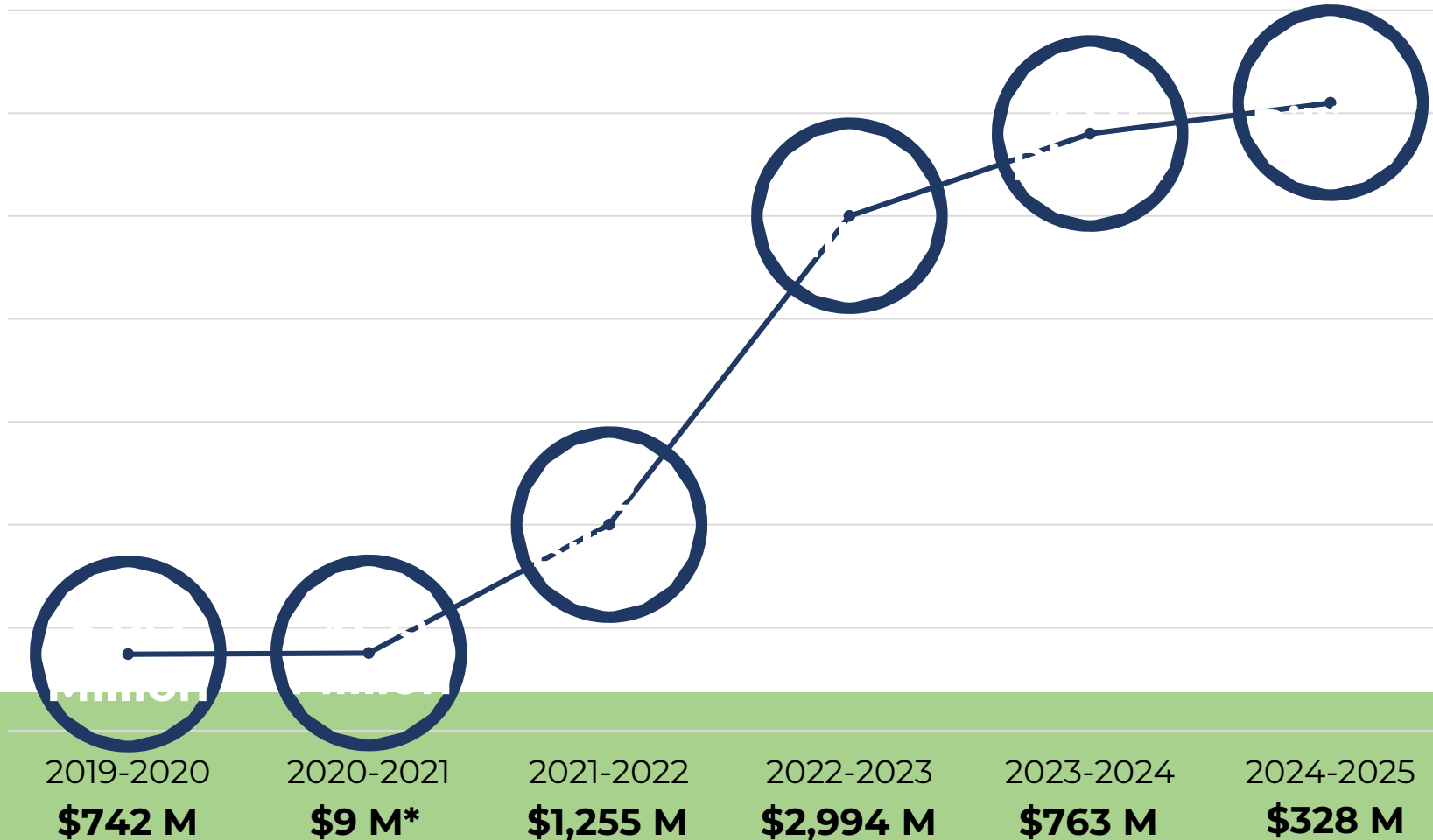
FY25 COST OF OPERATIONS

- MoDOT invested \$725 million to provide services such as:
 - Repairing and sealing pavement
 - Winter operations
 - Bridge maintenance
 - Striping
 - Traffic signs and signals
 - Mowing and litter pickup



CITIZEN'S GUIDE

TOTAL HIGH-PRIORITY UNFUNDED NEEDS DELIVERED



*No annual update to the STIP

FINANCIAL SNAPSHOT



Financial Snapshot

*An appendix to the Citizen's Guide to
Transportation Funding in Missouri*

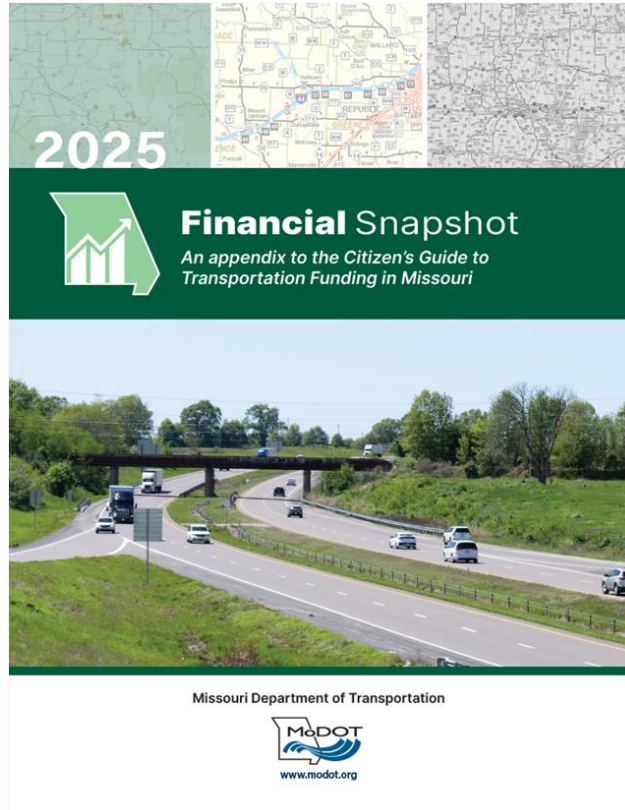


Missouri Department of Transportation



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FINANCIAL SNAPSHOT

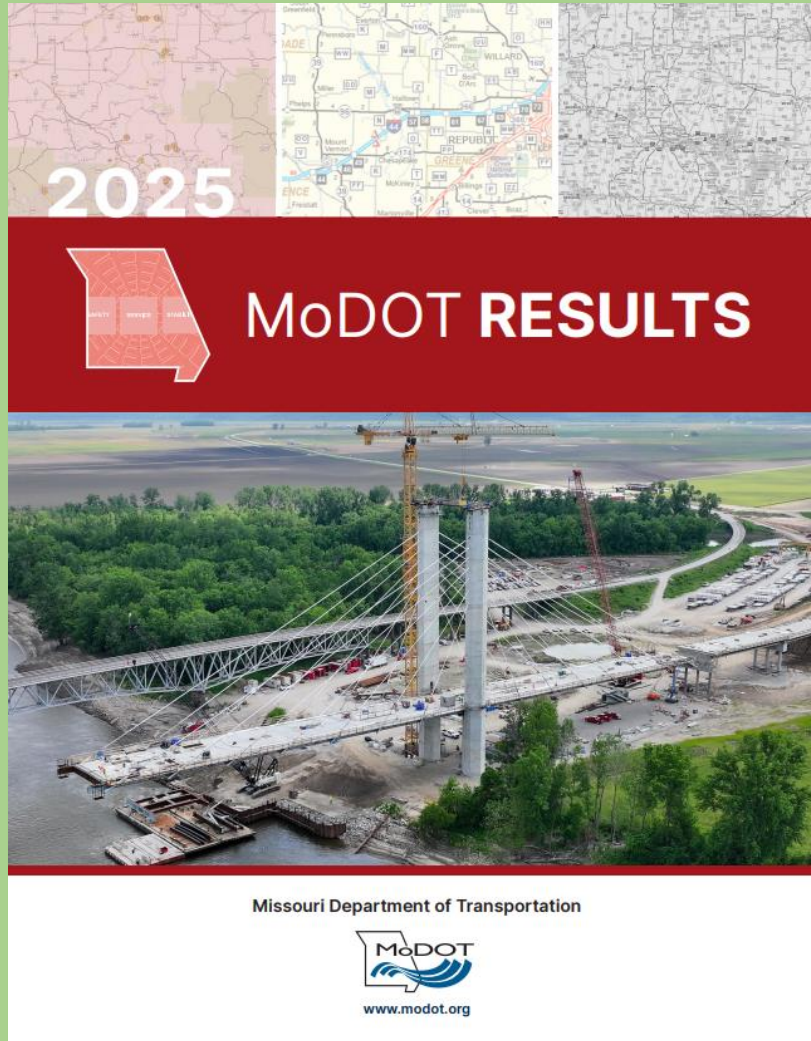


- Transportation funding:
 - Revenue
 - Expenditures
 - Federal Aid Program
 - Fees shared with locals

FINANCIAL SNAPSHOT

- Missouri vehicle statistics:
 - 3.7 million passenger cars
 - 1.6 million trucks
 - 15,823 recreational vehicles
 - 23,935 buses
 - 136,274 motorcycles/tricycles

- 4.3 million licensed drivers
- 4.1 billion gallons of fuel



MoDOT RESULTS

MoDOT RESULTS

DELIVERING RESULTS

We continue to complete projects on budget and on time.

Cost to deliver project in FY 2025: \$1.361 billion (461 projects)	<ul style="list-style-type: none">• 6.2 over budget• 95% completed on time
Over the last 10 years, 4,211 projects worth \$8.3 billion were completed.	<ul style="list-style-type: none">• 3.5% (\$299 million) under budget• 93% completed on time

\$6.2 billion in savings / 1,200+ lives saved



MoDOT RESULTS

WORK SAFELY FOR OURSELVES & THE PUBLIC



KEEPING ALL TRAVELERS SAFE

- \$2.0 billion in safety benefits, 170 lives saved



SAFETY COMMITMENT

- \$8.5 billion in total customer savings, 791 lives saved



STATE-OF-THE-ART DESIGN

- \$701 million in total MoDOT savings, 111 lives saved



WORK ZONE SAFETY

- TMA crashes decreased to 41 (51 in FY 2024)

MoDOT RESULTS

FOCUS ON CUSTOMERS



CUSTOMER PRIORITIES

- \$778 million in total MoDOT savings



WEB-BASED MOTOR CARRIER CREDENTIALING

- \$149 million in total MoDOT savings



INNOVATIVE PROCUREMENT

- \$789 million redirected to roads and bridges



GENERAL REVENUE TO FUND RURAL ROUTES

- \$20 million for low-volume minor routes

MoDOT RESULTS

RESTORE OPERATIONS



TAKING CARE OF OUR SYSTEM

- \$59 million in total MoDOT savings



COMPETITIVE FEDERAL DISCRETIONARY GRANTS FUND

- \$189 million awarded to MoDOT since 2009



FINANCIAL RESPONSIBILITY

- \$3.5 billion in funding from partners & state property sales



USING TECHNOLOGY TO DELIVER PROJECTS

- \$26.2 million in total MoDOT savings

MoDOT RESULTS

DELIVER THE PROGRAM

IMPROVE I-70 PROGRAM

- Blue Springs to Odessa: Awarded, construction underway
- Warrenton to Wentzville: First five-mile section of I-64 completed
- Columbia to Kingdom City: First seven-mile stretch completed

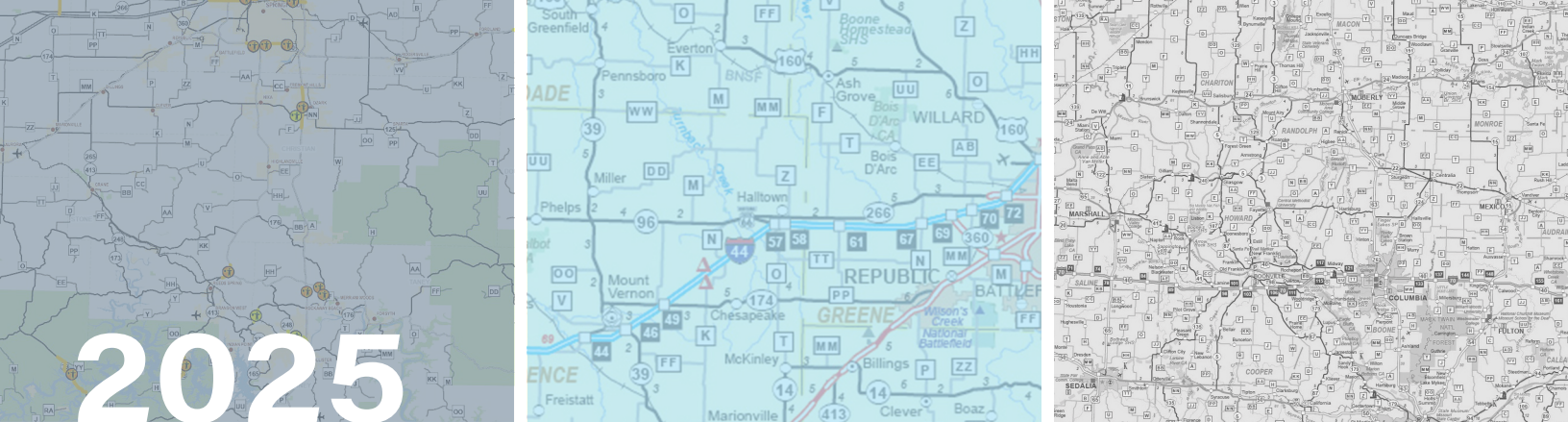
FORWARD 44

- Environmental study completed
- Springfield improvements underway

DON WELGE MEMORIAL BRIDGE

- Construction underway, completion expected late 2026





2025



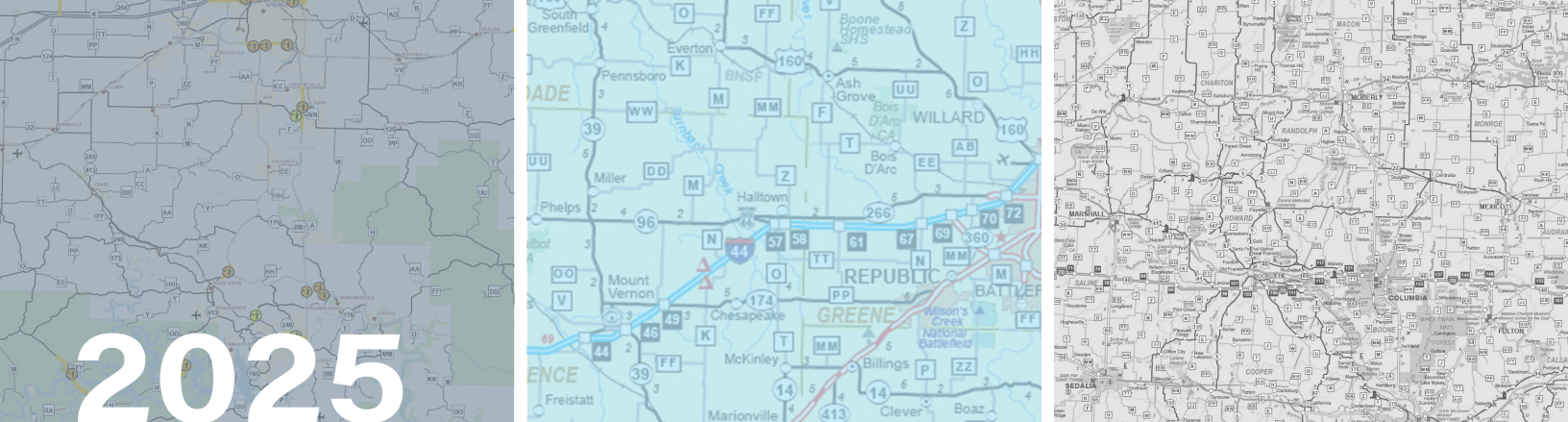
MoDOT Annual Report



Missouri Department of Transportation



www.modot.org



MODOT YEAR IN REVIEW



Missouri Department of Transportation



www.modot.org

2025 YEAR IN REVIEW

DELIVER THE PROGRAM

Commission approves one of Missouri's largest transportation programs ever

Significant investments continued to be made in Missouri's transportation infrastructure in 2025. This past year — following a multi-year public input process including metropolitan planning organizations, regional planning commissions, elected officials and the general public — the Missouri Highways and Transportation Commission approved one of the largest Statewide Transportation Improvement Programs (STIP) to date. The program spans the next five years and lists transportation projects planned by state and regional planning agencies working in conjunction with MoDOT.



This year's STIP made available \$13.3 billion of federal and state revenues for all modes of transportation and details \$9.5 billion in contractor awards for road and bridge construction — averaging approximately \$1.9 billion per year. This year's program allocated funds for the fixing of low-volume minor roads, as well as improvements to bridges, airports and rail crossings. Funds for the Improve I-70

program and the Forward 44 effort were also featured in this year's STIP, continuing the unprecedented levels of investment made in Missouri's transportation infrastructure over the last few years — investments made possible by the increased motor fuel tax, additional General Revenue and federal transportation funds.

MoDOT works busiest construction season on record

With significant investment comes significant construction. This year, MoDOT surpassed \$2 billion worth of contracted work — a first-time milestone for the organization. As a result, the construction season was the busiest in MoDOT history. At its peak this summer, there were over 1,000 active work zones across the state. As MoDOT and its partners in the construction and contracting communities hit the road and put in the work, an estimated 4.6 million tons of asphalt were placed on Missouri roadways in FY2025. With all of the active work zones — including construction across much of I-70 — more emphasis was put on



Crews install a box culvert in Polk County.

2025 YEAR IN REVIEW

safety messaging. This year's work zone awareness theme - "We don't speed through your workplace. Please don't speed through ours" - highlighted the role each driver plays in making these many work zones a safe place to drive and work.

Multiple Improve I-70 projects under construction across the corridor

MoDOT's Improve I-70 Program continued to make progress at unprecedented speed across the state in 2025. The program was made possible by a historic \$2.8 billion General Revenue investment to add a third lane to Interstate 70 in each direction between Blue Springs and Wentzville.

In 2025, the program team awarded the Blue Springs to Odessa project, and construction was in full swing by the fall. The Warrenton to Wentzville project broke ground in early 2025 and opened a five-mile stretch of three new lanes of I-64 by November. Each of these were among the largest projects awarded in MoDOT's history. The Columbia to Kingdom City project was awarded in 2024 and completed more than \$125 million in high quality improvements within the last year.



Crews work on the new lanes of the Improve I-70: Columbia to Kingdom City project.

In late 2025, MoDOT will award contracts for the Boonville to Rocheport project and the Rocheport to Columbia project, each beginning construction in approximately spring 2026.

As more work zones got underway, MoDOT continued to encourage motorists to slow down and stay alert in work areas, where there were approximately 400 women and men working on an average day to bring the historic improvements to life.

MoDOT moving forward with I-44 improvements

Forward 44, an effort to bring improvements to the I-44 corridor across the state, officially broke ground in spring 2025 on its first project funded partially with General Revenue investments. The groundbreaking ceremony in Springfield kicked off an improvement project to widen the corridor to three lanes in addition to various other improvements, including bridge replacements and pavement rebuilds from Missouri Route 13 to U.S. Route 65. The project, which includes \$13.4 million in General Revenue funds, is one of many



The Springfield Forward 44 work zone in summer 2025.

2025 YEAR IN REVIEW

ongoing improvements happening across the corridor and comes at the tail end of the Forward 44 Environmental Study that was completed in the spring.

The study, funded by \$20 million of General Revenue, was a critical step to preparing the corridor for future projects as funding is available. Through public engagement and data reviews, MoDOT and its consultant teams identified pavement improvements, additional capacity, interchange modernization and bridge replacements as some of the corridor's key needs.

Progress continues on General Revenue-funded transportation projects

In addition to the Improve I-70 Program and Forward 44 effort, various other transportation projects across the state made progress this past year thanks to the investments of General Revenue funds.

In recent years, Missouri's General Assembly and governors have supported several initiatives to designate state General Revenue to address high priority transportation needs across the state. Doing so makes long-awaited transportation improvements a reality, expanding the overall program of improvements for Missouri travelers.

In 2025, work continued on many of these improvements, including the Governor's Rural Routes Program. With Gov. Mike Kehoe's signing of the fiscal year 2026 budget, General Revenue investments in the program totaled \$320 million since 2022 to improve many of the state's low volume roads in poor condition. Those investments have resulted in nearly 5,700 lane miles of improvements, with an additional 500 underway or planned.

RESTORE OPERATIONS

MoDOT faces costly winter season

During the 2024-25 winter season, MoDOT faced nine statewide snowstorms, costing the department a total of \$64 million in labor, equipment and materials. Eighty percent of the cost was due to the major storms in January and February. In comparison, an average Missouri winter costs MoDOT \$50 million.

Additional statistics for MoDOT's winter operations in 2024-25 include:

- 140,000 tons of salt used.
- 2,600 employees worked to clear roads.
- 529,000 hours spent fighting winter weather.
- 5 million miles driven while plowing snow.



A MoDOT Maintenance crew performs a gang plow operation on Stadium Blvd. in Columbia.

Two events of note: MoDOT's Kansas City District received 20 inches of snow near the Kansas City International Airport, the most seen there in 14 years. The Southeast District also received a severe ice storm, leaving many employees

2025 YEAR IN REVIEW

without power at home while they worked to help reopen routes that were closed due to downed trees and power lines.

While staffing and labor hour shortages remain a challenge, MoDOT has made meaningful progress — hiring more than 700 new employees statewide as of late November, including more than 400 in the Maintenance and Bridge divisions. Thanks to this progress, along with strong preparedness, efficiency, partnerships and the dedication of our workforce, MoDOT continues to deliver during winter operations.

MoDOT responds to numerous floods, windstorms and tornado events

In addition to a busy winter season, MoDOT responded to a series of severe weather events in 2025—including widespread flooding, windstorms and tornadoes—that affected nearly every county in Missouri. These events resulted in a total response cost of \$6 million in labor, equipment and materials—50% higher than the department’s annual average of \$4 million.



March 15 storm damage on Missouri Route 49 in Iron County.

Additional statistics for MoDOT’s response to these events since Jan. 1 include:

- 1,470 employees mobilized to clear roadways and restore access.
- More than 70,000 hours were dedicated to closing roadways, clearing brush and reopening roadways.
- 112 of Missouri’s 114 counties were impacted by at least one of these events.

MoDOT’s Southeast District was hit especially hard, bearing the brunt of multiple storms in March and April. Crews in this region contributed to 54% of the total labor hours, working tirelessly for weeks to remove downed trees and haul away hundreds of loads of debris.

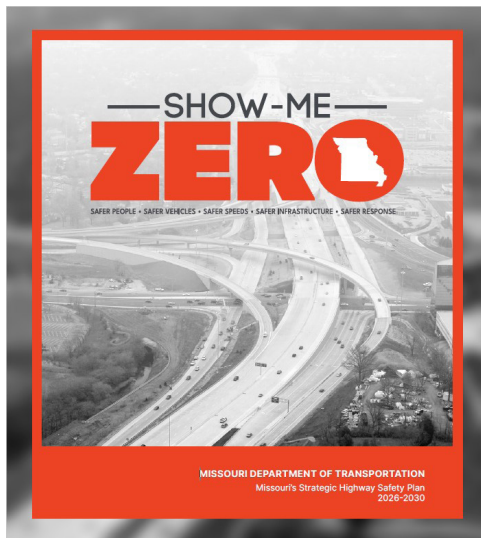
WORK SAFELY FOR OUR EMPLOYEES AND THE TRAVELING PUBLIC

Missouri launches new strategic highway safety plan

At the annual Highway Safety and Traffic Conference this past fall, MoDOT unveiled Missouri’s updated strategic highway safety plan, Show-Me Zero 2.0, which outlines the state’s plan for reducing traffic fatalities and serious injuries. The plan is structured around critical behaviors and issues revealed by analysis of Missouri’s crash data over the past five years, and outlines effective strategies for mitigating the identified problems. The 2026-2030 Show-Me Zero plan was built around the Safe System Approach, which is a comprehensive highway safety method that proposes solutions in the

2025 YEAR IN REVIEW

following areas: safer people, safer vehicles, safer speeds, safer infrastructure, and safer responses. The Safe System Approach, like Missouri's Show-Me Zero philosophy, deems death and serious injuries unacceptable on the highway system.



Updated safety plan targets vulnerable road user fatalities

Missouri's updated Strategic Highway Safety Plan for 2025 includes a Vulnerable Road User Safety Assessment. Active travelers (pedestrians, bicyclists, and wheelchair users) are sometimes referred to as vulnerable road users (VRU) given their susceptibility to serious injury if involved in a crash. Fatal and serious injury crashes involving VRU increased more than 50% between 2015 and 2023, while all other serious crashes only increased 14%. In MoDOT's desire to rid the state of these crashes, the agency assessed active transportation safety across the entire system.

The VRU safety assessment is part of the Show-Me Zero strategic highway safety plan. In creating the plan, MoDOT engaged with hundreds of

stakeholders across the state, and reviewed VRU crashes on all Missouri roads for the past 10 years. The result was the identification of a Higher Crash Potential Network showing where VRU crashes might happen in the future, even if they haven't occurred there yet. MoDOT plans to use the information to develop projects, strategies, and an action plan to help make VRU travel safer across the state.

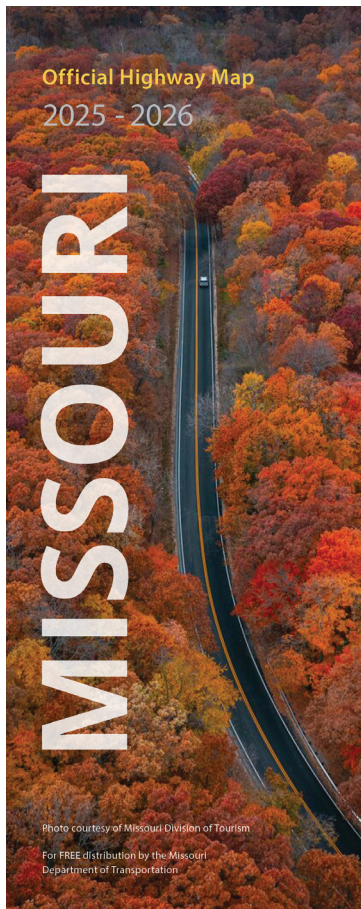
MoDOT increases safety emphasis in every project

The Safety Assessment for Every Roadway (SAFER) is a MoDOT tool that has helped create a culture in which every construction project is viewed as an opportunity to improve safety of the system. The SAFER tool is used to consider several different areas in which the roadway can be improved to mitigate potential safety concerns. This includes looking at items such as roadway alignment, roadway visibility, roadsides, vulnerable road user accommodations, intersection safety, access management, and more. SAFER is built on the foundation of the Federal Proven Safety Countermeasures. Since its adoption, the percentage of construction projects including measurable safety improvements has increased from 47% to 74%, and the amount of funding invested specifically for safety improvements has increased from \$183 million to \$499 million over the first three years of the STIP. This investment has provided a return on investment of more than 5:1. In other words, for every \$1 spent on safety, the state is realizing a return of more than \$5. Collectively, projects programmed from FY2026-FY2028 are expected to save more than 300 lives and prevent more than 1,000 injuries over the lifetime of the improvements.

2025 YEAR IN REVIEW

FOCUS ON CUSTOMERS

MoDOT unveils 2025-2026 State Highway Map



The 2025-2026 Official State Highway Map debuted in August at the Missouri State Fair. The map features an aerial photo of Missouri Route 79 near the DuPont Reservation Conservation Area south of Hannibal and appears courtesy of the Missouri Division of Tourism. The inside fold includes a portrait and welcome letter from Missouri Gov. Mike Kehoe.

Other features include Missouri population numbers, a current list with locations of state

parks and historic sites, historic trail and route markers, rest area and roadside park locations, U.S. bike routes, post office locations and more.

The map also includes the locations of 120 public-use airports and 18 public ports, more than 4,000 highway demarcations and over 2,000 towns connected by 33,814 miles of state highways — with 1,385 miles of interstates — and 5,300 miles of railroad tracks.



Gov. Mike Kehoe and MHTC Chairman Warren Erdman officially unveil the new State Highway Map at the Missouri State Fair on Aug. 7.

Updates made to Long-Range Transportation Plan and State Freight and Rail Plan

This year, MoDOT began the process of updating the state's Long-Range Transportation Plan (LRTP), which serves as a roadmap for Missouri's transportation network for the next 25 years. Updates to the plan will build upon the goals outlined in the last long-range plan, which was released in 2018 and focused on taking care of the transportation system we have, improving safety, investing in projects that spur economic growth, improving system reliability, and giving Missourians more transportation options. The new long-range plan will also address emerging trends and the evolving needs that impact the system.

At the same time, the process began to update the State Freight and Rail Plan (SFRP). The SFRP is a strategic document that outlines the vision, goals and priorities of Missouri's freight

2025 YEAR IN REVIEW

and passenger rail systems. The plan provides a comprehensive assessment of existing conditions as well as goals to improve and enhance the system. Updating both plans at once ensures a coordinated and well-informed development process for shaping the future of transportation in Missouri.



**Long-Range
Transportation
Plan**



**State
Freight & Rail
Plan**

To determine the goals, priorities and focal areas of the new plans, MoDOT and its partners received input from thousands of roadway users and through multiple public surveys, virtual public meetings and in-person presentations. Listening to the voice of the traveling public, with continued input from elected officials and stakeholders, is essential as the process moves forward. Drafts of the new plans will be available for public comment in early 2026, with the final plans being presented to the Missouri Highways and Transportation Commission later in the year.

MoDOT hosts various public engagement opportunities

In 2025, MoDOT reaffirmed its commitment to transparent, community-driven transportation planning through extensive public engagement. The \$13.3 billion 2026–2030 Statewide Transportation Improvement Program (STIP) launched with a 30-day public comment period in May, resulting in 73 responses that shaped the final plan. MoDOT also released a draft list of High-Priority Unfunded Needs in July, identifying \$1.1 billion in annual unmet needs, and gathered feedback through statewide meetings and a public comment period. Virtual public meetings and surveys helped shape Missouri's Long-Range Transportation Plan and State Freight and Rail Plan, with over 3,000 participants contributing input. MoDOT also hosted dozens of local meetings across the state to discuss local project impacts. These public outreach efforts reinforce MoDOT's ongoing dedication to building a transportation system that reflects the needs and priorities of its users.



August 11 High Priority Unfunded Needs Public Meeting in St. Louis.

2024 National Performance Report Card

A

Project Management

Current Performance = Missouri road and bridge projects were delivered within -0.4 percent of the award amount and 93 percent were delivered on-time.

National Ranking = Not available.

A

Road Conditions

Current Performance = 89 percent major highways (5,555 miles) in good condition. 80 percent of minor highways (18,114) in good condition.

National Ranking = Missouri's highway system ranked 10th in the nation. (*FHWA Highway Statistics 2022*)

A

Administrative Costs

Current Performance = \$1,040 cost per mile

National Ranking = Missouri has the 5th lowest administrative cost per mile.

B

Customer Satisfaction

Current Performance = 68 percent satisfied customers

National Ranking = Missouri trails the highest rated company on the American Customer Satisfaction Index by 17 percent.

B

Infrastructure for Business

Current Performance = No internal measure

National Ranking = A CNBC business study ranks Missouri's infrastructure as the 16th best for business.

D

Number of Fatalities

Current Performance = 991 fatalities

National Ranking = Out of 50 states, Missouri ranked 26th for rural fatalities and 32nd in urban fatalities.

D

Congestion (travel time index)

Current Performance = Kansas City: 1.15 St. Louis: 1.14

National Ranking = Out of 101 urban areas, Kansas City ranked 54th and St. Louis ranked at 64th for congested areas in the U.S. (*Urban Mobility Report - 2023*)

D

Bridge Conditions

Current Performance = 6 percent of Missouri bridges in poor condition by deck area.

National Ranking = Missouri ranked 38th for the percent of bridges in poor condition by deck area. (*FHWA Highway Statistics*)

D

Employee Turnover

Current Performance = 14.24 percent

National Ranking = Not available

F

Revenue

Current Performance = \$61,233 revenue per mile

National Ranking = Missouri has the 48th lowest revenue per mile. (*FHWA Highway Statistics*)

RANKINGS

1-10 = A

11-20 = B

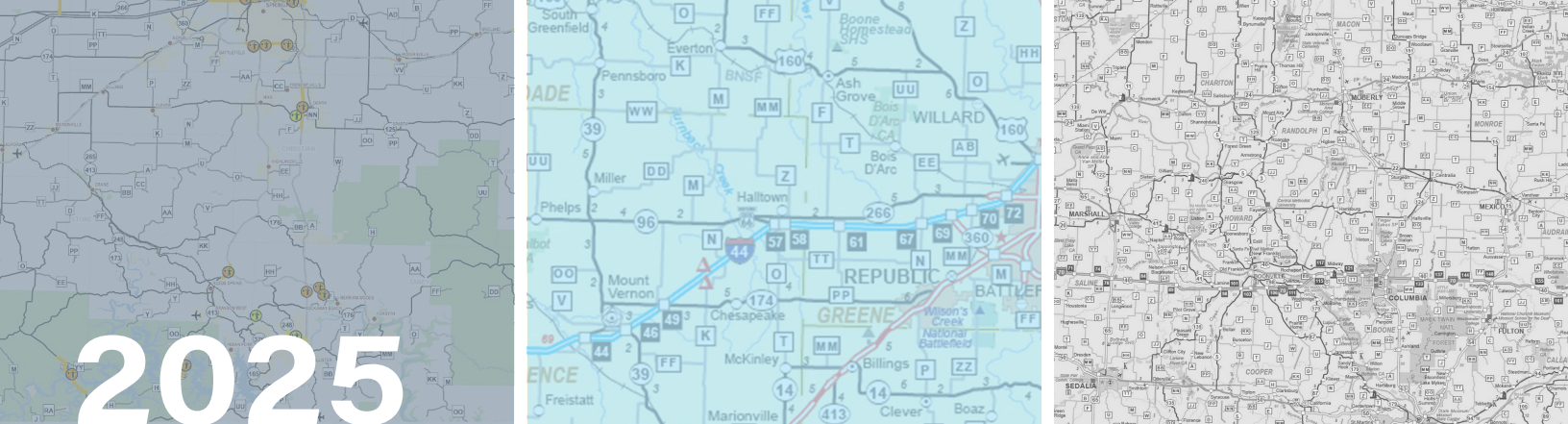
21-30 = C

31-40 = D

41-50 = F



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Citizen's Guide to **TRANSPORTATION FUNDING** IN MISSOURI



Missouri Department of Transportation



www.modot.org

MEET MoDOT



Missouri Highways and Transportation Commission

The Missouri Highways and Transportation Commission is a six-member board that governs the Missouri Department of Transportation. Commission members are appointed for six-year terms by the governor and are confirmed by the Missouri Senate. No more than three commission members may be of the same political party. The commission appoints the MoDOT director and the secretary to the commission. The director is responsible for appointing or hiring all other employees.

Warren K. Erdman, Kansas City
Chair

W. Dustin Boatwright,
Cape Girardeau
Vice Chair

Gregg Smith, Clinton
Commissioner

Daniel Hegeman, Cosby
Commissioner

Francis Slay, St. Louis
Commissioner

Ann Marie Baker, Springfield
Commissioner

Jennifer Jorgensen
Commission Secretary

SAFETY

SERVICE

STABILITY

MoDOT Leadership

Ed Hassinger
Director

Becky Allmeroth
Chief Safety and
Operations Officer

Eric Schroeter
Deputy Director
and Chief Engineer

Brenda Morris
Chief Financial Officer

Mark Croarkin
Asst. Chief Engineer

Lester Woods
Chief Administrative Officer

Terri Parker
Chief Counsel

Committed to Transportation

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

MoDOT designs, builds and maintains roads and bridges and works to improve airports, river ports, railroads, public transit systems and pedestrian and bicycle travel. The agency also administers motor carrier and highway safety programs.

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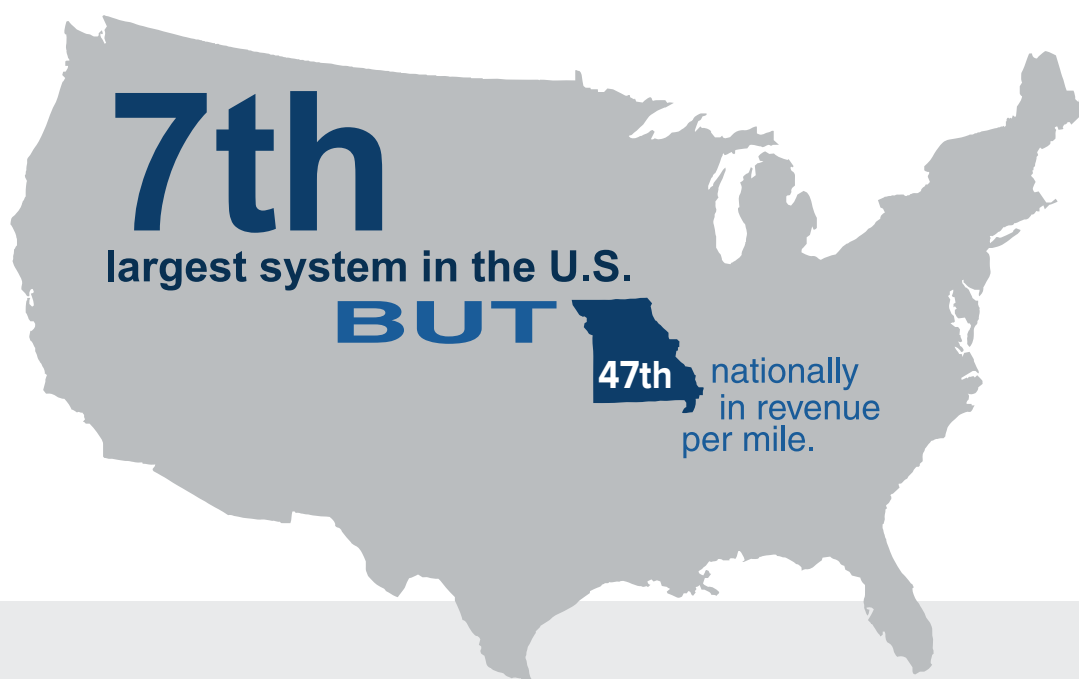
www.modot.org/guidetotransportation

CITIZEN'S GUIDE TO TRANSPORTATION FUNDING IN MISSOURI

How Transportation Funding Works

The citizens of the state of Missouri own a tremendous asset – the state transportation system.

Missouri's transportation system is a tremendous asset. Built by our parents and grandparents and funded by \$64 billion in user fees (it has a \$171 billion replacement value today), it is the nation's seventh largest state highway system – a system that is larger than neighboring states Kansas and Illinois combined. Through the combined efforts of MoDOT and its construction partners, \$1.8 billion of net assets was added to the system value in 2025. Missouri's transportation system plays a vital part in the lives of its citizens. It is counted on to safely and reliably connect people with family, jobs and services, businesses with suppliers and customers, students with schools and visitors with destinations.



How Transportation Funding WORKS

The Citizen's Guide to Transportation Funding in Missouri will further explain how transportation funding works, including how funds are distributed and invested across the state, and provide information on high-priority unfunded needs.

The primary sources of revenue provided to the Missouri Department of Transportation (MoDOT) to manage this system are user fees: fuel taxes, registration and licensing fees and motor vehicle sales taxes.

In May of 2021, the Missouri General Assembly passed Senate Bill 262, raising Missouri's motor fuel tax by 2.5-cents per gallon per year over five years, totaling 12.5 cents when fully implemented in July 2025.

The average Missouri driver pays about \$37 per month in state and federal fuel taxes and fees. This amount does not include initial estimates of motor vehicle fees and federal general revenue transfers for transportation. After distributions to other entities that are required by law, and payment of debt, MoDOT receives 55% of these funds to design, build, operate and maintain the system.

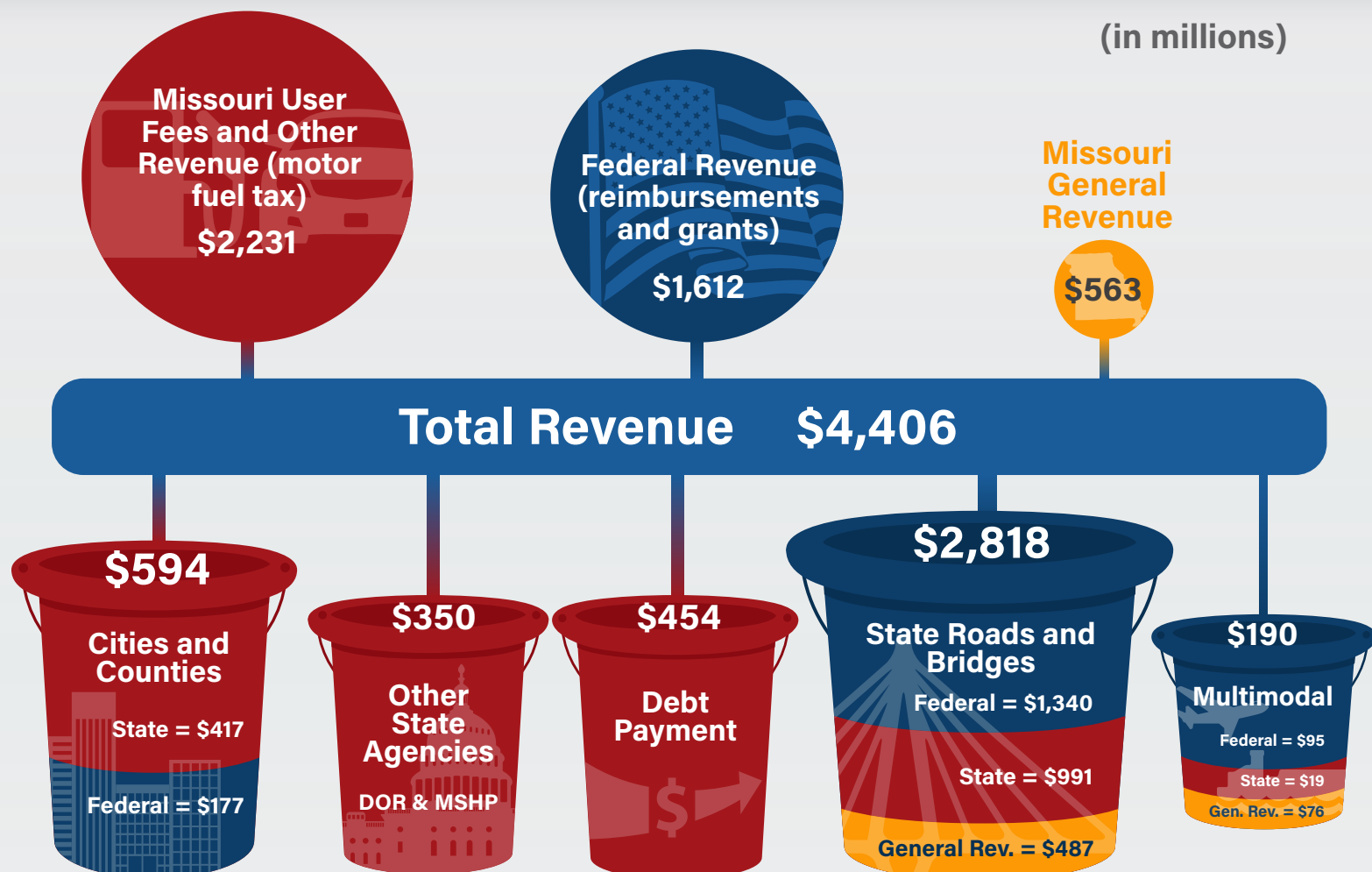
When compared to other states, MoDOT ranks 47th in the nation in revenue per mile, up from 48th in 2024, which leads to significant unfunded transportation needs across Missouri.

OVERVIEW

Missouri Transportation Funding - Overview

Missouri's transportation revenue totaled over \$4.4 billion in fiscal year 2025. As shown below, 51% of total revenue came from state user fees, 37% from federal revenue and 12% came from Missouri's General Revenue Fund, which receives revenue from the state income tax and the state's general sales tax.

The \$4.4 billion of revenue is distributed into five "buckets" for various transportation purposes as determined by state and federal laws. Each bucket has a unique blend of state and federal revenue, as depicted by the red, blue and gold colors. The following pages provide a detailed look into each revenue source and funding bucket.



Transportation Funding IN MISSOURI

How Transportation is Funded in Missouri

The state transportation system is funded from four sources:

- Missouri User Fees and Other Revenue
- Federal Revenue
- Missouri General Revenue
- Bond Proceeds

It is important to note that Missouri's tax per gallon is collected whether the price at the pump is \$1.99 or \$3.99.

Each year, about four billion gallons of fuel are sold – three billion gasoline and one billion diesel. The July 2021 enactment of the additional 12.5 cents of state motor fuel tax will gradually increase the tax per gallon by 2.5 cents per year starting in Oct. 2021 and every July 1 through 2025. As of July 1, 2025, the Missouri tax per gallon is 29.5 cents.

Missouri User Fees and Other Revenue

\$2,231 million

Missouri user fees are paid by the users of the transportation system and are dedicated for transportation use in the state¹. They include fuel taxes, registration and licensing fees and motor vehicle sales taxes.

The largest source of revenue from Missouri user fees is the state fuel tax. The state fuel tax rate for FY 2025 of 27.0 cents is paid for each gallon of gasoline and diesel fuel sold in Missouri.

¹ Missouri Constitution – Article IV, Section 30(b)

Transportation Funding IN MISSOURI

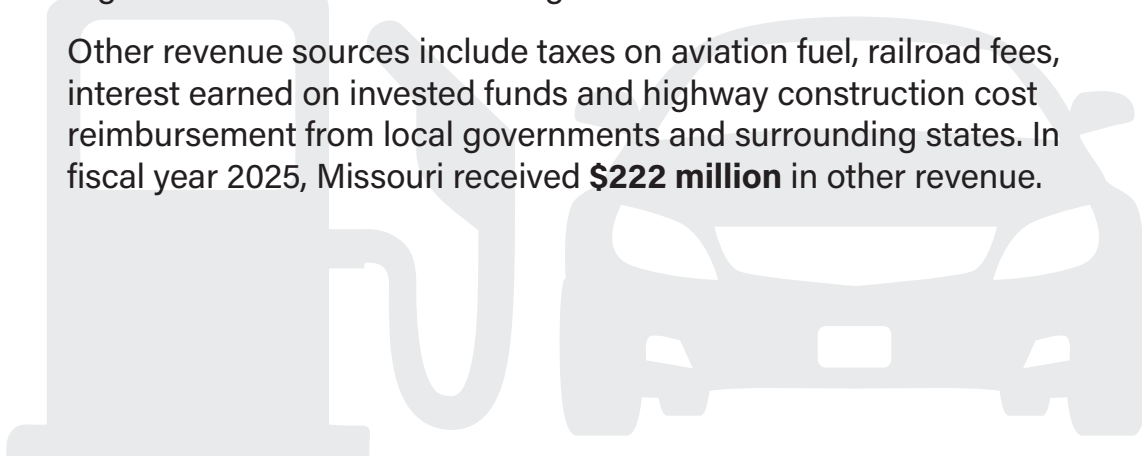
For Missourians who purchase or lease a vehicle, a 4.225% state sales tax is paid. State and local transportation receives revenue from 3.5% of the 4.225% state rate, which totaled **\$562 million** in fiscal year 2025. Revenue from the remaining 0.725% is dedicated to the School District Trust Fund, Department of Conservation and the Department of Natural Resources.

Missouri drivers also pay vehicle registration and driver's licensing fees. The fee amounts vary based on vehicle horsepower for passenger cars, vehicle weight for trucks and class of driver's license. Most of these fees were last increased in 1984, while some were last increased in 1969. In fiscal year 2025, Missourians paid **\$353 million** of vehicle registration and driver's licensing fees.

Other revenue sources include taxes on aviation fuel, railroad fees, interest earned on invested funds and highway construction cost reimbursement from local governments and surrounding states. In fiscal year 2025, Missouri received **\$222 million** in other revenue.

In FY 2025, Missourians Paid:

- **\$1,094 million** in state fuel taxes,
- **\$562 million** in taxes on vehicle sales and
- **\$353 million** in vehicle registration and license fees.





A significant amount of transportation funding comes from the federal government. Federal funding is generated by the federal fuel tax – 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel. Other sources include various taxes on tires, heavy truck and trailer sales, heavy vehicle use tax and general revenue. These revenues are made available to the states based on formulas prescribed by federal law through transportation funding acts. In November 2021, the federal transportation bill, called the Infrastructure Investment in Jobs Act (IIJA), was authorized, increasing federal funding to Missouri approximately 25% for five years.

The majority of federal revenue is dedicated to pay for a share of eligible highway improvement costs. The federal share for the eligible costs is typically 80%, with the state or local government providing a 20% match. The amount of federal funding available is fixed, so some eligible costs may not receive federal reimbursement.

“The federal share for the eligible costs is typically **80%**, with the state or local government providing a **20% match**.”

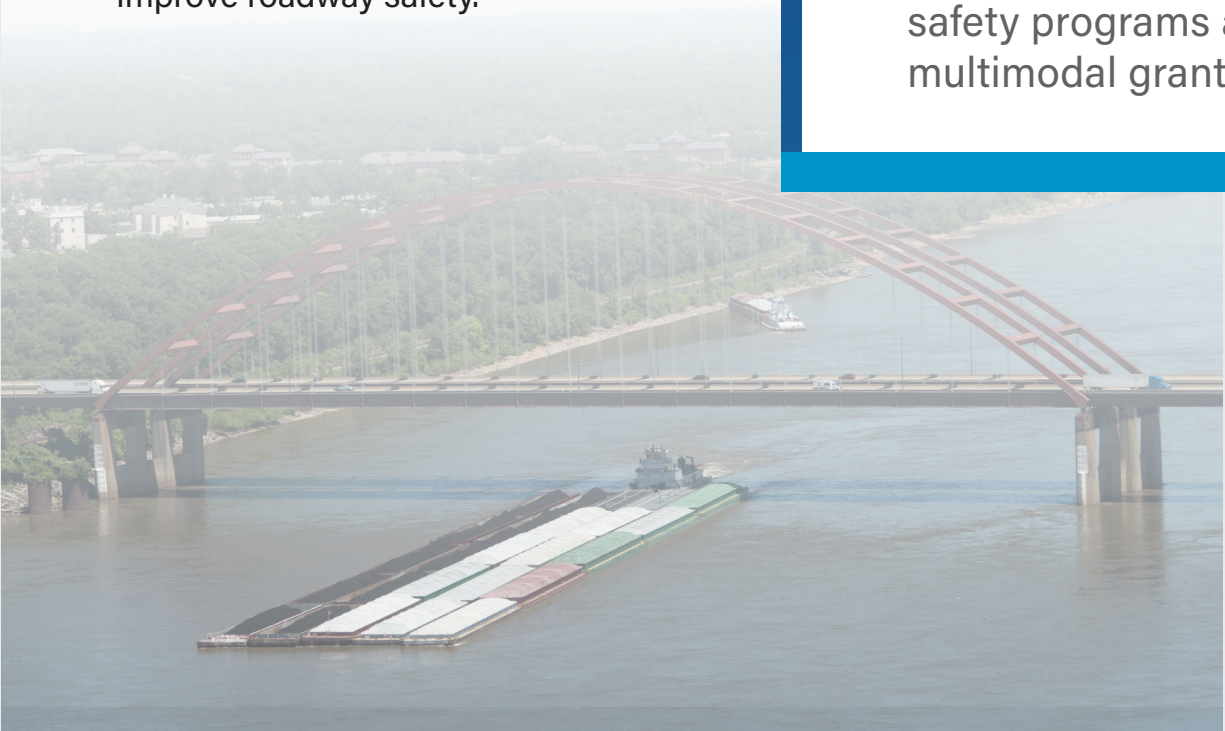
Transportation Funding IN MISSOURI

Many operational costs for transportation, such as plowing snow and mowing right of way, are not eligible for federal reimbursement. In fiscal year 2025, Missouri received **\$1,312 million** of federal reimbursement for state highway improvements and **\$177 million** for cities and counties.

This revenue source also includes federal funding for multimodal grants totaling **\$95 million** in 2025. Aviation (\$49 million), transit (\$44 million) and rail (\$2 million) all receive federal funding. The remaining **\$28 million** is for highway safety grants to improve roadway safety.

In FY 2025,
Missouri received:

- **\$1,312 million** in federal reimbursements on state highways,
- **\$177 million** for cities & counties and
- **\$123 million** for federal safety programs and multimodal grants.



Missouri General Revenue

\$563 million



Missouri's General Revenue Fund provided **\$563 million** for transportation purposes in fiscal year 2025, or 12% of transportation revenue. The major sources of funding for Missouri's General Revenue Fund are the state income tax and general sales tax.

The Missouri General Assembly allocates these funds through the annual appropriations process during the state's legislative session. This annual process can be challenging for transportation funding as many projects require a multi-year funding commitment to go through planning, design and construction.

General Revenue Funds can be used for any transportation improvement as directed by the Missouri General Assembly. The \$563 million in fiscal year 2025 included \$76 million in multimodal funding and \$487 million for the Improve I-70 Program, Governor's Transportation Cost Share Program, Forward 44 effort, Governor's Rural Routes Program and other Legislatively Designated Projects.

General Revenue Funds

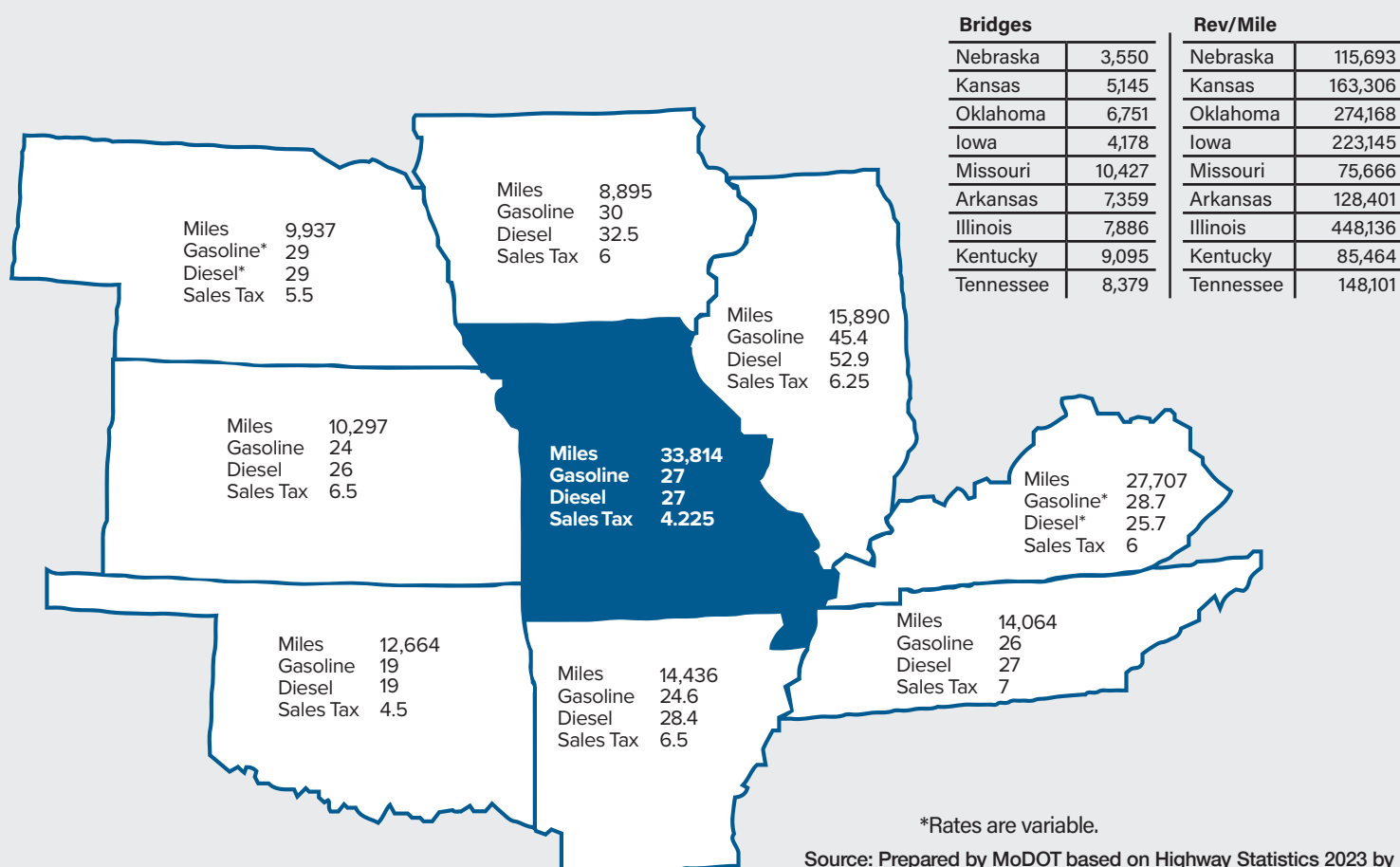
In June, the governor signed the fiscal year 2025 budget, which included investments in General Revenue for transportation projects.

- Improve I-70
- Forward 44 effort
- Governor's Rural Routes Program
- Multimodal, off-system and other projects

How Does Missouri COMPARE?

How Missouri Compares to the Nation and its Neighboring States

Missouri ranks 47th nationally in revenue per mile. This ranking will be updated in subsequent years to reflect the increase in motor fuel tax. Missouri also ranks sixth nationally in the number of bridges with 10,427. This does not include the city and county system of roads and bridges, which includes an additional 98,000 miles of county roads and city streets, and just over 14,100 bridges.



*Rates are variable.

Source: Prepared by MoDOT based on Highway Statistics 2023 by the Federal Highway Administration.
State sales tax rates based on the Federal Tax Administration data.

Gasoline and diesel fuel tax rates are shown in cents per gallon.
Miles are shown in center line miles of the state maintained highway system.

Revenue streams moving forward will be impacted by:

- » Better fuel efficiency equating to fewer taxes collected.
- » Inflation.
- » Decreased General Revenue investments.

Missouri's revenue per mile is \$75,666, while the national average is \$295,555. By contrast, New Jersey's revenue per mile of \$2,346,524 ranks first, although its state highway system includes only 2,316 miles and 2,410 bridges. When compared to its eight surrounding states, Missouri has the largest highway system and the lowest revenue per mile.

As of July 1, 2025, the rate increased 2.5 cents to 29.5 cents per gallon. Several of Missouri's surrounding states also benefit from additional revenue sources for transportation like tolling and general sales taxes.

Taxes on motor fuel are a declining revenue source for transportation because advancements in vehicle fuel efficiency and the growing adoption of electric and hybrid vehicles have reduced gasoline and diesel consumption per mile traveled. As drivers use less fuel, the total tax collected—typically charged per gallon—continues to decrease, even as road maintenance and infrastructure costs rise.

Additionally, fuel tax rates often fail to keep pace with inflation, further eroding their real value over time. This creates a widening gap between transportation funding needs and available revenues, making traditional fuel taxes an increasingly unreliable long-term funding mechanism for transportation infrastructure. The influx of General Revenue provided by the General Assembly and the Governor in recent years is expected to decrease as the overall state revenue in Missouri begins to decline.



THAN IOWA, NEBRASKA AND KANSAS COMBINED



Where is the money INVESTED?

Where is the Money Invested?

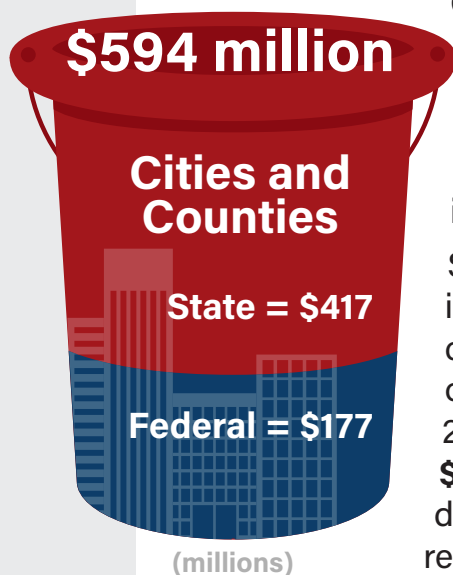
MoDOT does not receive the entire \$4.4 billion of transportation revenue or the \$37 per month from the average Missouri driver. After allocations to cities, counties, other state agencies and debt payment, MoDOT received \$3.0 billion of transportation revenues in fiscal year 2025 to invest in the state transportation system. That equates to about \$25 of the \$37 per month Missouri drivers are paying.

Cities and counties in Missouri receive a share of state and federal transportation revenues for projects of their choosing. In fiscal year 2025, that totaled **\$594 million** – \$417 million in state funds and \$177 million in federal funds.

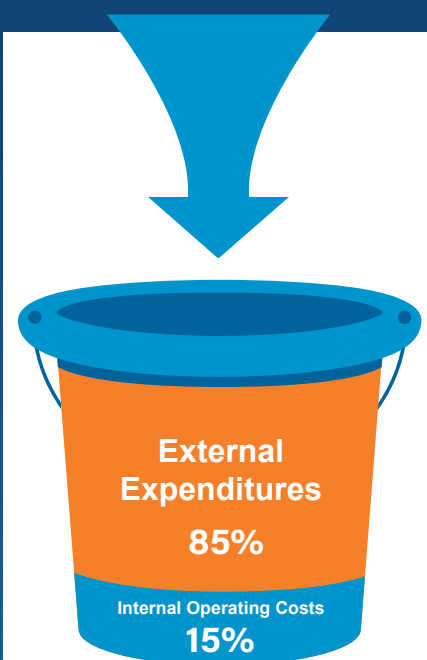
State funds are distributed as specified in the state constitution². For fuel taxes, cities and counties receive 7.55 cents of the 27 cents per gallon rate, or about 28%. In fiscal year 2025, this totaled **\$308 million**. For vehicle registration and driver's licensing fees, cities and counties received **\$31 million**, or about 9%. For

motor vehicle sales tax, cities and counties received **\$78 million**, or about 14%. After 1980, cities and counties each receive 15%, or 30% of the total. Distribution was different in the past, resulting in a different percentage.

² Missouri Constitution – Article IV, Sections 30(a) and 30(b)



How much of MoDOT investment flows directly to the private sector?



The distribution of federal funds is prescribed by federal law through transportation funding acts. The majority of federal revenue is dedicated to reimburse a share of eligible costs, which is typically 80%.

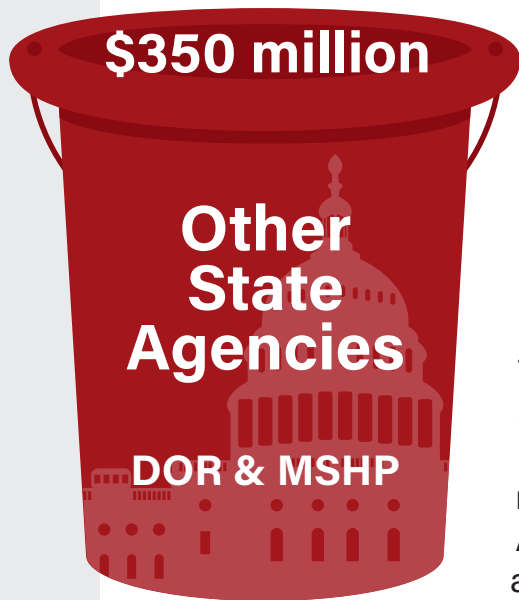
The federal transportation programs for cities and counties include:

- Off-System Bridge,
- Congestion Mitigation and Air Quality,
- Surface Transportation Block Grant Programs,
- Transportation Alternatives Programs – these funds encompass a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails and other community improvements, and
- Bridge Formula Program.

The majority of cities and counties also receive additional local revenues – most often from additional sales and property taxes – to build and maintain city streets and county roads. These amounts are not included in the totals discussed here.

The Missouri Constitution and state and federal laws determine how transportation funds are allocated to the state, cities and counties.

Where is the money INVESTED?



Per the Missouri Constitution³, the Missouri Department of Revenue (DOR) and the Missouri State Highway Patrol (MSHP) also receive transportation revenue. In fiscal year 2025, the amount totaled **\$350 million**.

The MSHP receives funding for administering and enforcing state motor vehicle laws and traffic regulations. The Missouri General Assembly determines the amount available to the MSHP each year – \$320 million was spent in fiscal year 2025.

The DOR receives funding for the cost to collect transportation taxes and fees. The cost of collection cannot exceed 3% of the particular tax or fee collected. In fiscal year 2025, the DOR received \$30 million.

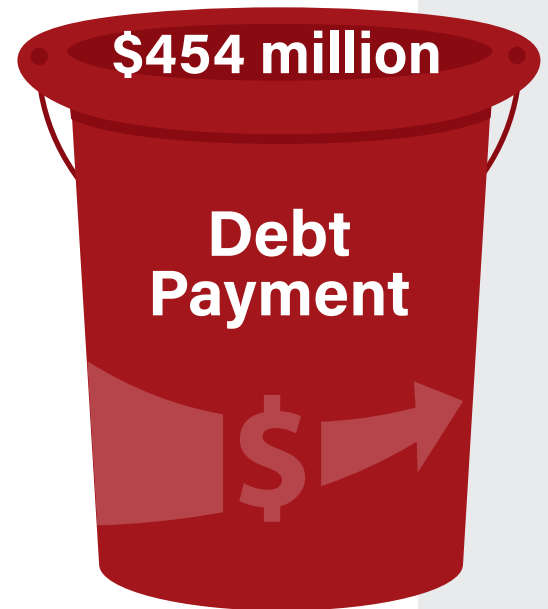
³ Missouri Constitution – Article IV, Section 30(b)

MoDOT, the MSHP and the DOR are the only state agencies that may receive transportation dollars.

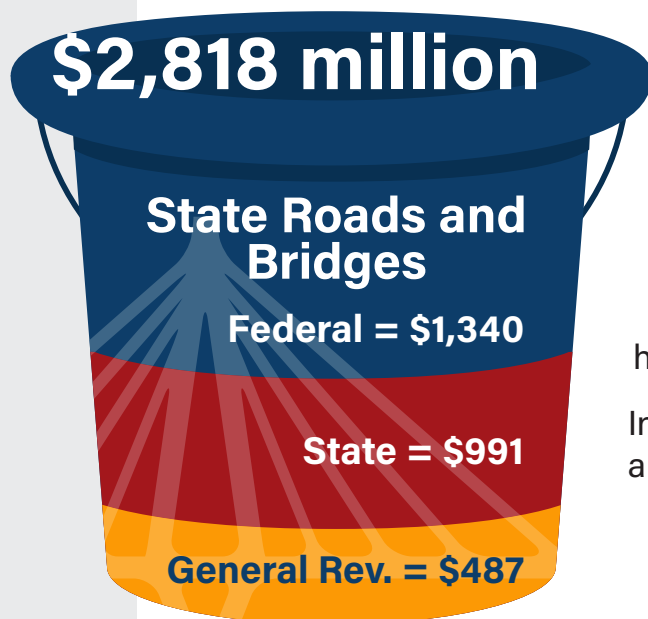
From 2000-2010, and again in fiscal years 2020, 2023 and 2024, MoDOT sold bonds that provided additional resources for highway improvements. Bonds are debt and similar to a home mortgage – this debt must be repaid over time. The total debt payment in fiscal year 2025 totaled **\$454 million**.

MoDOT has three kinds of bonds: Amendment 3 bonds that were authorized by Missouri voters in 2004; Mega Projects bonds authorized by the Missouri General Assembly in 2019 to finance the Focus on Bridges program with debt service from General Revenue over seven years; Mega Projects bonds authorized by the General Assembly with debt service from General Revenue; and federal GARVEE (Grant Anticipation Revenue Vehicle) bonds that financed specific projects. Borrowing advances construction and allows Missouri to avoid inflation in labor and materials costs; however, borrowed money must be repaid and new borrowing should be enabled with dedicated and reliable additional revenue to cover repayment and maintain credit ratings.

Amendment 3 and GARVEE bonds will be paid off by 2033. Focus on Bridges bonds will be paid off in 2027. The first issuance of Mega Projects bonds will be paid off in 2026. The average interest rate on all outstanding debt combined is 2.99%.



Where is the money INVESTED?



(millions)

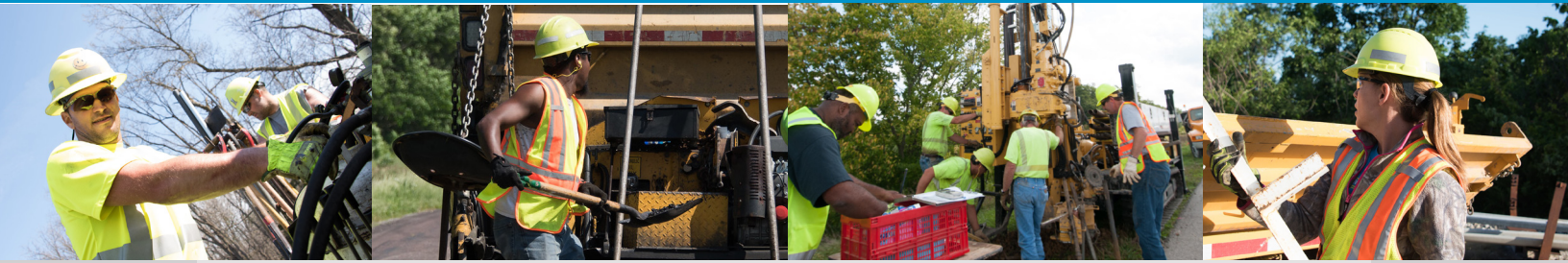
After distributions to cities and counties, other state agencies and the debt payment, 55% of transportation revenue is available for state roads and bridges. These are the funds that enable MoDOT to design, construct, operate and maintain a network of 33,814 miles of highways and 10,427 bridges.

Investments for state roads and bridges are summarized into five categories:

- Construction Program
- Maintenance
- Fleet, Facilities and information Systems
- Administration
- Highway Safety Programs

The majority of MoDOT's expenditures are payments to vendors. The payments are for goods and services needed to build and maintain Missouri's transportation infrastructure. Whether it be payments to contractors, the purchase of equipment and supplies, design services or travel costs, these outward focused expenditures are an investment in Missouri's economy and drive economic opportunity in the state.

In addition to the distribution to cities and counties, other state agencies and debt payment, transportation revenue's spending power is impacted by [ongoing inflation](#). Recent record inflation levels have impacted construction program investments outlined in the latest Statewide Transportation Improvement Program.



The construction program is the largest area of investment, totaling **\$2,017 million** in fiscal year 2025, an 8% increase from 2024. It includes payments to contractors to build projects that maintain and improve the system (\$1.711 billion), MoDOT engineering costs associated with administering and monitoring the construction program – including salaries, wages and fringe benefits (\$181 million), payments to engineering design consultants (\$108 million) and the cost of acquiring right of way (\$17 million).

The maintenance expenditures, totaling **\$597 million** in fiscal year 2025, pay for the services performed by MoDOT employees like plowing snow and mowing. But it also includes maintaining the pavements on the state's lower-volume routes, approximately 5,100 miles of which are not eligible for federal reimbursement. It covers utilities, tools and materials needed in maintenance buildings across the state, bridge maintenance, signing, striping, sweeping, rumble stripes, lighting, etc. The maintenance budget also allows for traveler information and incident management services.

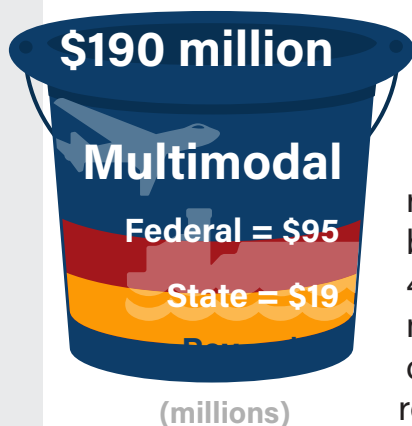
Fleet, facilities and information systems investments, totaling **\$128 million** in fiscal year 2025, cover the costs of purchasing MoDOT's fleet of trucks, constructing and maintaining MoDOT buildings and providing information technology that is needed for MoDOT to perform maintenance and engineering functions.

Where is the money INVESTED?

MoDOT's administrative costs – the fifth lowest in the nation – were **\$63 million** in fiscal year 2025, a 5% increase from 2024. That includes salaries, wages and fringe benefits to provide support services like human resources, accounting, legal, executive management, customer service, etc. Administration also includes medical insurance costs for MoDOT employees and retirees.

Road and bridge investments include **\$29 million** for highway safety programs that encourage behaviors that reduce fatalities and serious injuries, which includes salaries, wages and fringe benefits.

In total, MoDOT invested **\$2,834 million** on state roads and bridges in fiscal year 2025.



Multimodal includes non-highway modes of transportation such as transit, aviation, railroads and waterways. The majority of transportation revenue is legally required to be spent on state roads and bridges, leaving only \$190 million, or about 4% of total revenue, available for multimodal needs. Unlike highways, MoDOT does not own multimodal facilities. Instead, MoDOT's role is to administer funding and provide an oversight role for multimodal improvements.

Many of the multimodal entities receive local tax revenue and direct federal funding, which are not included in these amounts.

In fiscal year 2025, MoDOT administered **\$65 million** of transit funds. The majority of these funds are from federal programs that support operating costs and bus purchases for transit agencies across the state. There is a small amount of state and General Revenue funding to support operating costs for transit agencies.

MoDOT administered **\$54 million** of aviation funds in fiscal year 2025. Missouri has dedicated taxes on aviation fuel to fund improvements to public use airports in Missouri. MoDOT also administers federal funding to improve airfield pavement conditions and lighting systems, eliminate obstructions and for expansion projects.

MoDOT administered **\$22 million** of rail funds in fiscal year 2025. These funds are used to support two programs – the Amtrak passenger rail service between St. Louis and Kansas City and safety improvements at railroad crossings. The Amtrak funding is from General Revenue, and safety improvements at railroad crossings are from federal and state sources, including General Revenue.

Waterways funding totaled **\$31 million** in fiscal year 2025. These funds provided operating and capital assistance to Missouri's river ports and ferry boat operators.

MoDOT also administers a **\$2 million** freight enhancement program that provides assistance to public, private or not-for-profit entities for non-highway capital projects that improve the efficient flow of freight in Missouri.

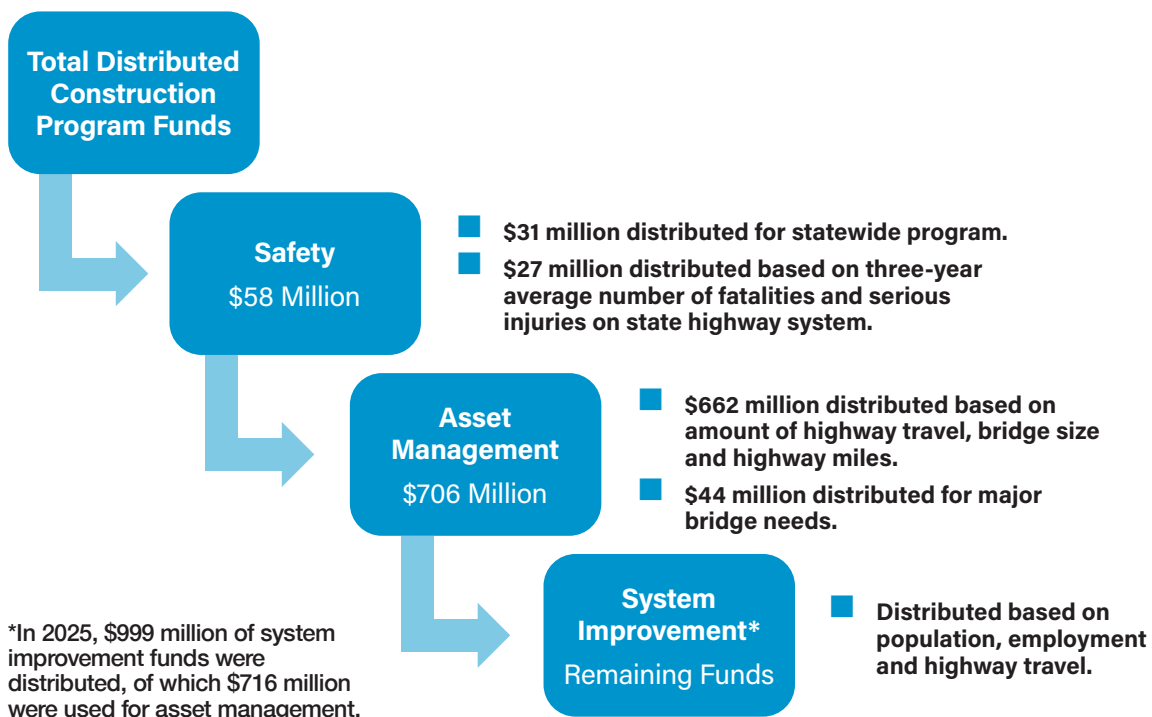
Internal operating costs to administer the various multimodal programs totaled **\$4 million**, including salaries, wages and fringe benefits.

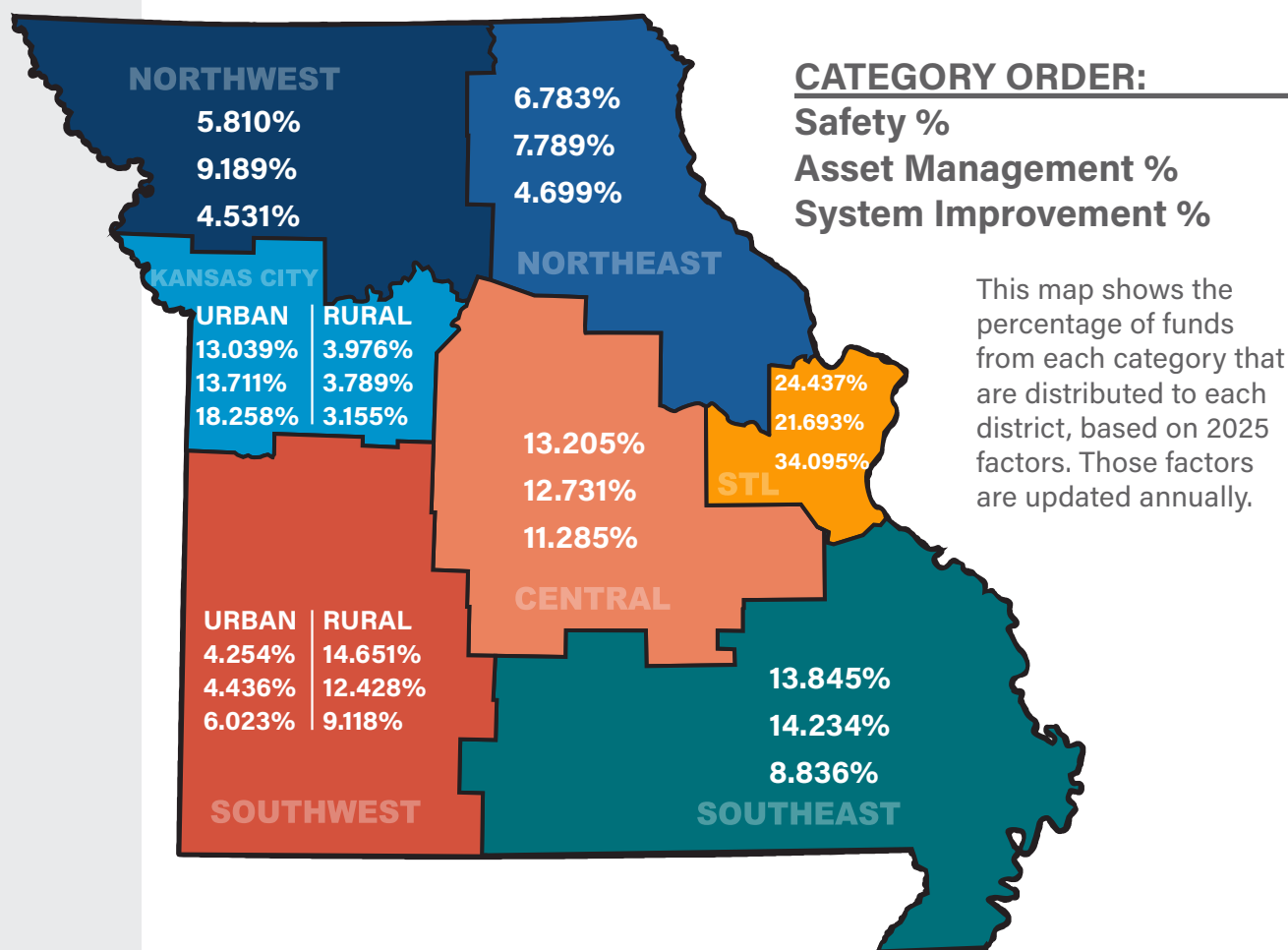
MoDOT Funding DISTRIBUTION

How is MoDOT's Funding Distributed Across the State?

Since 2003, the Missouri Highways and Transportation Commission has used a formula to distribute construction program funds for road and bridge improvements to each of its seven districts. This is the largest area of MoDOT's budget that provides funding for safety improvements, asset management and system improvement funds that districts can use to take care of the system or invest in major projects that relieve congestion and spur economic growth. In many districts, asset management funds are not sufficient to maintain current system conditions. Districts use system improvement funds to make up the difference.

Construction program funds are allocated annually to districts using the following formula:





Once construction program funds are distributed to districts, MoDOT collaborates with regional planning groups to identify local priorities based on projected available funding. The regional transportation improvement plans are brought together to form the department's Statewide Transportation Improvement Program, which outlines five years of transportation improvements. As one year of the plan is accomplished, another year is added.

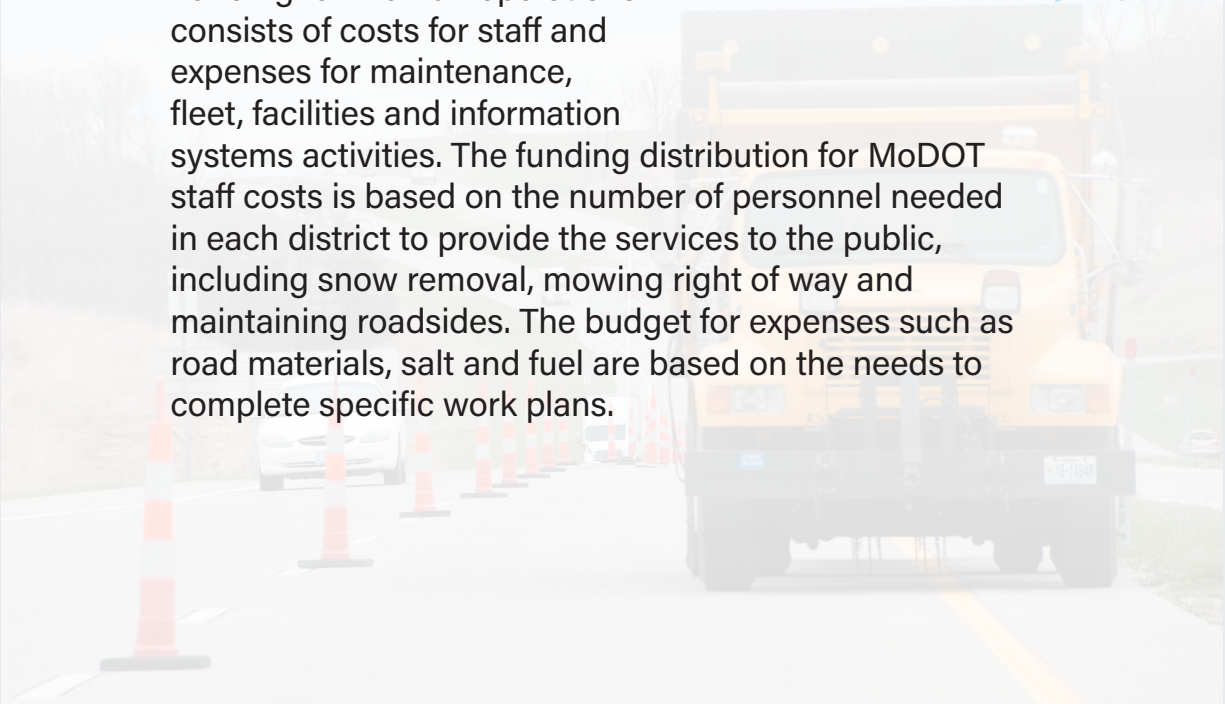
MoDOT Funding DISTRIBUTION

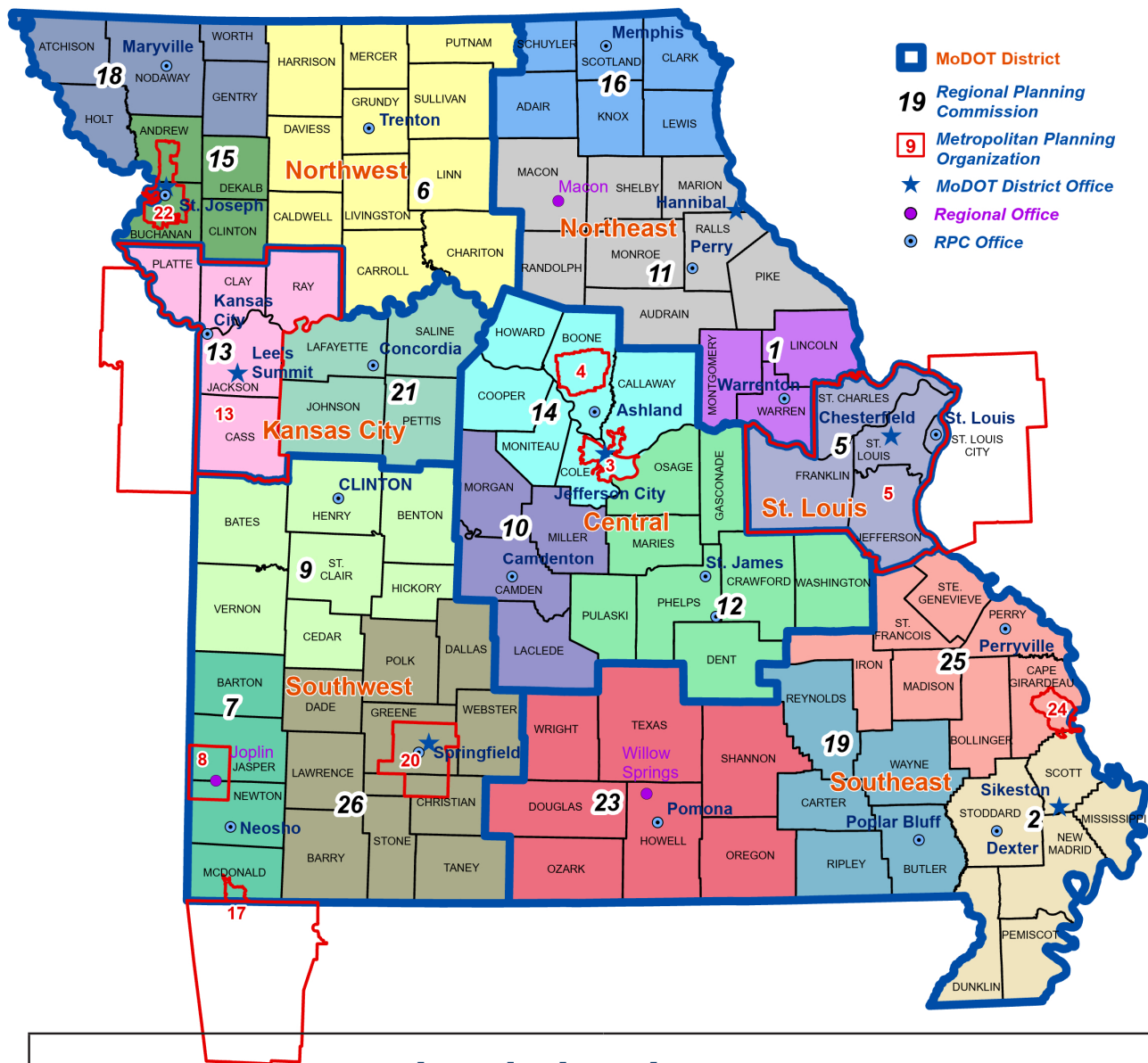
There are two types of regional planning groups in the state: urban areas have Metropolitan Planning Organizations, and rural areas have Regional Planning Commissions. Board members for each of these groups are typically city and county leadership, elected officials and local business owners.

The regional planning groups reach out to local citizens to identify transportation needs. MoDOT staff assists regions to prioritize those needs based on road and bridge conditions, traffic safety data and overall mobility. The prioritization process also includes balancing priorities with available funds.

Funding for MoDOT operations consists of costs for staff and expenses for maintenance, fleet, facilities and information systems activities. The funding distribution for MoDOT staff costs is based on the number of personnel needed in each district to provide the services to the public, including snow removal, mowing right of way and maintaining roadsides. The budget for expenses such as road materials, salt and fuel are based on the needs to complete specific work plans.

MoDOT's planning framework involves local citizens from start to finish – an approach that has earned MoDOT recognition as a national leader in public involvement.





Regional Planning Partners

1. Boonslick Regional Planning Commission	14. Mid-Missouri Regional Planning Commission
2. Bootheel Regional Planning & Economic Development Commission	15. Mo-Kan Regional Council
3. Capital Area Metropolitan Planning Organization	16. Northeast Missouri Regional Planning Commission
4. Columbia Area Transportation Study Organization	17. Northwest Arkansas Regional Planning Commission
5. East West Gateway Council of Governments	18. Northwest Missouri Regional Council of Governments
6. Green Hills Regional Planning Commission	19. Ozark Foothills Regional Planning Commission
7. Harry S. Truman Coordinating Council	20. Ozarks Transportation Organization
8. Joplin Area Transportation Study Organization	21. Pioneer Trails Regional Planning Commission
9. Kaysinger Basin Regional Planning Commission	22. St. Joseph Area Transportation Study Organization
10. Lake of the Ozarks Council of Local Governments	23. South Central Ozark Council of Governments
11. Mark Twain Regional Council of Governments	24. Southeast Metropolitan Planning Organization
12. Meramec Regional Planning Commission	25. Southeast Missouri Regional Planning and Economic Development Commission
13. Mid America Regional Council	26. Southwest Missouri Council of Governments

MoDOT Funding DISTRIBUTION

When adding the construction program, operations, administration and highway safety programs together, the following amounts were spent in districts for fiscal year 2025:

(\$ Millions)

District	Construction Program	Operations*	Admin**	HWY Safety Programs	Subtotal	Legislatively Designated Projects	Total
Northwest	\$128	\$83	\$2	\$0	\$213	\$22	\$235
Northeast	\$77	\$68	\$1	\$0	\$146	\$56	\$202
Kansas City	\$244	\$78	\$2	\$0	\$324	\$48	\$372
Central	\$209	\$93	\$2	\$0	\$304	\$93	\$397
St. Louis	\$505	\$87	\$3	\$0	\$595	\$43	\$638
Southwest	\$232	\$112	\$2	\$0	\$346	\$28	\$374
Southeast	\$261	\$103	\$2	\$0	\$366	\$12	\$378
Central Office***	\$59	\$101	\$49	\$29	\$238	\$0	\$238
Total	\$1,715	\$725	\$63	\$29	\$2,532	\$302	\$2,834

*Includes \$597 million of maintenance expenditures and \$128 million of fleet, facilities and information system expenditures.

**According to the Reason Foundation, MoDOT's administrative costs are 5th lowest in the nation for state departments of transportation.

***Statewide administrative costs include \$20 million for medical insurance costs for MoDOT retirees.

Since spending can fluctuate from year to year, the table below provides the amounts based on the five-year average from fiscal years 2021 through 2025:

(\$ Millions)

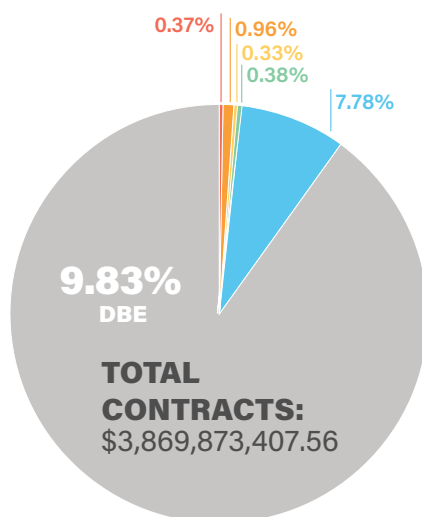
District	Construction Program	Operations*	Admin**	HWY Safety Programs	Subtotal	Legislatively Designated Projects	Total
Northwest	\$114	\$75	\$2	\$0	\$191	\$17	\$208
Northeast	\$88	\$63	\$2	\$0	\$153	\$19	\$172
Kansas City	\$237	\$66	\$3	\$3	\$309	\$12	\$321
Central	\$186	\$78	\$2	\$1	\$267	\$31	\$298
St. Louis	\$376	\$74	\$3	\$3	\$456	\$10	\$466
Southwest	\$209	\$93	\$2	\$1	\$305	\$10	\$315
Southeast	\$190	\$92	\$2	\$0	\$284	\$5	\$289
Central Office***	\$47	\$91	\$40	\$15	\$193	\$0	\$193
Total	\$1,447	\$632	\$56	\$23	\$2,158	\$104	\$2,262

\$0 denotes less than \$1 million

Disadvantaged Business Enterprises

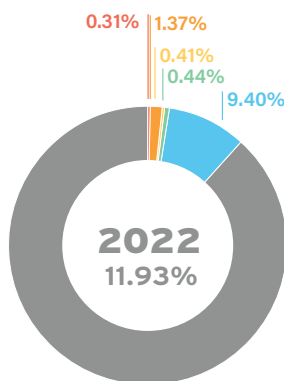
The Disadvantaged Business Enterprise program is a federally mandated program administered by MoDOT. The program's overall goal is to provide opportunities to participate in the economic benefits of highway construction to small businesses owned and operated by disadvantaged individuals.

STATEWIDE TOTAL FFY 22-24

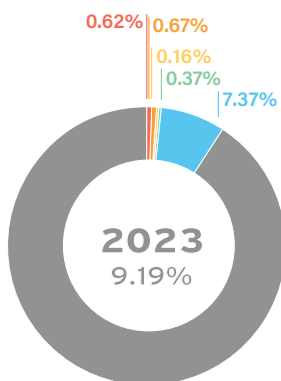


TOTAL DBE PARTICIPATION COMMITTED: \$380,360,431.73

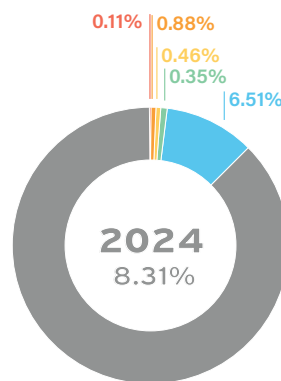
ASIAN AMERICAN	\$14,292,128.07	NATIVE AMERICAN	\$14,871,237.61
BLACK AMERICAN	\$37,181,669.24	NON-MINORITY (Female & Male)	\$301,245,628.02
HISPANIC/LATINO AMERICAN	\$12,769,768.79		



TOTAL: \$1,263,916,256
DBE: \$150,759,072



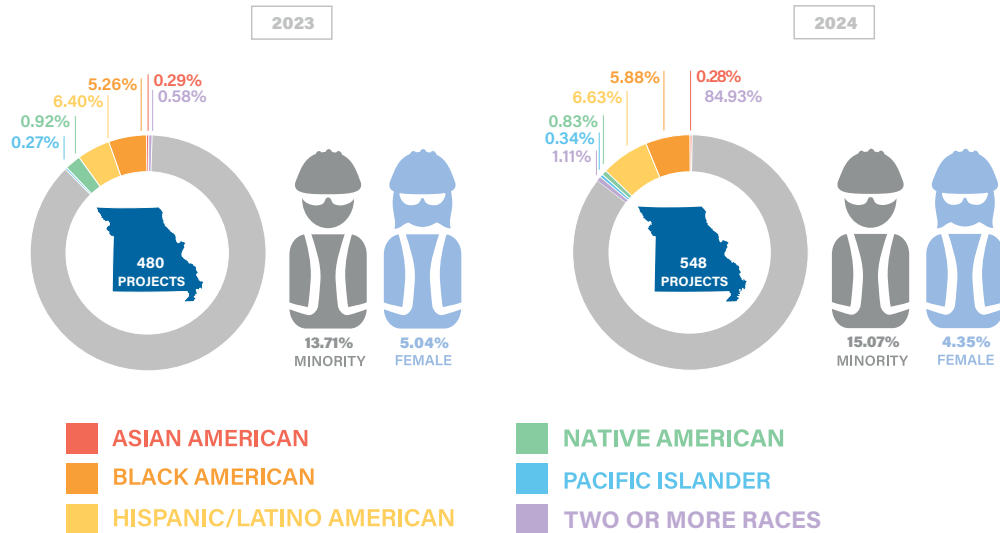
TOTAL: \$1,479,184,012.46
DBE: \$135,959,387.86



TOTAL: \$1,126,773.59
DBE: \$93,641,971.96

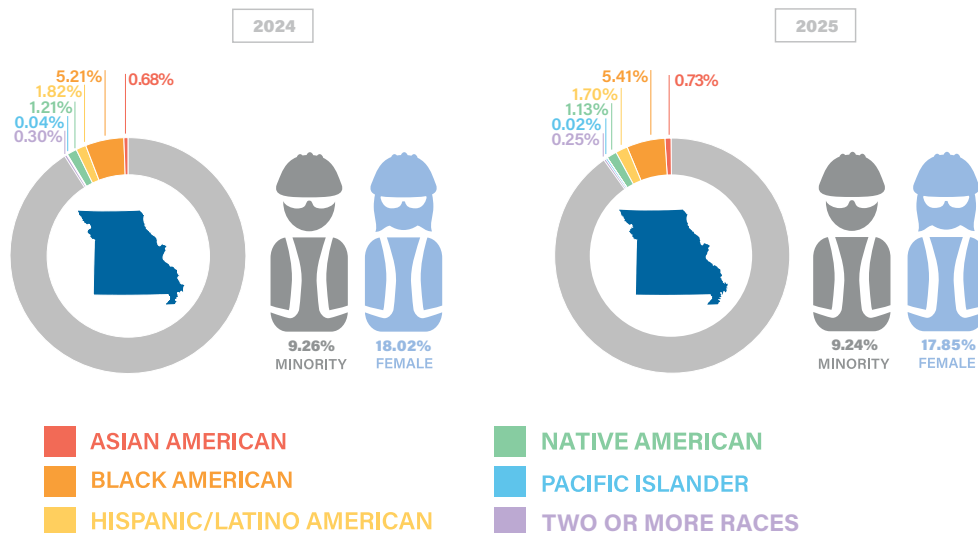
MoDOT Workforce Analysis

CONTRACTOR



MoDOT STAFF

Minorities and women employed



Sources: MoDOT Tracker, Annual Federal Highway Report by percentage of employees
www.modot.org/welcome-business-development-and-compliance

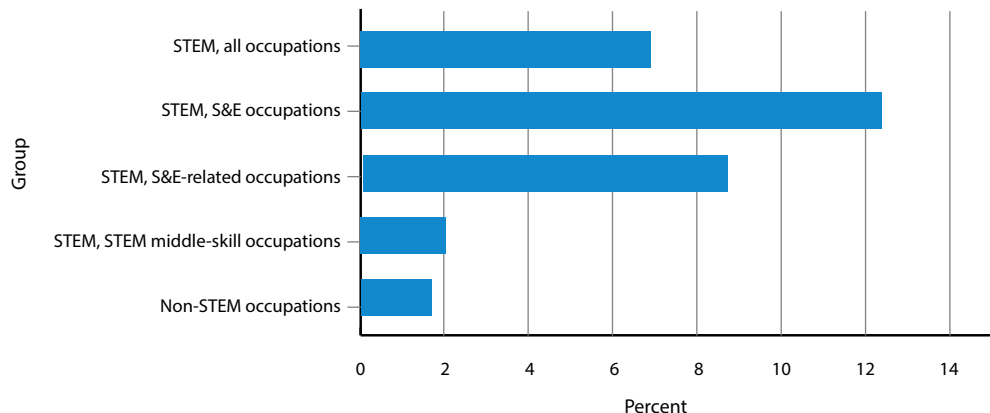
MoDOT Workforce Challenges

MoDOT, like many organizations, faces ongoing workforce challenges in the following key areas: recruitment and retention, organizational and cultural shifts, and financial constraints.

Challenges with recruitment and retention will continue with:

- An aging workforce and retirements lead to knowledge and experience gaps as well as higher turnover.
 - High turnover continues to be costly. In FY2025, approximately 700 employees left the department, costing more than \$50 million.
- Delayed workforce entry and more employees over age 65 are shifting workforce demographics.
- Difficulty in attracting younger workers due to:
 - Less interest in traditional public sector roles
 - Lengthy hiring processes
 - Limited flexibility
 - Alignment with MoDOT Values and Preferred Employee Qualities
- Rising demand for STEM-skilled employees due to evolving technologies.

Expected growth among STEM occupations: 2022-32



S&E = science and engineering; STEM = science, technology, engineering, and mathematics.

Fig. 1: Bureau of Labor Statistics, Special Tabulations (2022) of the 2022-32 Employment Projections

MoDOT Workforce Challenges

Challenges with organizational and cultural changes will continue with:

- Increased demand for flexible work policies.
- Generational differences are creating management challenges.
- Shorter tenure expectations—employees no longer stay for decades.
- Budgetary pressures with facing the challenges of maintaining and improving services with limited budgets, impacting the ability to invest in staff development and offer competitive compensation.

Addressing these challenges effectively will be crucial. To be successful we must also continue to ensure we are offering and providing competitive wages to new and existing staff. This means regular market adjustments to the salary structure along with regular within-grade increases to move staff closer to market of their salary grade. Competitive compensation as well as conveying the mission and purpose of the organization will be key with recruiting and retention so the department can maintain and improve transportation services in the coming years.

The Cost of Operations

How Much Does It Cost to Operate the Transportation System?

MoDOT employs 3,000+ field employees throughout the state to operate and maintain the transportation system. In fiscal year 2025, MoDOT invested \$725 million, or about \$14.02 per month from Missouri drivers, to provide services, including:

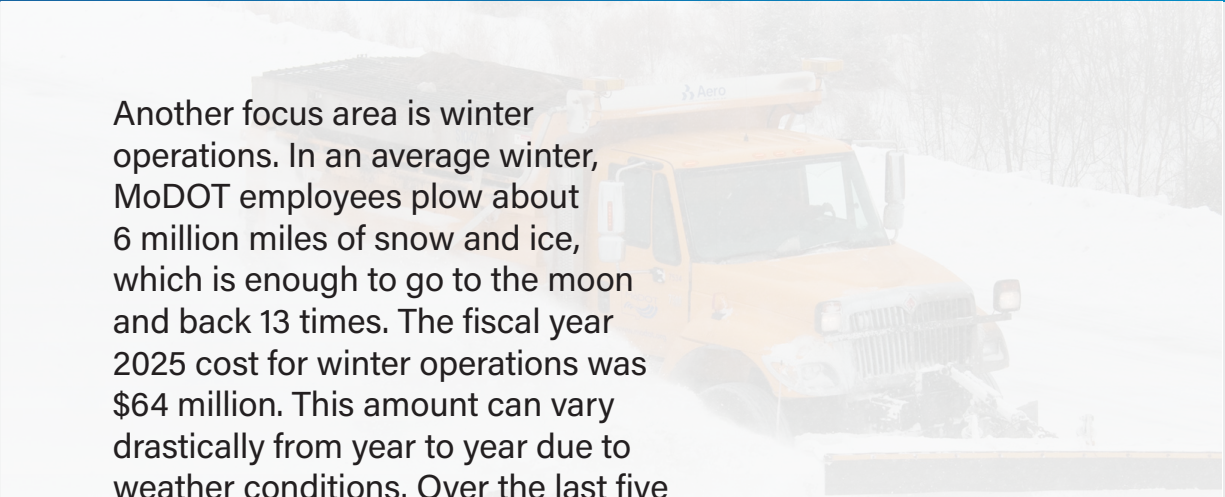
- Pavement repairs and sealing
- Winter operations
- Bridge maintenance
- Striping
- Traffic signs and signals
- Mowing
- Flood/road closures
- Ditches/Drainage
- Litter and debris removal
- Unsheltered area cleanup
- Incident response
- Customer calls
- Dead animal removal
- Driveway maintenance
- Permits
- Vegetation control

The most significant cost of operations is roadway maintenance. In fiscal year 2025, \$282 million of MoDOT's operating budget was spent on roadways for repairs, sealing and striping. Each year, MoDOT crews place enough asphalt to do a 1-inch overlay and sealing from Los Angeles to Washington D.C. – about 2,300 miles.

The repair work from MoDOT operations is focused on roads that do not carry a lot of traffic. Funding from the construction program pays for pavement improvements for heavily traveled roads, like interstates and U.S. highways.




The Cost of Operations



Another focus area is winter operations. In an average winter, MoDOT employees plow about 6 million miles of snow and ice, which is enough to go to the moon and back 13 times. The fiscal year 2025 cost for winter operations was \$64 million. This amount can vary drastically from year to year due to weather conditions. Over the last five years, the annual cost of winter operations ranged from \$32 million to \$64 million.

Maintaining roadsides costs about \$56 million each year for crews to mow grass and remove litter, debris and dead animals. MoDOT mows about 400,000 acres of grass each year, which is equivalent to 300,000 football fields.

High levels of turnover in the past few years have resulted in Maintenance crews focusing their limited staffing resources on Priority 1 tasks, which are deemed an immediate hazard to the public. This is also the case during winter weather, where winter operations vacancies have the department nearly 30% below the staffing needed to cover more than one shift in a statewide storm. If a widespread storm lasted more than one 12-hour shift, it would take longer to clear the roads.



Operating funds do more than just maintain the system. They also provide funds to operate the system so people get where they want to go. MoDOT manages more than 2,600 traffic signals, 250 dynamic message signs, 1,100 traffic cameras and has traffic management centers in Kansas City, St. Louis and Springfield. The average annual cost for these operations is \$14 million.

In addition, MoDOT crews are able to respond quickly to incidents ranging from traffic crashes to flooding to make sure Missourians arrive safely at their destination. One of the department's primary customer concerns is trash along the roadsides and debris from unsheltered encampments on state right of way, yet another outcome of high staff turnover and vacancy.

With paid labor in these areas down millions of hours, customer service is not meeting customer expectations. The Missouri Highways and Transportation Commission instructed MoDOT to increase labor hours to improve service.

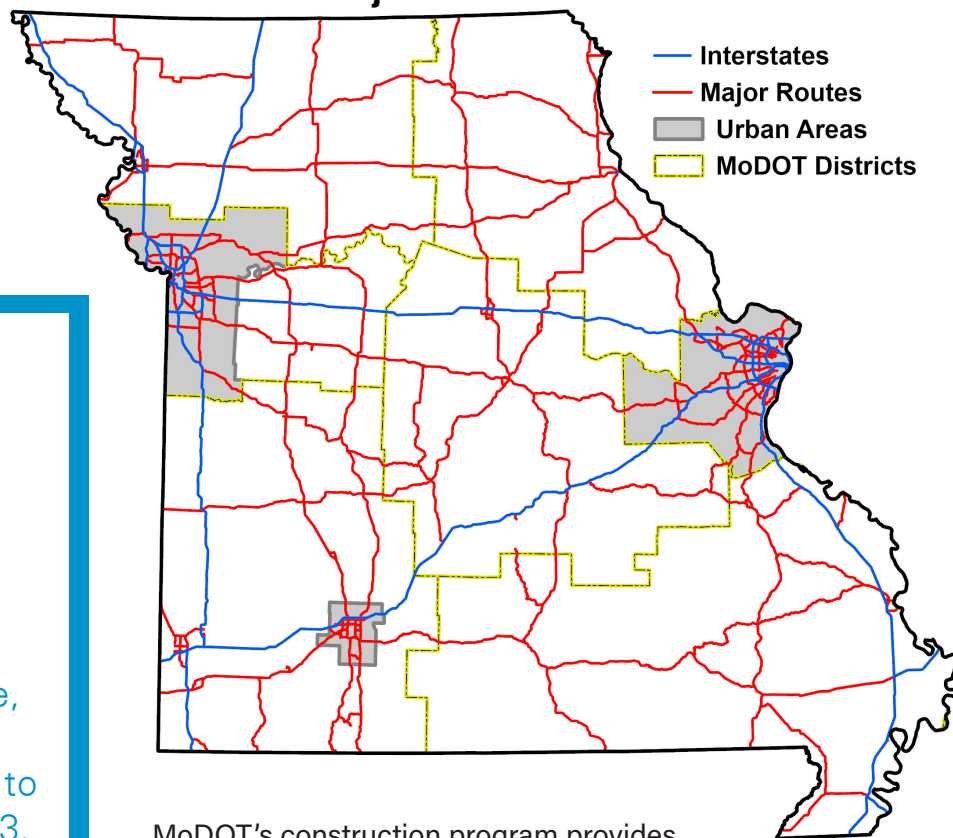


The Current Condition of MISSOURI TRANSPORTATION

What is the Current Condition of Missouri Transportation?

Last year, 54 billion miles were traveled on the state highway system. The majority of travel occurs on interstates and major routes. Interstates and major routes include just 5,560 miles of the 33,814 miles of highway in Missouri but account for 77% of the travel. Currently, 89% of these routes are in good condition as MoDOT has focused on improving and maintaining these routes over the last decade.

Interstate and Major Routes

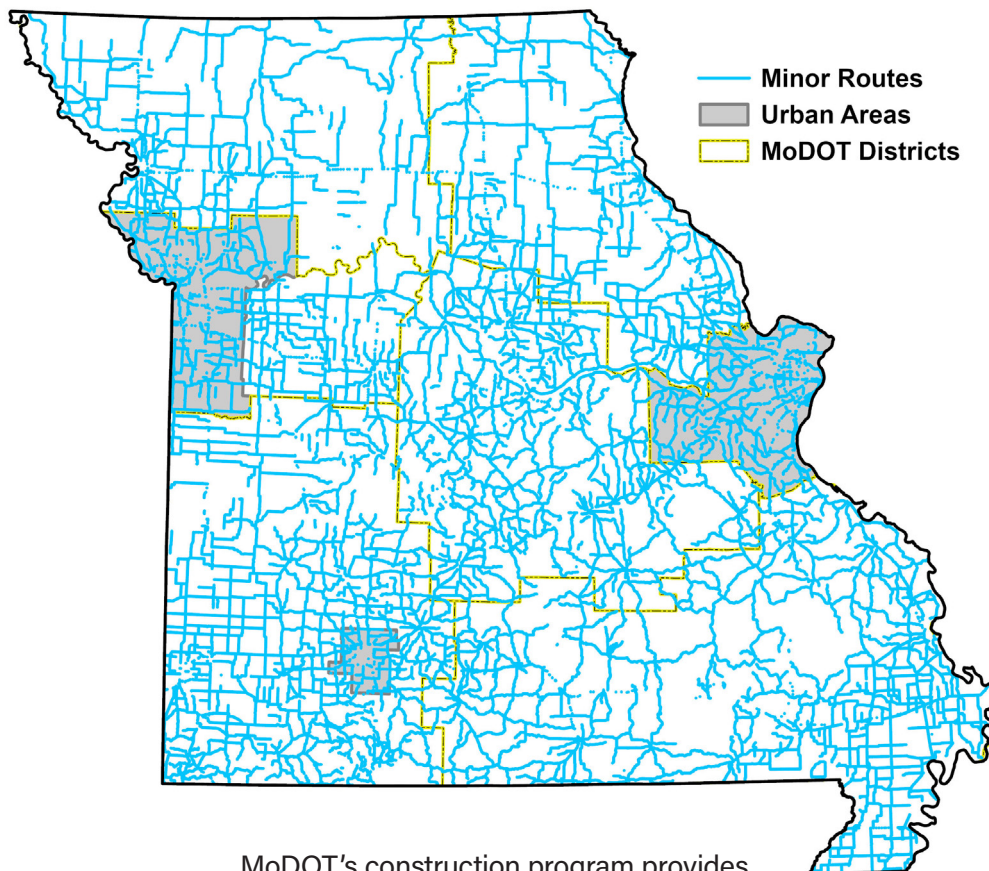


41.4 billion miles were driven on interstates and major routes; therefore, on average, 7.4 million vehicles traveled each mile, an increase of 4 million compared to calendar year 2023.

MoDOT's construction program provides the funding to maintain these routes.

Missouri's minor routes make up the largest group of state highways, accounting for 17,903 miles – just over one-half of the entire state highway system. Almost 22% of all state travel occurs on these routes. Currently, 83% of these routes are in good condition.

Minor Routes



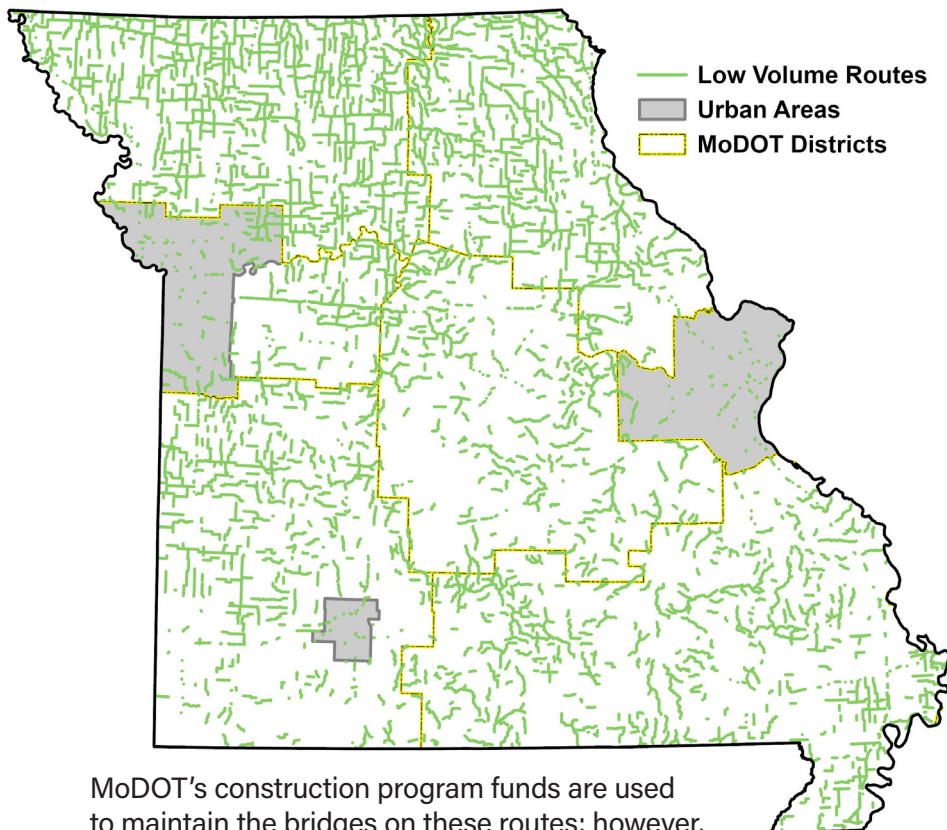
11.7 billion miles were driven on minor routes; therefore, on average, 651,000 vehicles traveled each mile - a decrease of 333 million miles compared to calendar year 2023.

MoDOT's construction program provides the funding to maintain these routes.

The Current Condition of MISSOURI TRANSPORTATION

The final tier of Missouri highways is low-volume routes. Each of these routes carries less than 400 vehicles per day and primarily serves local transportation needs. Missouri has 10,351 miles of low-volume routes, accounting for about one-third of the state system. However, approximately 5,100 miles of these routes are not on the federal aid highway system and are ineligible for federal funds, which has impacted investment levels and conditions during the past 25 years. Travel on these routes is less than 1% of all state highway travel. Currently, 83% of these routes are in good condition.

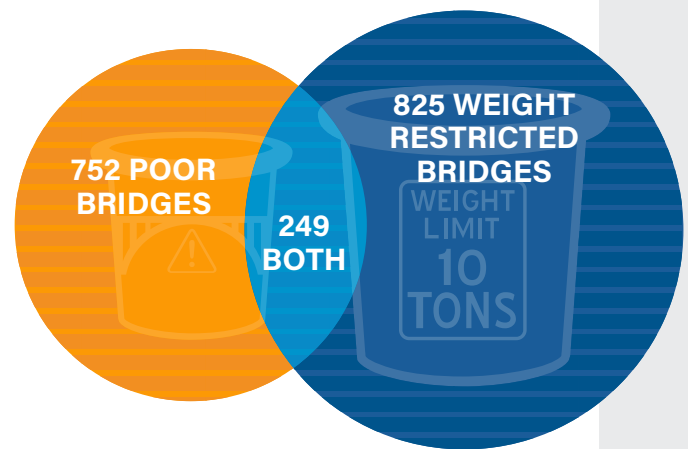
Low Volume Routes



MoDOT's construction program funds are used to maintain the bridges on these routes; however, the pavements on these routes are maintained using MoDOT's maintenance funds.

773 million miles were driven on low volume routes; therefore, on average, 75,000 vehicles traveled each mile, an increase of 13 million miles compared to calendar year 2023.

In addition to the huge network of highways, Missouri has 10,427 bridges of varying sizes, including 209 major bridges that are longer than 1,000 feet, or about the length of three football fields. Currently, 752 bridges are in poor condition, an improvement of 47 since 2024. MoDOT inspects these bridges on a regular basis to ensure they are safe for travelers. Missouri also has 825 weight-restricted bridges, with 249 of them also in poor condition.



Totals	Typical Bridges	Major Bridges	All Bridges
Number	10,218	209	10,427
Area	64,203,435	23,650,613	88,854,048
Average Age	50.8	39.6	51
Weight Restricted	786	39	825
Area of Weight Restricted	5,800,192	5,469,426	11,269,618
Poor	728	24	752
Area of Poor	4,544,418	2,342,133	6,886,551
Both Poor and Weight Restricted	238	11	249
Both Poor and Weight Restricted Area	1,220,824	1,296,877	2,407,701
Only Poor and Only Weight Restricted	1,038	41	1,079
Only Poor and Only Weight Restricted Area	8,122,961	5,217,804	13,340,765
Average Price per Square Foot	\$190	\$1,000	--
Only Poor and Only Weight Restricted Cost	\$1.54 billion	\$5.22 billion	\$6.76 billion
Total Cost	\$12.4 billion	\$23.7 billion	\$36.1 billion

The Current Condition of MISSOURI TRANSPORTATION

Approximate vehicle weights

Lower weight limits for about 1,300 load-posted state bridges:



AVERAGE STANDARD
CAR: **1.5 TONS**



AVERAGE PICKUP
TRUCK: **3 TONS**



AVERAGE
AMBULANCE: **5 TONS**



AVERAGE DELIVERY
TRUCK: **6 TONS**



AVERAGE
LOADED
SCHOOL BUS:
17 TONS



AVERAGE LOADED
GARBAGE TRUCK:
25 TONS



AVERAGE
LOADED
CHARTER
BUS:
20 TONS



AVERAGE
FIRE TRUCK:
19-30 TONS



AVERAGE LOADED
COMBINE HARVESTER:
30 TONS



AVERAGE LOADED
PLOW TRUCK:
28 TONS



AVERAGE LOADED
CONCRETE TRUCK:
33 TONS



AVERAGE LOADED
DUMP TRUCK:
36 TONS

AVERAGE
LOADED
TRACTOR
TRAILER:
40 TONS



Source: PennDOT

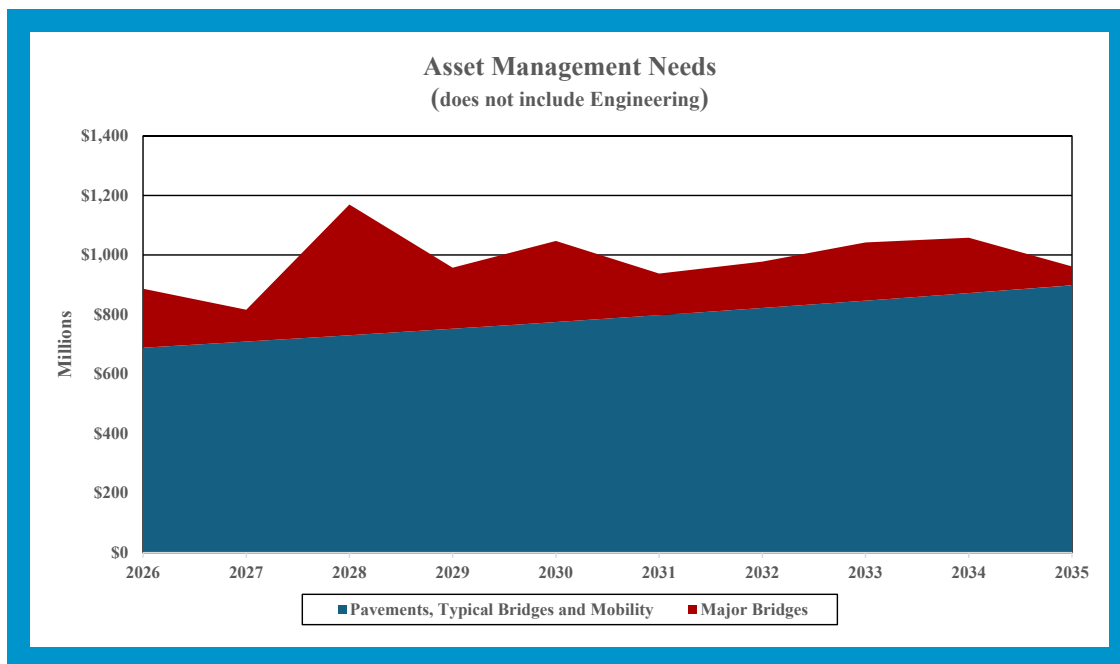
James Hilston/Post-Gazette

ASSET Management

MoDOT has adopted an asset management approach to make the best decisions with transportation investments. The goal of the plan is to keep roads and bridges in good condition for as long as possible given current funding levels. The plan also demonstrates the investment level needed in order to maintain the system at its current condition.

Asset	Asset Management Goal Based on Current Funding
Interstates and Major Routes	90% Good Condition
Minor Routes	80% Good Condition
Low Volume Routes	70% Good Condition
Bridges	Less Than 900 Poor Condition

The asset management 10-year funding needs are shown in the chart below:



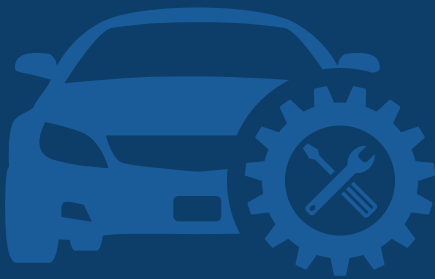
What is THE COST?

How Much Do Current Roadway Conditions Cost Missourians?

Missourians pay a relatively small amount per month to use the state system of roads and bridges. The average Missouri driver pays about \$37 per month in state and federal transportation taxes and fees. That's far less than what the average Missourian pays for cell phone service, cable television or internet service.

But there are also hidden transportation costs that Missourians may not realize they are absorbing when they sit on congested highways, drive on rough roads or experience vehicle crashes.





System condition costs Missouri drivers about \$546 per month.

According to the 2023 Texas Transportation Institute's Urban Mobility Report, Missourians who commute to work by car spend many hours in congestion, ranging from 17 hours per year in Cape Girardeau and 15 hours in St. Joseph, to 54 hours per year in Kansas City and 49 hours in St. Louis. That means gallons of fuel wasted, a loss of productivity and hours lost that have an adverse effect on a person's quality of life. The associated cost of congestion translates to an average of \$76 per month for Missouri drivers.

There are also hidden costs in operating and maintaining a vehicle on rough roads due to:

- Accelerated vehicle depreciation,
- Additional vehicle repair costs,
- Increased fuel consumption,
- Increased tire wear and
- Environmental impact of congestion.

The Road Information Program's 2025 "Key Facts About Missouri's Surface Transportation System" report calculated those costs to be \$83 per month for Missouri drivers, or a total of \$4.3 billion each year to the state of Missouri.

What is THE COST?

Motor vehicle crashes cost Missourians \$20 billion each year⁴. This equates to \$387 per month for each Missouri driver. This amount includes medical costs, lost workplace and household productivity, property damage, congestion costs and legal costs.

When combined, congestion, additional vehicle operating costs and roadway crashes cost each Missouri driver about \$546 per month. Additional investments in congestion relief, improving system conditions and safety can reduce these costs for Missourians.

⁴ Based on Missouri Crash Cost Estimates provided by MoDOT Highway Safety and Traffic

Monthly Cost Per Driver

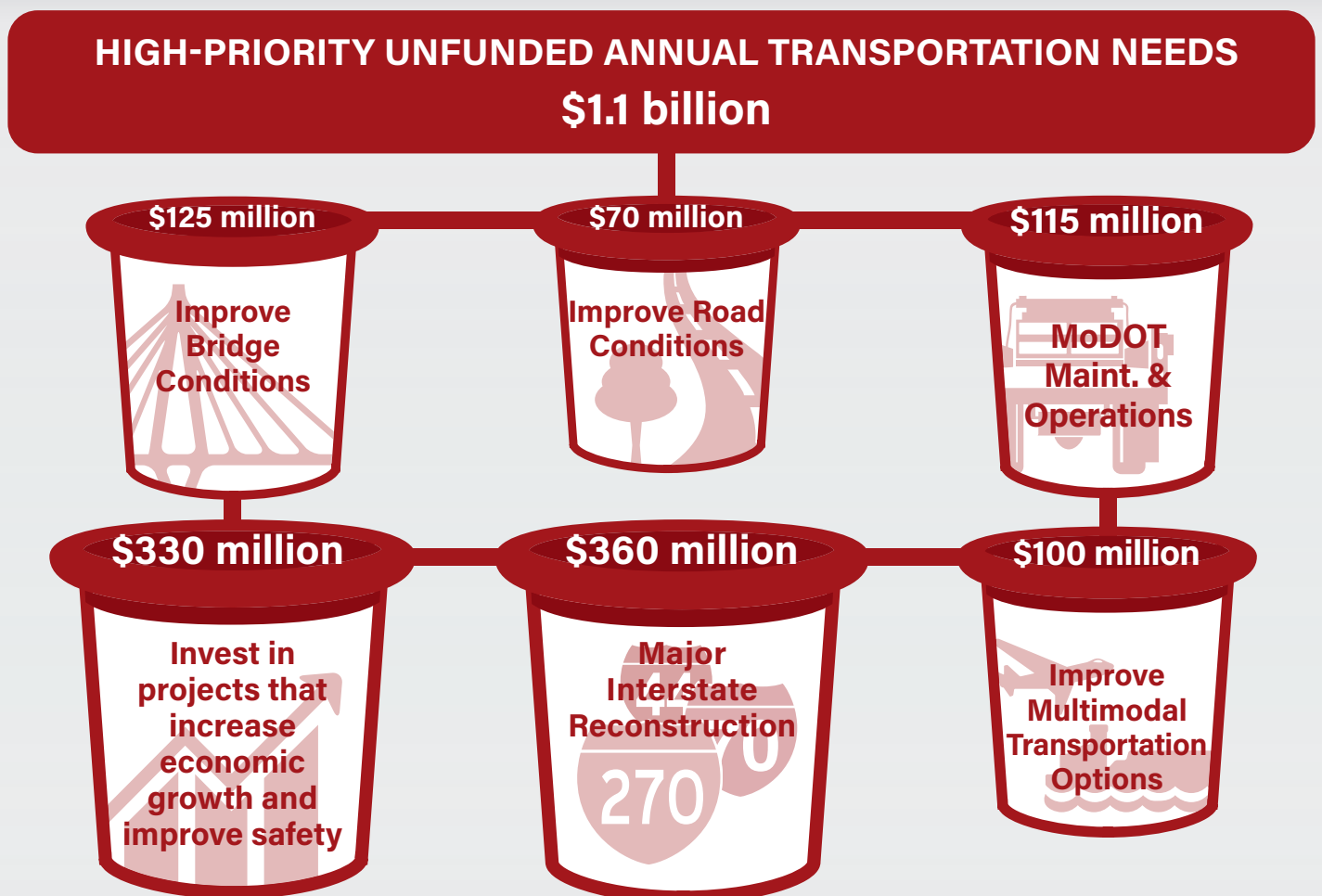


High-Priority Unfunded TRANSPORTATION NEEDS

What are Missouri's Transportation Needs?

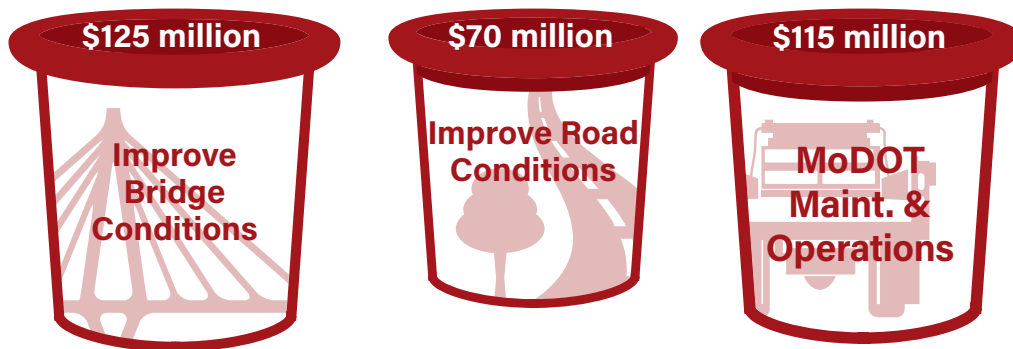
When MoDOT completed its current long-range transportation plan, extensive input from Missourians resulted in five goals for the state's transportation system over the next 20 years:

1. Take care of the transportation system and services we enjoy today.
2. Keep all travelers safe – no matter the mode of transportation.
3. Invest in projects that spur economic growth and create jobs.
4. Give Missourians better transportation choices.
5. Improve reliability and reduce congestion on Missouri's transportation system.



High-Priority Unfunded TRANSPORTATION NEEDS

Aside from the state's historic investment in transportation, with MoDOT's current available resources, the reality is that the department must focus its attention on keeping the existing system in the condition that it is in today. To do that, some MoDOT districts must devote every available dollar to maintaining the condition of their roads and bridges, and they are still going to lose ground over time. That leaves a number of unfunded transportation needs.

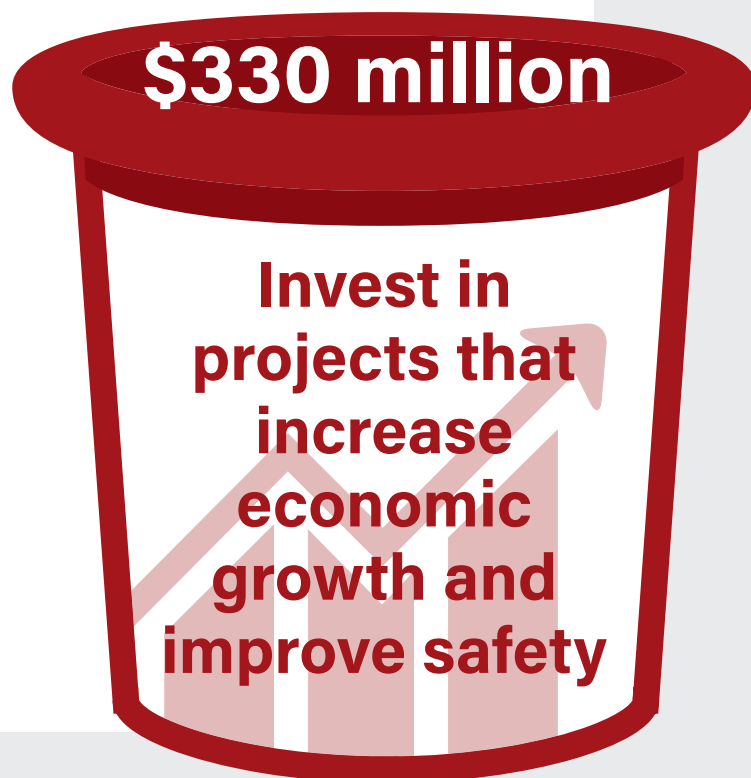


Improve road and bridge conditions – Investing an additional \$310 million per year would enable all of MoDOT's districts to adequately maintain their existing system, begin driving down the state's number of poor bridges, improve the condition of the state's roads and stabilize the level of MoDOT's maintenance and operations efforts to keep pace with inflationary cost increases. **The required investment equates to an average of \$6.00 per month by each of the state's licensed drivers.**

In Summer 2025, Missouri regional planning partners assisted the department in prioritizing \$4.7 billion in road and bridge unfunded project needs in three tiers. The full unfunded needs listing is available at www.modot.org/unfundedneeds.

Invest in projects that increase economic growth and improve safety – These are the projects that local communities across the state are clamoring for but which are unaffordable in today's financial environment. Projects include new interchanges, adding shoulders with rumble stripes and adding lanes to the current system. In addition to congestion reduction and economic growth benefits, all of these projects would improve safety so fewer fatalities and serious injuries occur.

An additional investment of \$330 million per year would allow MoDOT to begin meeting those needs. MoDOT would work with its regional planning partners to ensure the highest priorities would be funded. **The required investment equates to an average of \$6.38 per month by each of the state's licensed drivers.**

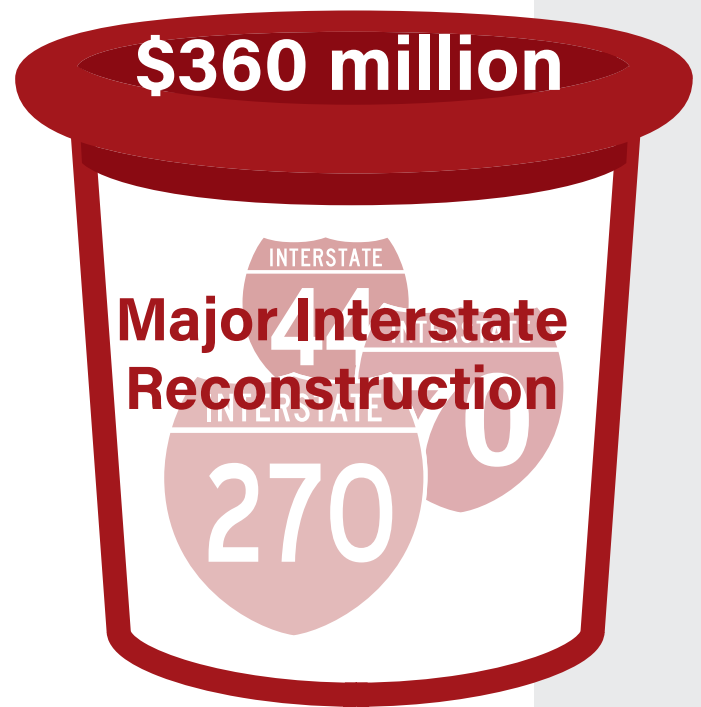


High-Priority Unfunded TRANSPORTATION NEEDS

Major interstate highway reconstruction – The nation's interstate system is now 65 years old, and Missouri's interstates were built with a 20-year life expectancy. They need attention. The poster child for Missouri's interstate needs is Interstate 70 – the nation's oldest interstate. MoDOT has known for years that it needs to be reconstructed with added capacity to reliably handle mounting levels of traffic, especially long-haul trucks. The recent General Revenue investment is addressing 200 miles of I-70.

The state's other five interstates will also be facing improvement/preservation needs in the coming years. An additional \$360 million per year would allow MoDOT to begin tackling this long overdue improvement. **The required investment equates to an average of \$6.96 per month by each of the state's licensed drivers.**

Many Missourians depend on non-highway modes of transportation; however, the state currently invests very little money toward those needs.



Please visit www.modot.org/pps for a list of specific unfunded needs for each region of the state.

\$100 million

**Improve
Multimodal
Transportation
Options**

**Improve multimodal
transportation options –**

Missouri's transit systems, railroads, ports, waterways, airports and bicycle/pedestrian facilities could begin to see much needed improvements with an annual investment of \$100 million. MoDOT would work with the owners and stakeholders of these transportation systems, along with our regional planning partners, to identify and fund the highest priority needs. **The required**

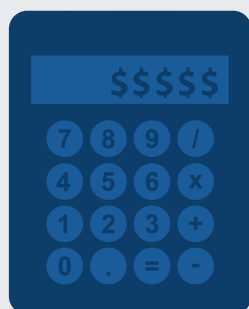
investment equates to an average of \$1.93 per month by each of the state's licensed drivers.



CITIZEN'S GUIDE TO TRANSPORTATION FUNDING IN MISSOURI

In summary, Missourians enjoy access to a large transportation system that keeps us connected. Maintaining and improving the transportation system is expensive but is a worthwhile investment. The average Missouri driver contributes about \$37 per month to fund their access to the transportation system and the services MoDOT provides.

Incremental increases in funding for improving road and bridge conditions, investing in projects that increase economic growth and safety, reconstructing major interstates and improving multimodal transportation options can offset the \$546 of hidden costs drivers are paying each month due to congestion, rough roads and traffic crashes.

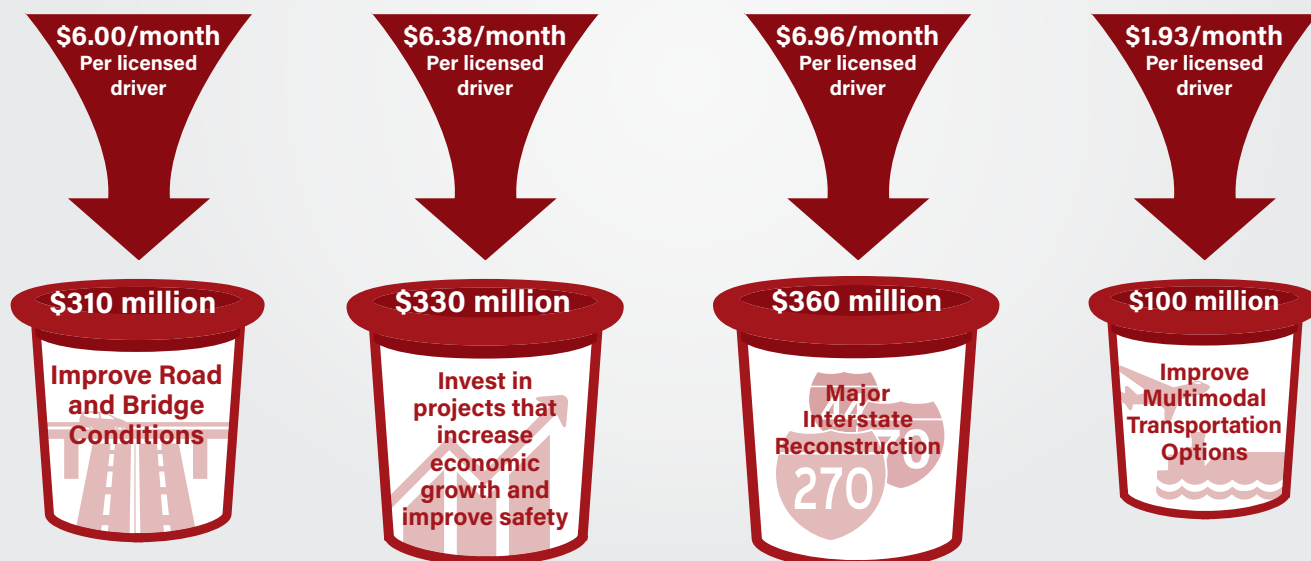


MONTHLY COSTS OF ADDITIONAL BENEFITS

The average driver in Missouri pays \$37 per month in federal and state taxes/fees to support Missouri's system of roads and bridges.

Based on 13,662 miles driven per year at 22.6 mpg, plus the average motor vehicle sales tax per driver.

Additional Investments Needed to Improve Missouri's Transportation System





Missouri Department of Transportation
1-888-ASK-MoDOT
modot.org





Financial Snapshot

*An appendix to the Citizen's Guide to
Transportation Funding in Missouri*



Missouri Department of Transportation



Financial Snapshot

About the Financial Snapshot

The Financial Snapshot provides answers to frequently asked questions regarding MoDOT's finances. The document also serves as an appendix to the Citizen's Guide to Transportation Funding in Missouri.

www.modot.org/financial-statements

If you have any questions concerning this report, please contact MoDOT's Financial Services Division at (573) 526-8106.

MoDOT's Mission

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

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Transportation Funding

Revenue for Roads and Bridges, Multimodal, Highway Safety
Fiscal Year 2025 (Dollars in thousands)

Missouri User Fees and Other Revenue (50.6%)	State	Cities & Counties	Total	%
Motor Fuel Tax	\$786,513	\$307,636	\$1,094,149	49.0
Aviation Fuel Tax	247	0	247	0.0
Motor Vehicle Sales Tax	483,662	78,332	561,994	25.2
Jet Fuel Sales Tax	5,700	0	5,700	0.3
Motor Vehicle and Driver's Licensing Fees	321,803	30,820	352,623	15.8
Multimodal and Highway Safety Fees	3,452	0	3,452	0.2
Interest and Miscellaneous	212,453	0	212,453	9.5
Bond Proceeds	0	0	0	0.0
Total Revenue	\$1,813,830	\$416,788	\$2,230,618	100.0

Federal Revenue (36.6%)	State	Cities & Counties	Total	%
Federal Reimbursement	\$1,406,754	\$176,702	\$1,583,456	98.2
Federal Grants	28,351	0	28,351	1.8
Total Revenue	\$1,435,105	\$176,702	\$1,611,807	100.0

Missouri General Revenue (12.8%)	State	Cities & Counties	Total	%
State General Revenue Fund (Multimodal)	\$76,284	\$0	\$76,284	13.6
State General Revenue Fund (Roads and Bridges)	486,642	0	486,642	86.4
Total Revenue	\$562,926	\$0	\$562,926	100.0

Transportation Funding

MoDOT Revenue for Roads and Bridges, Multimodal, Highway Safety (Dollars in thousands)

MoDOT's funding comes from both state and federal sources. Most of the money is dedicated by federal law or the state constitution and statutes to specific purposes. Included below are the funds available for roads and bridges and other transportation modes.

Revenue (Roads and Bridges)	2021	2022	2023	2024	2025
Motor Fuel Tax ^{1,11}	\$492,173	\$528,456	\$689,196	\$724,051	\$786,513
Vehicle/Driver's Licensing Fees ¹	331,931	314,359	329,672	312,556	321,803
Motor Vehicle Sales Tax ¹	443,495	402,244	440,040	453,581	477,242
Interest and Miscellaneous ²	96,351	115,847	218,316	186,114	208,594
Federal Reimbursement ^{3,4,5}	1,262,757	907,839	1,150,757	1,396,996	1,488,662
Bond Proceeds ⁶	0	100,000	500,000	390,204	0
State General Revenue Fund ⁷	46,829	49,308	149,847	266,203	486,642
Total Revenue	\$2,673,536	\$2,418,053	\$3,477,828	\$3,729,705	\$3,769,456
Revenue (Multimodal)	2021	2022	2023	2024	2025
Aviation Fuel ¹	\$227	\$241	\$264	\$198	\$247
Fees ¹	2,573	2,520	2,486	2,545	3,264
Sales Taxes ¹	8,244	11,553	13,355	12,204	12,120
State General Revenue Fund ⁷	14,949	23,945	35,128	43,952	76,284
Interest and Miscellaneous ²	777	522	1,133	3,753	3,858
Federal Reimbursement ^{3,4}	64,944	66,940	65,182	65,812	94,793
Total Revenue⁹	\$91,714	\$105,721	\$117,548	\$128,464	\$190,566
Revenue (Highway Safety)	2021	2022	2023	2024	2025
Fees ⁸	\$175	\$196	\$202	\$201	\$188
Interest and Miscellaneous ²	0	0	4	2	1
Federal Grants ^{3,4}	17,799	19,850	23,937	25,819	28,351
Total Revenue¹⁰	\$17,974	\$20,046	\$24,143	\$26,022	\$28,540

Notes:

¹ User fees.

² Includes interest earned on invested funds, sale of surplus property and excess right of way and construction cost reimbursements from local and other state governments.

³ User fees and transfers from the General Fund and Leaking Underground Storage Tank (L.U.S.T.) Fund.

⁴ Includes federal funds that flow through MoDOT to local governments and agencies.

⁵ Includes federal funds from the Coronavirus Reponse and Relief Supplemental Appropriations Act, 2021.

⁶ Focus on Bridges Program (FOB), Amendment 3 and Improve I-70 Program.

⁷ Appropriated by the Missouri General Assembly, which includes FOB, Governor's Transportation Cost Share Program, I-55 Outer Road, I-44 Environmental Study, Improve I-70 Program, Low Volume Roads Program, and other Legislatively Designated Projects.

⁸ Includes motorcycle instruction permit fees and fees collected by the courts from violators of state laws or municipal or county ordinances.

⁹ Includes the following funds: Multimodal Operations-Federal, Federal Stimulus, State Transportation, Aviation Trust, State Transportation Assistance Revolving, Grade Crossing Safety Account, Railroad Expense, Waterways and Ports Trust and General Revenue.

¹⁰ Includes the following funds: Highway Safety-Federal, Motor Carrier Safety Assistance-Federal and the Motorcycle Safety Trust.

¹¹ The 2022 revenue is understated due to limited appropriation authority to transfer funds; therefore, motor fuel tax revenue collected in 2022 of \$41.9 million will be reported as 2023 revenue.

Source: MoDOT

Transportation Funding

MoDOT Expenditures for Roads and Bridges, Multimodal, Highway Safety (Dollars in thousands)

MoDOT's largest expenditure category is Program Delivery. Program Delivery expenditures include contractor payments, engineering, reimbursement to local entities for acceleration of projects, right of way payments, and federal pass-through to local public agencies. Other State Agencies represents appropriations to the Missouri State Highway Patrol and the Department of Revenue.

Expenditures (Roads and Bridges)	2021	2022	2023	2024	2025
Program Delivery-Program ¹	\$1,106,714	\$1,099,157	\$1,558,342	\$1,832,026	\$2,012,835
Program Delivery-Operating Costs ²	127,720	136,272	159,857	168,864	181,093
Safety and Operations-Maintenance ²	447,935	494,303	529,033	569,266	596,812
Fleet, Facilities & Info. Systems ²	79,850	96,665	100,834	121,339	127,376
Debt Service ³	295,018	299,199	288,501	444,071	454,397
Administration ²	50,692	52,391	55,124	59,832	62,794
Other State Agencies ⁴	222,213	270,386	294,285	336,711	350,406
Total Expenditures	\$2,330,142	\$2,448,373	\$2,985,976	\$3,532,109	\$3,785,713

Expenditures (Multimodal)	2021	2022	2023	2024	2025
Operating Costs ²	\$2,484	\$2,717	\$3,011	\$3,639	\$4,061
Transit	28,419	27,568	46,897	59,277	65,478
Rail	9,611	11,677	13,908	20,412	22,188
Aviation	45,196	47,369	32,686	25,890	53,997
Port-Waterway	5,732	12,064	12,087	14,768	30,937
STAR Fund Loan	147	8	0	0	0
Freight	997	750	3,242	1,018	2,300
Total Expenditures	\$92,586	\$102,153	\$111,831	\$125,004	\$178,961

Expenditures (Highway Safety)	2021	2022	2023	2024	2025
Operating Costs ²	\$551	\$655	\$790	\$806	\$851
Safety Programs	17,274	19,231	23,340	25,001	27,883
Total Expenditures	\$17,825	\$19,886	\$24,130	\$25,807	\$28,734

Notes:

¹ Includes contractor payments to construct and design roads and bridges, payments to purchase right of way and federal funds that flow through MoDOT to local governments.

² Includes personal services and fringe benefits of MoDOT employees and expense & equipment costs.

³ Includes the principal and interest payments for funds borrowed by the Missouri Highways and Transportation Commission (MHTC).

⁴ Includes appropriated expenditures of the Missouri State Highway Patrol and Missouri Department of Revenue. The 2021 expenditures are offset by reimbursements from the Coronavirus Aid, Relief, and Economic Security (CARES) Act of \$26.8 and \$44.3 million, respectively.

Source: MoDOT.

Transportation Funding

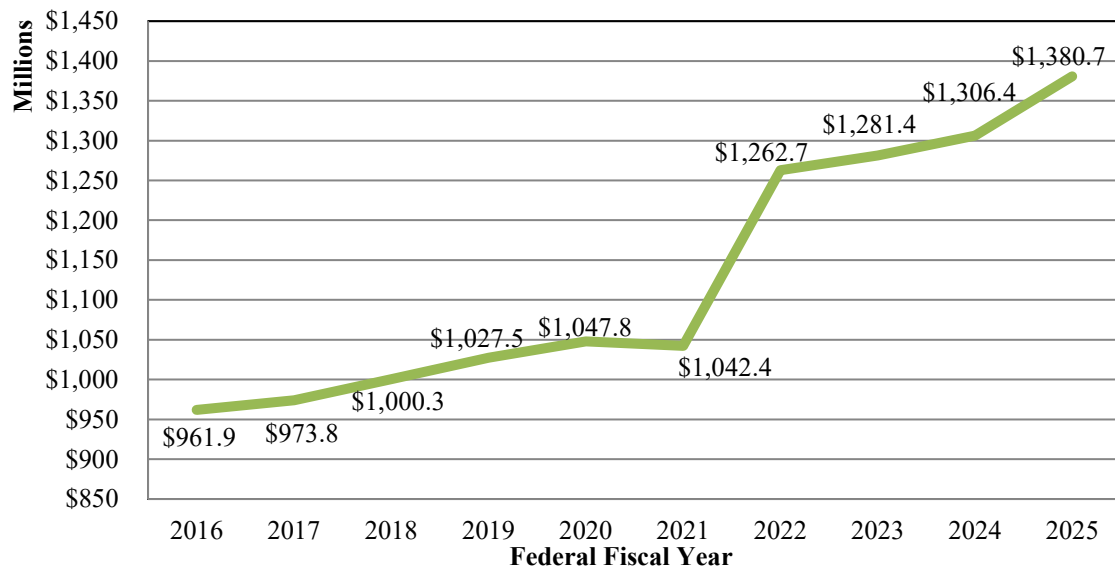
Summary of State and Federal Funds

Fund	Source of Funds
State Road Fund	Federal Highway Administration reimbursements; licenses, permits, and fees for motor vehicles and drivers; state sales tax on motor vehicles; cost reimbursements; and other miscellaneous fees [Section 226.220 RSMo.]
State Road Bond Fund	State sales tax on motor vehicles [Section 226.210 RSMo.]
State Highways and Transportation Department Fund	Motor fuel tax and licenses, permits and fees for motor vehicles and drivers [Section 226.200 RSMo.]
Aviation Trust Fund	User fees of 9 cents per gallon on aviation gasoline and a portion of the state sales tax collected on jet fuel [Section 155.090 RSMo.]
State Transportation Fund	Two percent of one-half of the state sales tax on motor vehicles [Section 226.225 RSMo.]
Grade Crossing Safety Account	Owner of a motor vehicle pays a fee of twenty-five cents each year when the person registers or renews the registration of a motor vehicle [Section 389.612 RSMo.]
Railroad Expense Fund	Assessments collected from the railroads [Section 622.015 RSMo.]
State Transportation Assistance Revolving (STAR) Fund	This fund accounts for loans to any political subdivision of the state or to any public or private not-for-profit organization for the planning, acquisition, development and construction of facilities for air, water, rail or public transportation, the purchase of vehicles for transportation of elderly and disabled persons, or the purchase of rolling stock for transit purposes. Loan repayments are deposited into this fund and are used to make additional loans under the revolving loan program. [Section 226.191 RSMo.]
Motorcycle Safety Trust Fund	Motorcycle instruction permit fees and a \$1 surcharge from all criminal cases including violations of any municipal or county ordinance or any violation of criminal or traffic laws of the state. [Section 302.137 RSMo. & Section 302.140 RSMo.]
Multimodal Operations Federal Fund	Federal grant monies associated with Multimodal programs
Motor Carrier Safety Assistance Federal Fund	Federal grant monies associated with the Motor Carrier Safety Assistance Program
Highway Safety Federal Fund	Federal grant monies associated with Highway Safety programs
State General Revenue Fund	State monies (generally state income and general sales tax) appropriated by the General Assembly for transportation purposes

Transportation Funding

Federal Aid Apportionments based on Infrastructure Investment and Jobs (IIJA) Act (Dollars in millions)

Federal funds are generated by the federal fuel tax – 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel. Federal fuel taxes are deposited into the Highway Trust Fund, and apportioned back to states via federal authorization bills. The amount Missouri is apportioned is reduced by the congressionally imposed obligation limitation, which places a ceiling on the amount we can commit to projects. Historically, approximately 99 percent of apportionments are available to obligate. Federal funds are received on a reimbursement basis. MoDOT and local public agencies spend state and local funds to build projects and request reimbursement from the Federal Highway Administration. Apportionments shown below include the amounts that by law are distributed to local public agencies.



The following chart lists the amounts apportioned to Missouri in each category under the IIJA and FAST Act. The IIJA was signed into law by the President on November 15, 2021 and provides funding for surface transportation programs for federal fiscal years 2022, 2023, 2024, 2025 and 2026. The total apportionments under the IIJA are significantly more than under the previous federal funding act, FAST Act.

Apportionment Category	2021	2022	2023	2024	2025
National Highway Performance (NHPP)	\$590.1	\$687.4	\$701.2	\$715.2	\$729.6
Surface Transportation Block Grant (STBG)	281.6	311.2	310.9	316.4	366.7
Highway Safety Improvement (HSIP)	58.8	72.2	73.6	75.2	76.9
Transportation Alternatives (TAP)	18.6	31.4	32.0	32.7	37.7
PROTECT Program	0.0	34.6	35.3	36.0	36.7
National Highway Freight (NHFP)	34.9	32.2	32.8	33.5	34.1
Carbon Reduction Program	0.0	30.5	31.1	31.7	32.3
Congestion Mitigation & Air Quality (CMAQ)	24.6	25.2	25.7	26.2	26.7
Statewide Planning & Research (SPR)	20.5	23.0	23.4	23.9	24.3
Rail/Highway Crossings	6.0	6.0	6.1	6.1	6.1
Metropolitan Planning (MP)	5.6	6.7	6.8	7.0	7.1
Recreational Trails	1.7	1.7	1.7	1.7	1.7
Safe and Accessible Transportation	0.0	0.6	0.8	0.8	0.8
Total	\$1,042.4	\$1,262.7	\$1,281.4	\$1,306.4	\$1,380.7
Obligation Limitation	\$1,037.1	\$1,201.2	\$1,305.2	\$1,313.9	\$1,407.0

Apportionments are subject to Obligation Limitation. Obligation Limitation is a restriction, or “ceiling” on the amount of federal assistance that may be committed during a specified time period. Historically, Missouri’s obligation limitation has averaged 99 percent; however, for fiscal year 2025, the obligation limitation was 101.9 percent. This allowed for the obligation of fiscal year 2025 apportionments and carryover funds from prior years.

The apportionment categories under the IIJA are as follows:

- **National Highway Performance** is the construction, reconstruction, resurfacing, restoration and rehabilitation of highways and bridges on National Highway System (NHS) routes which are routes designated by Congress as roadways important to the nation’s economy, defense and mobility.
- **Surface Transportation Block Grant** is the construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements of highways and bridges.
- **Highway Safety Improvement** is for highway safety improvements to eliminate roadway hazards.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)** includes planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
- **National Highway Freight** includes improvements to the National Highway Freight Network (NHFN) that increase the efficiency of freight movement.
- **Transportation Alternatives** is for the construction of on-road and off-road facilities for pedestrians, bicyclists and other non-motorized forms of transportation and infrastructure-related projects that provide safe routes for non-drivers, including children, older adults and individuals with disabilities to access daily needs.
- **Carbon Reduction** is for reducing transportation emissions or the development of carbon reduction strategies.

- **Congestion Mitigation & Air Quality** includes traffic management, monitoring and congestion relief strategies to assist areas designated as non-attainment under the Clean Air Act Amendments of 1990.
- **Statewide Planning & Research** includes transportation planning activities to develop the statewide transportation improvement program. It also includes studies, research and training on engineering standards and construction materials.
- **Rail/Highway Crossings** is for highway safety improvements to mitigate hazards caused by rail-highway grade crossings.
- **Metropolitan Planning** is for transportation planning activities to develop metropolitan area transportation plans and transportation improvement programs.
- **Recreational Trails** is for the development, construction, maintenance and rehabilitation of trails and trail facilities.
- **Safe and Accessible Transportation** is for the development of complete streets policies and standards and a complete streets prioritization plan.

Source: Prepared by MoDOT based on amounts received under the FAST Act and IIJA.

Transportation Funding

Ratio of Federal Highway Trust Fund Payments Into Fund vs. Apportionments and Allocations Out of Fund (Dollars in thousands)

The chart below shows Missouri has received more funding from the Highway Trust Fund than was contributed in highway taxes into the Fund. For example, in fiscal year 2023, Missouri received \$1.53 for every dollar contributed into the Highway Trust Fund.

Ratio of Federal Highway Trust Fund Payments Into the Fund vs. Apportionments and Allocations Out of the Fund ¹									
Surrounding States	2015	2016	2017	2018	2019	2020	2021	2022	2023
Arkansas	1.15	1.23	1.27	1.27	1.19	1.24	1.17	1.29	1.41
Illinois	1.11	1.14	1.19	1.16	1.18	1.28	1.28	1.47	1.66
Iowa	1.00	1.06	1.05	1.08	1.09	1.17	1.06	1.18	1.28
Kansas	0.98	1.03	1.11	1.17	1.11	1.12	1.04	1.25	1.29
Kentucky	1.06	1.12	1.15	1.14	1.14	1.21	1.17	1.28	1.41
Missouri	1.10	1.14	1.21	1.21	1.20	1.23	1.17	1.34	1.53
Nebraska	0.96	1.01	1.05	1.03	1.33	1.04	1.13	1.11	1.21
Oklahoma	1.00	1.10	1.18	1.12	1.02	1.16	1.11	1.24	1.34
Tennessee	1.00	1.03	1.07	1.04	1.17	1.04	1.01	1.13	1.23

Notes:

¹ Payments into the Fund include only the net highway user tax receipts and fines and penalties deposited in the Highway Account of the Federal Highway Trust Fund. Payments do not include transfers from the General Fund and Leaking Underground Storage Tank (L.U.S.T.) Fund totaling \$158.7 billion from 2015 to 2023. Apportionments and allocations out of the fund includes all funds apportioned or allocated from the Highway Trust Fund except where FHWA does not directly allocate the funds to the states, e.g. portions of Indian Reservation Roads and safety programs.

Source: Federal Highway Statistics Series 2023.

Transportation Funding

Summary of State Road Bond Financing Program (Dollars in millions)

Bond financing allowed MoDOT to provide much needed infrastructure improvements to the traveling public sooner than traditional funding allowed. Building projects sooner results in cost savings by reducing project inflation costs, while advancing economic development, improving safety and addressing congestion. The Missouri General Assembly authorized MoDOT to borrow \$2.25 billion in 2000. MoDOT borrowed \$907 million from fiscal years 2001-2004, referred to as senior lien debt.

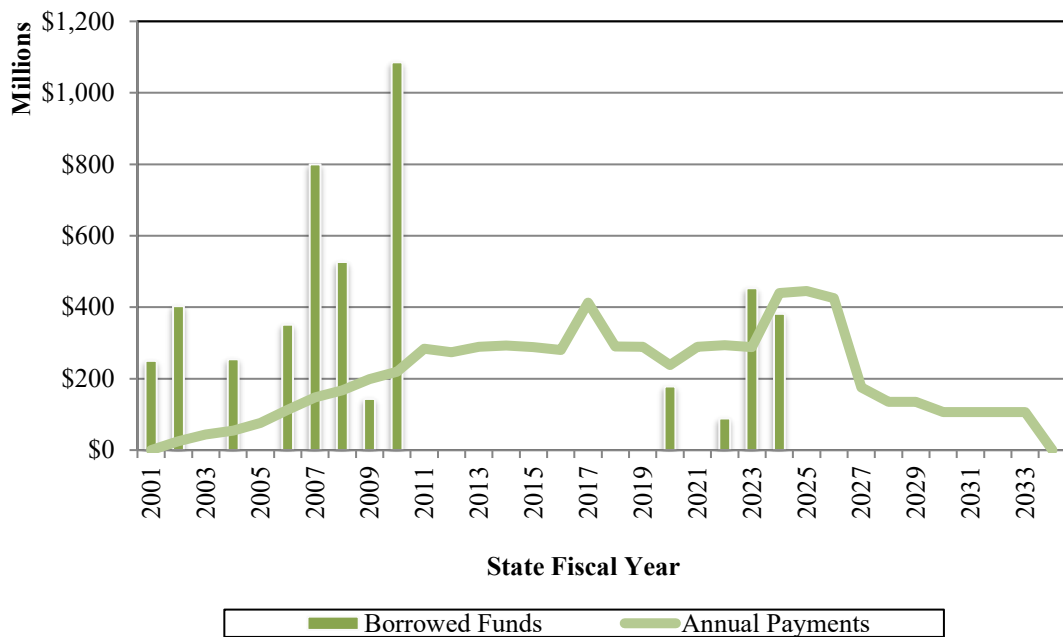
Voters approved Amendment 3 in 2004 authorizing MoDOT to borrow funds by depositing vehicle sales taxes previously deposited in the state's General Revenue Fund into a newly created State Road Bond Fund. The Amendment 3 revenues are designated for the payment of debt principal and interest. MoDOT borrowed \$1.98 billion from fiscal years 2006-2010 and \$453 million in fiscal year 2023.

In fiscal year 2009, MoDOT borrowed \$143 million for a portion of the new Interstate 64, a design-build project in the St. Louis region. This debt is referred to as Grant Anticipation Revenue Vehicle (GARVEE) bonds. In fiscal year 2010, MoDOT borrowed an additional \$100 million for the new Mississippi River Bridge project and \$685 million for the Safe and Sound Bridge Improvement Program.

In fiscal year 2020, MoDOT borrowed \$178.4 million as part of the Focus on Bridges Program. The Focus on Bridges Program, recommended by the Governor and supported by the General Assembly in the 2019 legislative session, provides \$351 million in funds to repair or replace 250 bridges on the state highway system. General Revenue Fund monies of \$50 million were made available in fiscal year 2020 to fund approximately 45 bridge projects and the remaining \$301 million is funded by bond proceeds with General Revenue Fund monies being made available for debt service payments over seven years. MoDOT borrowed the remaining \$89 million in fiscal year 2022.

In fiscal year 2024, MoDOT borrowed \$381.6 million as part of the Improve I-70 Program. The Improve I-70 Program, recommended by the Governor and supported by the General Assembly in the 2023 legislative session, provides \$2.8 billion to design and construct three lanes in each direction on nearly 200 miles of Interstate 70, from Blue Springs to Wentzville. General Revenue Fund monies of \$1.4 billion were made available in fiscal year 2024 and the remaining \$1.4 billion is funded by bond proceeds with General Revenue Fund monies being made available for debt service payments. MoDOT anticipates borrowing the remaining funds in fiscal years 2026 (\$500 million) and 2028 (\$510 million).

The borrowed funds, shown below, do not include refunding bonds.



Note:

The MHTC has \$1.1 billion of bonds outstanding as of June 30, 2025. The average interest rate (true interest cost) on all outstanding debt combined is 2.99 percent.

Source: MoDOT.

Transportation Funding

Highway User Fees to Local Governments by Fiscal Year (Dollars in thousands)

The state does not receive all of the revenue generated by state highway user taxes and fees. The state constitution, Article IV, directs the Department of Revenue to distribute portions of the state motor fuel tax, motor vehicle sales tax, and motor vehicle and driver licensing fees to cities and counties. The charts below show a six year history of transportation revenue sharing with local entities.

Cities

	Motor Fuel Revenue	Vehicle Sales Tax	Motor Vehicle Fees	Total
2020	104,067	34,293	16,706	155,066
2021	101,457	43,449	19,968	164,874
2022	113,964	39,778	18,658	172,400
2023	137,900	42,928	19,281	200,109
2024	150,310	44,119	18,094	212,523
2025	165,280	46,999	18,492	230,771

Counties

	Motor Fuel Revenue	Vehicle Sales Tax	Motor Vehicle Fees	Total
2020	81,617	22,862	11,138	115,617
2021	79,577	28,966	13,312	121,855
2022	91,253	26,519	12,439	130,211
2023	114,657	28,618	12,854	156,129
2024	127,330	29,413	12,062	168,805
2025	142,356	31,333	12,328	186,017

Total

	Motor Fuel Revenue	Vehicle Sales Tax	Motor Vehicle Fees	Total
2020	185,684	57,155	27,844	270,683
2021	181,034	72,415	33,280	286,729
2022	205,217	66,297	31,097	302,611
2023	252,557	71,546	32,135	356,238
2024	277,640	73,532	30,156	381,328
2025	307,636	78,332	30,820	416,788

Source: Prepared by MoDOT based on Missouri Department of Revenue data.

Transportation Facts

Summary of MoDOT's External and Internal Expenditures (Dollars in thousands)

The majority of MoDOT's expenditures are payments to vendors. The payments are for goods and services needed to build and maintain Missouri's transportation infrastructure. Whether it is payments to contractors, the purchase of equipment and supplies, design services or travel costs, these outward focused expenditures are an investment in Missouri's economy, and drive economic opportunity in the state. Internally focused expenditures include employee salaries and benefits, and program distributions to other state agencies and universities.

Expenditures (External)	2021	2022	2023	2024	2025
Construction Projects	\$939,022	\$945,342	\$1,380,129	\$1,611,247	\$1,720,246
Debt Service and Leases	295,165	301,973	291,186	456,026	463,865
Program Distributions ¹	213,720	219,083	230,357	264,147	371,155
Supplies	146,186	159,411	164,236	168,958	181,464
Services	106,561	132,889	166,078	191,198	216,897
Equipment	50,198	62,644	70,676	88,623	99,373
Miscellaneous	32,609	31,611	34,391	36,273	38,393
Fuel and Utilities	8,693	9,142	9,409	9,240	9,173
Refunds	3,340	3,438	6,288	3,286	930
Professional Development	1,058	1,492	1,504	1,969	2,183
Travel ²	121	1,008	1,319	1,667	2,061
Total Expenditures	\$1,796,673	\$1,868,033	\$2,355,573	\$2,832,634	\$3,105,740
	81%	81%	83%	85%	85%

Expenditures (Internal)	2021	2022	2023	2024	2025
Salaries and Benefits	\$416,526	\$425,667	\$462,139	\$506,700	\$530,214
Program Distributions ³	4,933	5,970	9,464	6,356	6,243
Travel ⁴	208	356	476	519	805
Total Expenditures	\$421,667	\$431,993	\$472,079	\$513,575	\$537,262
	19%	19%	17%	15%	15%

Other State Agencies	\$222,213	\$270,386	\$294,285	\$336,711	\$350,406
Total	\$2,440,553	\$2,570,412	\$3,121,937	\$3,682,920	\$3,993,408

Notes:

¹ Payments or federal funds passed through to cities, counties and other political subdivisions.

² Payments to vendors.

³ Payments or federal funds passed through to other state agencies and universities.

⁴ Employee reimbursements.

Source: MoDOT

Transportation Facts

Summary of MoDOT's Expenditures and Highway User Fees to Local Governments by County - Fiscal Year 2025 (Dollars in thousands)

	Expenditures ¹	Revenue ²		Expenditures ¹	Revenue ²
Andrew	\$12,665	\$1,611	Cass	\$26,093	\$6,929
Atchison	16,084	1,325	Clay	39,250	7,195
Buchanan	51,742	5,097	Jackson	248,712	52,157
Caldwell	7,542	1,116	Johnson	24,662	3,601
Carroll	7,476	1,590	Lafayette	19,968	2,538
Chariton	6,602	1,393	Pettis	8,895	3,108
Clinton	16,846	1,936	Platte	23,754	3,886
Davies	5,191	1,295	Ray	8,080	1,976
DeKalb	16,761	1,280	Saline	18,178	2,272
Gentry	11,110	1,045	Subtotal-Kansas City³	\$417,592	\$83,662
Grundy	2,686	1,089	Boone	134,131	10,574
Harrison	5,659	1,487	Callaway	33,490	3,528
Holt	20,872	965	Camden	11,678	4,658
Linn	5,384	1,474	Cole	88,536	4,434
Livingston	9,757	1,536	Cooper	58,199	1,534
Mercer	19,618	763	Crawford	23,151	1,510
Nodaway	18,208	2,674	Dent	4,718	1,285
Putnam	4,539	1,013	Gasconade	4,509	1,247
Sullivan	13,274	1,010	Howard	14,436	923
Worth	2,321	464	Laclede	13,016	2,281
Subtotal-Northwest³	\$254,337	\$30,163	Maries	2,429	824
Adair	12,976	2,196	Miller	6,243	1,832
Audrain	6,530	2,317	Moniteau	4,450	1,346
Clark	13,188	980	Morgan	8,052	2,213
Knox	4,399	858	Osage	16,000	1,110
Lewis	3,319	1,044	Phelps	17,331	2,793
Lincoln	24,085	3,414	Pulaski	9,461	2,084
Macon	11,630	1,825	Washington	9,888	1,089
Marion	61,801	2,103	Subtotal-Central³	\$459,718	\$45,265
Monroe	9,715	1,311			
Montgomery	7,608	1,251			
Pike	7,880	1,455			
Ralls	3,556	1,035			
Randolph	17,375	2,150			
Schuyler	18,631	772			
Scotland	3,436	862			
Shelby	11,411	1,050			
Warren	8,721	2,035			
Subtotal-Northeast³	\$226,261	\$26,658			

Notes:
See next page

Transportation Facts

Summary of MoDOT's Expenditures and Highway User Fees to Local Governments by County - Fiscal Year 2024 (Dollars in thousands)

	Expenditures ¹	Revenue ²		Expenditures ¹	Revenue ²
Franklin	\$46,995	\$6,376	Bollinger	\$2,750	\$1,036
Jefferson	115,663	10,526	Butler	14,049	2,823
St. Charles	166,622	24,584	Cape Girardeau	26,327	4,805
St. Louis County	324,310	40,004	Carter	3,125	624
St. Louis City	85,906	36,884	Douglas	5,233	1,390
Subtotal-St. Louis³	\$739,496	\$118,374	Dunklin	15,092	2,392
Barry	11,293	3,111	Howell	24,777	2,871
Barton	11,744	1,518	Iron	12,236	775
Bates	4,939	1,996	Madison	3,117	834
Benton	17,561	1,536	Mississippi	11,377	1,163
Cedar	3,072	1,243	New Madrid	34,504	1,849
Christian	21,180	5,592	Oregon	2,840	1,000
Dade	3,169	1,088	Ozark	4,930	1,171
Dallas	7,826	1,338	Pemiscot	11,657	1,535
Greene	156,393	17,868	Perry	113,597	1,526
Henry	25,466	2,140	Reynolds	4,482	1,231
Hickory	3,713	839	Ripley	2,491	844
Jasper	23,213	7,935	Scott	36,757	2,403
Lawrence	11,732	2,649	Shannon	6,000	1,150
McDonald	12,354	1,617	St. Francois	21,232	3,735
Newton	26,392	3,245	St. Genevieve	10,051	2,576
Polk	4,774	2,319	Stoddard	15,325	2,655
St. Clair	5,884	1,165	Texas	18,769	2,071
Stone	6,928	2,490	Wayne	4,797	1,015
Taney	23,393	3,516	Wright	9,795	1,498
Vernon	26,418	2,084	Subtotal-Southeast³	\$415,310	\$44,972
Webster	12,432	2,405	Statewide Support ^{3,4}	190,020	
Subtotal-Southwest³	\$419,876	\$67,694	Other ^{3,5}	65,995	
			Debt Service	454,397	
			Other State Agencies	350,406	
			Total	\$3,993,408	\$416,788

Notes:

¹ Expenditures for roads and bridges (\$3,785,713), multimodal (\$178,961) and highway safety (\$28,734) as shown on page 5.

² State motor fuel tax, motor vehicle sales tax and motor vehicle and driver license fees distribution to cities and counties.

³ Includes multimodal (\$178,961) and federal pass through for cities and counties (\$176,702), which are not included in the amounts spent by district as shown on page 24 of the Citizen's Guide to Transportation Funding in Missouri.

⁴ Expenditures for bridge design, safety inspection, administrative services, etc.

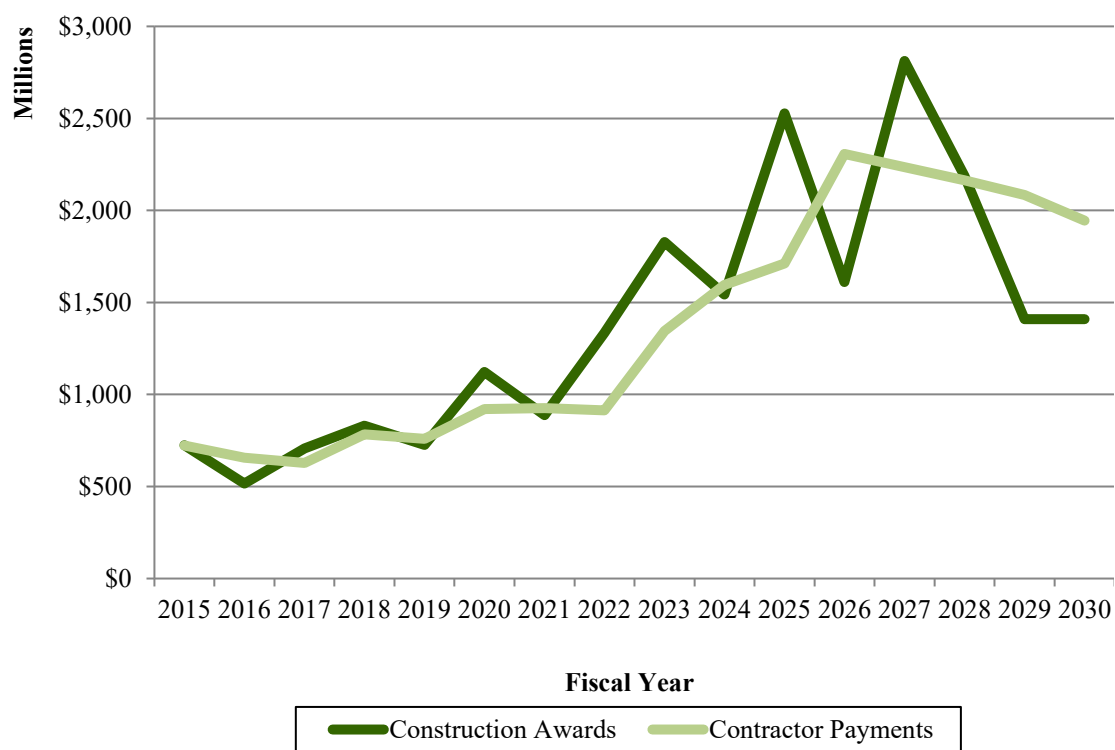
⁵ Expenditures associated with multiple counties or not identifiable to a specific county.

Source: MoDOT

Transportation Facts

Summary of Actual and Projected Construction Awards and Contractor Payments (Dollars in millions)

The graph below displays the relationship between construction awards and contractor payments. Most projects are not completed in the year awarded, but are built and paid for in subsequent years. For example, approximately \$594 million of projected FY 2026 contractor payments is for projects awarded in FY 2026. The remainder is for projects awarded in prior years. Awards increase dramatically in FY 2025 and FY 2027, due to the Improve I-70 Program. The information is based on the latest financial forecast that was used to develop the 2026-2030 Statewide Transportation Improvement Program (STIP).

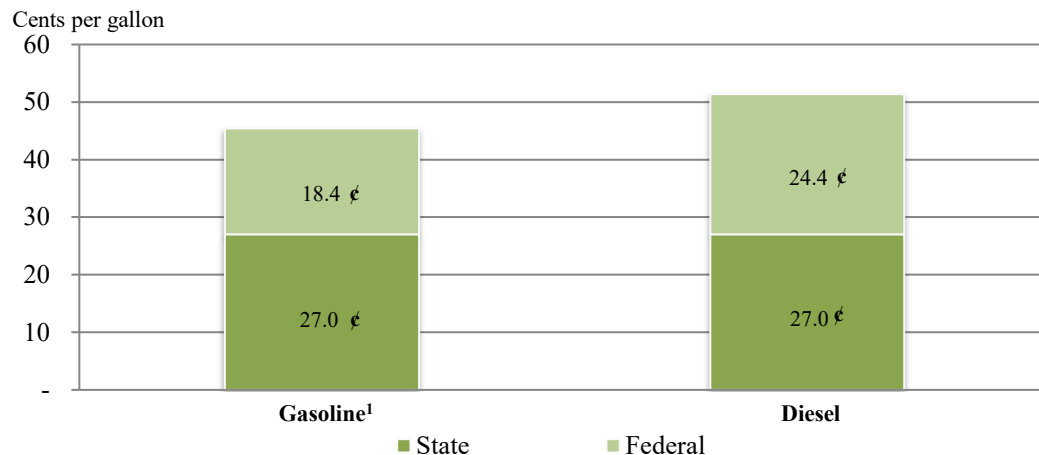


Source: MoDOT

Transportation Facts

Missouri's State and Federal Fuel Tax Rates and Fuel Tax History

The largest source of transportation revenue is from the federal government through a fuel tax. The largest source of state transportation revenue is the fuel tax. The state motor fuel tax is not indexed to keep pace with inflation. No rate increases have occurred on the federal level since the 1990's.



Note:

¹ The gasoline taxes are also levied on gasohol.

State Fuel Tax History:

- The first state fuel tax rate was 2 cents per gallon, established in 1924.
- Fuel tax rate increased to 3 cents per gallon in 1952.
- Fuel tax rate increased to 5 cents per gallon in 1961.
- Fuel tax rate increased to 7 cents per gallon August 13, 1972.
- Fuel tax rate increased to 11 cents per gallon effective June 1, 1987 (Proposition A).
- Fuel tax rate increased to 13 cents per gallon effective April 1, 1992.
- Fuel tax rate increased to 15 cents per gallon effective April 1, 1994.
- Fuel tax rate increased to 17 cents per gallon effective April 1, 1996.
- Fuel tax rate increased to 19.5 cents per gallon effective October 1, 2021.
- Fuel tax rate increased to 22.0 cents per gallon effective July 1, 2022.
- Fuel tax rate increased to 24.5 cents per gallon effective July 1, 2023.
- Fuel tax rate increased to 27.0 cents per gallon effective July 1, 2024.

Federal Fuel Tax History:

- The first federal fuel tax rate was 1 cent per gallon for both gasoline and diesel, established in 1932.
- Fuel tax rate increased to 3 cents per gallon for both gasoline and diesel in 1956.
- Fuel tax rate increased to 4 cents per gallon for both gasoline and diesel in 1959.
- Fuel tax rate increased to 9 cents per gallon for both gasoline and diesel in 1983.
- Fuel tax rate increased to 15 cents per gallon for diesel in 1984.
- Fuel tax rate increased to 9.1 cents per gallon for gasoline and 15.1 cents per gallon for diesel in 1987.
- Fuel tax rate increased to 14.1 cents per gallon for gasoline and 20.1 cents per gallon for diesel in 1990.
- Fuel tax rate increased to its current rate of 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel in 1993, with fluctuations in the rate of the tax in 1995, 1996 and 1997 with the current rate effective October 1, 1997.

Source: Prepared by MoDOT based on Missouri Department of Revenue and Federal Highway Administration data.

Transportation Facts

Missouri Vehicle Registrations and Licensed Drivers Fiscal Year 2025

Vehicle Type	Number
Passenger Cars	3,721,477
Trucks	1,554,553
Recreational Vehicles	15,823
Buses	23,935
Motorcycles/Tricycles	136,274
Total	5,452,062

Number of licensed drivers in Missouri	
Male	2,102,694
Female	2,206,074
Total	4,308,768

Source: Prepared by MoDOT based on Missouri Department of Revenue and Federal Highway Administration data.

Transportation Facts

Net Motor Fuel Gallons Taxed (Gallons in millions)

Fiscal Year	Gasoline¹	Diesel	Total	Percent change
1999 ²	2,926	835	3,761	0.741
2000	3,056	916	3,972	5.582
2001	2,975	860	3,835	-3.441
2002	3,025	914	3,939	2.708
2003	3,083	923	4,006	1.702
2004	3,148	977	4,125	2.993
2005	3,158	1,025	4,183	1.395
2006	3,124	1,032	4,156	-0.635
2007	3,109	1,033	4,142	-0.347
2008	3,119	1,064	4,183	0.982
2009	3,068	934	4,002	-4.316
2010	3,086	946	4,032	0.750
2011	3,066	967	4,033	0.019
2012	3,025	951	3,976	-1.413
2013	2,973	946	3,919	-1.431
2014	2,969	957	3,926	0.171
2015	3,030	979	4,009	2.120
2016	3,101	1,006	4,107	2.457
2017	3,115	1,014	4,129	0.536
2018	3,106	1,040	4,146	0.412
2019	3,111	1,050	4,161	0.362
2020	3,018	1,060	4,078	-1.995
2021	2,887	1,088	3,975	-2.526
2022	3,119	1,100	4,219	6.138
2023	3,187	977	4,164	-1.321
2024	3,212	938	4,150	-0.337
2025	3,211	905	4,116	-0.819

Notes:

¹ Gasoline gallons include gasohol, compressed natural gas and liquefied natural gas.

² Beginning January 1, 1999, the State moved the collection point to the rack (terminal). Fiscal year 2000 was the first full year of collections at the terminal.

Source: Prepared by MoDOT based on Missouri Department of Revenue month of distribution data.

Transportation Facts

Distribution of Highway User Fees – Fiscal Year 2025

The following data shows the proportionate share between MoDOT, cities and counties of the three main revenue sources: motor fuel tax, motor vehicle sales tax and the motor vehicle and driver's licensing fees. The Missouri State Highway Patrol (MSHP) and the Department of Revenue (DOR) receive appropriations from these revenues as well.

Fuel Taxes Rates:

State:	Gas / Gasohol	Percent	Diesel	Percent
State-Roads & Bridges, MSHP, DOR	19.45¢	72.0%	19.45¢	72.0%
Cities ¹	4.05¢	15.0%	4.05¢	15.0%
Counties ²	3.50¢	13.0%	3.50¢	13.0%
Total State	27.00¢		27.00¢	
Federal:				
Underground Storage Tank	0.10¢	0.6%	0.10¢	0.4%
Transit Account	2.86¢	15.5%	2.86¢	11.7%
Highway Account	15.44¢	83.9%	21.44¢	87.9%
Total Federal	18.40¢		24.40¢	
TOTAL FUEL TAX RATE	45.40¢		51.40¢	

State Motor Vehicle Sales Taxes:	Sales	Percent
State-Roads & Bridges	2.960%	70.1%
State-Other Transportation Modes	0.040%	0.9%
Cities ¹	0.300%	7.1%
Counties ²	0.200%	4.7%
School District Trust Fund	0.500%	11.8%
Department of Conservation	0.125%	3.0%
Department of Natural Resources	0.100%	2.4%
TOTAL STATE TAX RATE	4.225%	

State Motor Vehicle & Drivers Licensing Fees:	Fees prior to 1/1/80	Fee Increases after 1/1/80
State-Roads & Bridges, MSHP, DOR	100%	75%
Cities ¹	-	15%
Counties ²	-	10%

Notes:

¹ City share is based on population.

² County share is based on assessed rural land valuation and rural road mileage.

Source: MoDOT.

Transportation Facts

Potential Transportation Revenue Options - Motor Fuel Tax

Yield from Increasing Gas Excise Tax¹

	1-Cents	5-Cents	10-Cents
State (70%)	\$22,455,027	\$112,275,139	\$224,550,279
City (15%)	4,811,792	24,058,959	48,117,917
County (15%)	4,811,792	24,058,959	48,117,917
Total	\$32,078,611	\$160,393,057	\$320,786,113

Yield From Increasing Diesel Fuel Excise Tax¹

	1-Cents	5-Cents	10-Cents
State (70%)	\$6,332,729	\$31,663,651	\$63,327,303
City (15%)	1,357,014	6,785,068	13,570,136
County (15%)	1,357,014	6,785,068	13,570,136
Total	\$9,046,757	\$45,233,787	\$90,467,575

Yield From Increasing All Motor Fuel Excise Tax¹

	1-Cents	5-Cents	10-Cents
State (70%)	\$28,787,756	\$143,938,790	\$287,877,582
City (15%)	6,168,806	30,844,027	61,688,053
County (15%)	6,168,806	30,844,027	61,688,053
Total	\$41,125,368	\$205,626,844	\$411,253,688

Yield From Implementing Sales Tax On Motor Fuel²

	1.0%	3.0%	5.0%
State (70%)	\$71,520,035	\$214,560,105	\$357,600,177
City (15%)	15,325,722	45,977,166	76,628,609
County (15%)	15,325,722	45,977,166	76,628,609
Total	\$102,171,479	\$306,514,437	\$510,857,395

Yield From Implementing Consumer Price Index Adjustment On Motor Fuel^{1,3}

	Year-1	Year-2	Year-3
State (70%)	\$20,151,431	\$40,590,739	\$61,605,802
City (15%)	4,318,164	8,698,015	13,201,243
County (15%)	4,318,164	8,698,015	13,201,243
Total	\$28,787,759	\$57,986,769	\$88,008,288

Notes:

¹ Potential yields are based on fiscal year 2025 net diesel gallons taxed of 904,675,746 and net gasoline and gasohol gallons taxed of 3,207,861,130.

² Potential yields are based on the gasoline price per gallon of \$2.86 and the diesel price per gallon of \$3.39 as reported in the July 31, 2025 Missouri Energy Bulletin. Yields exclude federal and state motor fuel excise tax in the calculation.

³ Potential yields are based on an annual consumer price index of 2.58 percent (15-year average).

Source: MoDOT.

Transportation Facts

Potential Transportation Revenue Options - Sales Tax

Yield From Increasing Motor Vehicle Sales Tax

	0.10%	0.25%	0.75%	1.00%
State (87.5%)	\$14,107,668	\$35,269,171	\$105,807,512	\$141,076,683
City (7.5%)	1,209,229	3,023,072	9,069,215	12,092,287
County (5%)	806,153	2,015,381	6,046,144	8,061,525
Total	\$16,123,050	\$40,307,624	\$120,922,871	\$161,230,495

Yield From Increasing General Sales Tax (Excludes Motor Vehicle Sales Tax)

	0.10%	0.25%	0.75%	1.00%
State (100%)	\$107,445,447	\$268,613,617	\$805,840,852	\$1,074,454,469
City (0%)	0	0	0	0
County (0%)	0	0	0	0
Total	\$107,445,447	\$268,613,617	\$805,840,852	\$1,074,454,469

Yield From Increasing General Sales Tax (Includes Motor Vehicle Sales Tax)

	0.10%	0.25%	0.75%	1.00%
State (98.4%)	\$121,553,115	\$303,882,788	\$911,648,364	\$1,215,531,152
City (1.0%)	1,209,229	3,023,072	9,069,215	12,092,287
County (0.6%)	806,153	2,015,381	6,046,144	8,061,525
Total	\$123,568,497	\$308,921,241	\$926,763,723	\$1,235,684,964

Source: Prepared by MoDOT based on fiscal year 2025 receipts.

Transportation Facts

Potential Transportation Revenue Options - Motor Vehicle and Driver Licensing Fees and Alternative Fuel Decal Fees

Yield From Increasing All Passenger Car Fees

	\$5.00	\$10.00	\$25.00	\$30.00
State (75%)	\$13,955,538	\$27,911,077	\$69,777,693	\$83,733,232
City (15%)	2,791,108	5,582,216	13,955,539	16,746,647
County (10%)	1,860,739	3,721,477	9,303,693	11,164,431
Total	\$18,607,385	\$37,214,770	\$93,036,925	\$111,644,310

Yield From Increasing All Truck & Bus Fees

	\$5.00	\$10.00	\$25.00	\$30.00
State (75%)	\$5,919,330	\$11,838,660	\$29,596,650	\$35,515,980
City (15%)	1,183,866	2,367,732	5,919,330	7,103,196
County (10%)	789,244	1,578,488	3,946,220	4,735,464
Total	\$7,892,440	\$15,784,880	\$39,462,200	\$47,354,640

Yield From Increasing Driver Licensing Fees

	\$5.00	\$10.00	\$25.00	\$30.00
State (75%)	\$4,657,203	\$9,314,407	\$23,286,018	\$27,943,222
City (15%)	931,441	1,862,882	4,657,204	5,588,645
County (10%)	620,961	1,241,921	3,104,803	3,725,763
Total	\$6,209,605	\$12,419,210	\$31,048,025	\$37,257,630

Yield From Increasing Alternative Fuel Decal Fees

	10.00%	20.00%	30.00%	40.00%
State (75%)	\$287,367	\$574,733	\$862,100	\$1,149,467
City (15%)	57,473	114,947	172,420	229,893
County (10%)	38,316	76,631	114,947	153,262
Total	\$383,156	\$766,311	\$1,149,467	\$1,532,622

Yield From Converting All Passenger Car Fees from Horsepower to Miles per Gallon (MPG)¹

State (41.3%)	\$23,587,504
City (35.2%)	20,103,634
County (23.5%)	13,421,461
Total	\$57,112,599

Notes:

¹ Potential yields are based on an annual tiered fee structure; \$27 for 0-19 MPG, \$35 for 20-29 MPG, \$43 for 30-39 MPG, \$50 for 40-49 MPG, \$58 for 50-59 MPG, \$82 for +60 MPG, \$124 for plug-in electric hybrids and \$136 for electric vehicles.

Source: Prepared by MoDOT based on Missouri Department of Revenue passenger car, truck and bus registrations and driver license renewal information. Alternative fuel decal fee data is based on fiscal year 2025 revenue received.

Transportation Facts

Potential Transportation Revenue Options - \$100 million, \$250 million and \$500 million

Yield from Increasing All Motor Fuel Excise Tax¹

	2.4-Cents	6-Cents	12-Cents
State (70%)	\$69,090,620	\$172,726,549	\$345,453,097
City (15%)	14,805,133	37,012,832	74,025,664
County (15%)	14,805,133	37,012,832	74,025,664
Total	\$98,700,886	\$246,752,213	\$493,504,425

Yield From Implementing Sales Tax On Motor Fuel²

	0.95%	2.4%	4.7%
State (70%)	\$69,995,162	\$176,829,882	\$346,291,850
City (15%)	14,998,963	37,892,117	74,205,397
County (15%)	14,998,963	37,892,117	74,205,397
Total	\$99,993,088	\$252,614,116	\$494,702,644

Yield From Increasing Motor Vehicle Sales Tax

	0.62%	1.55%	3.10%
State (87.5%)	\$87,467,544	\$218,668,859	\$437,337,718
City (7.5%)	7,497,218	18,743,045	37,486,090
County (5%)	4,998,145	12,495,363	24,990,727
Total	\$99,962,907	\$249,907,267	\$499,814,535

Yield From Increasing General Sales Tax (Excludes Motor Vehicle Sales Tax)

	0.10%	0.23%	0.47%
State (100%)	\$107,445,447	\$247,124,528	\$504,993,600
City (0%)	0	0	0
County (0%)	0	0	0
Total	\$107,445,447	\$247,124,528	\$504,993,600

Yield From Increasing General Sales Tax (Includes Motor Vehicle Sales Tax)

	0.08%	0.20%	0.41%
State (98.4%)	\$97,242,493	\$243,106,231	\$498,367,772
City (1.0%)	967,383	2,418,457	4,957,838
County (0.6%)	644,922	1,612,305	3,305,225
Total	\$98,854,798	\$247,136,993	\$506,630,835

Notes:

¹ Potential yields are based on fiscal year 2025 net diesel gallons taxed of 904,675,746 and net gasoline and gasohol gallons taxed of 3,207,861,130

² Potential yields are based on the gasoline price per gallon of \$2.86 and the diesel price per gallon of \$3.39 as reported in the July 31, 2025 Missouri Energy Bulletin. Yields exclude federal and state motor fuel excise tax in the calculation.

Source: Prepared by MoDOT based on fiscal year 2025 receipts.

Transportation Facts

Potential Transportation Revenue Options - \$100 million
and \$250 million

Yield from Increasing All Passenger Car, Truck, Bus and Driver Licensing Fees

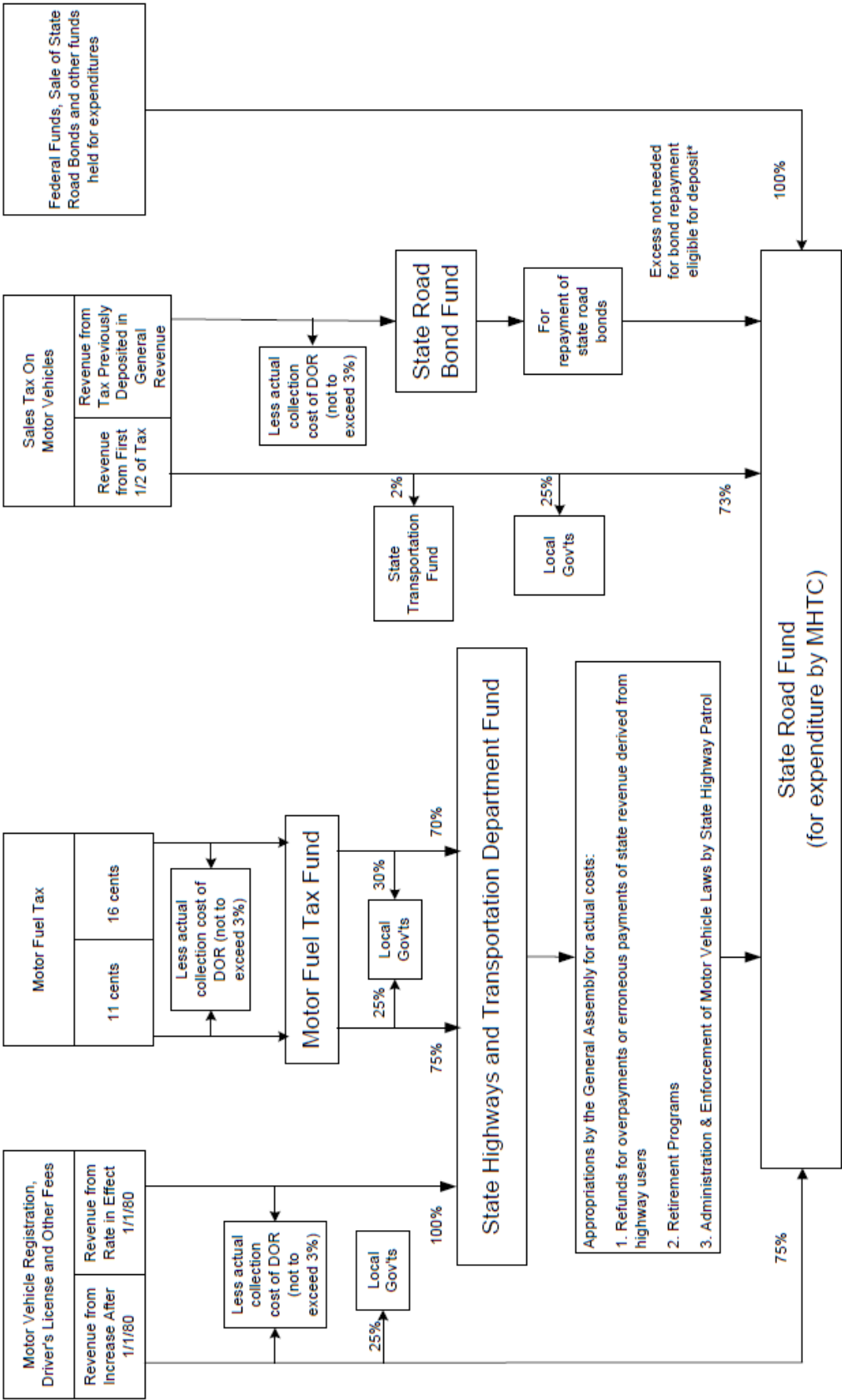
	\$15.00	\$38.00
State (75%)	\$73,596,217	\$186,443,752
City (15%)	14,719,243	37,288,751
County (10%)	9,812,830	24,859,167
Total	\$98,128,290	\$248,591,670

Source: Prepared by MoDOT based on Missouri Department of Revenue passenger car, truck and bus registrations and driver license renewal information.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION (MHTC)

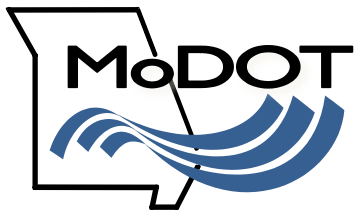
Road and Bridge Funding - Summary

(Effective 7/1/2024)

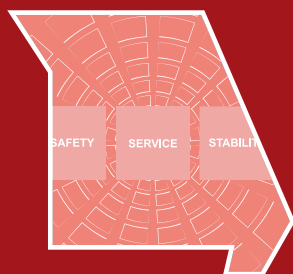
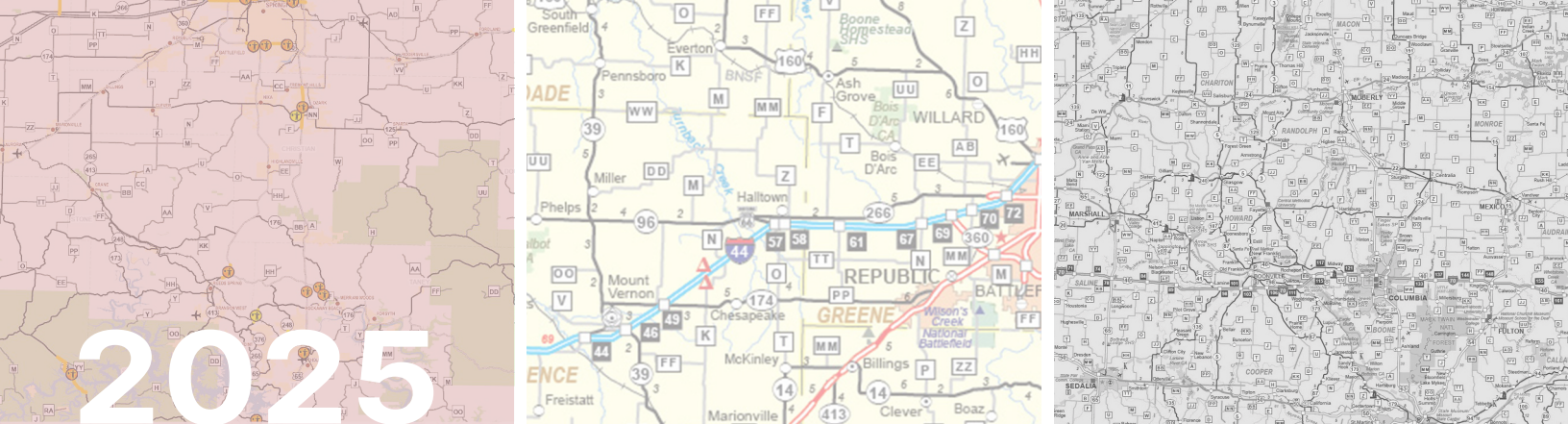


Requires certification by the Commissioner of Administration and the Missouri Highways and Transportation Commission.

Source: MoDOT



Missouri Department of Transportation
Financial Services Division
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1-888-ASK-MODOT



MoDOT RESULTS



Missouri Department of Transportation



MoDOT RESULTS

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“We work hard to deliver quality transportation projects every day.”

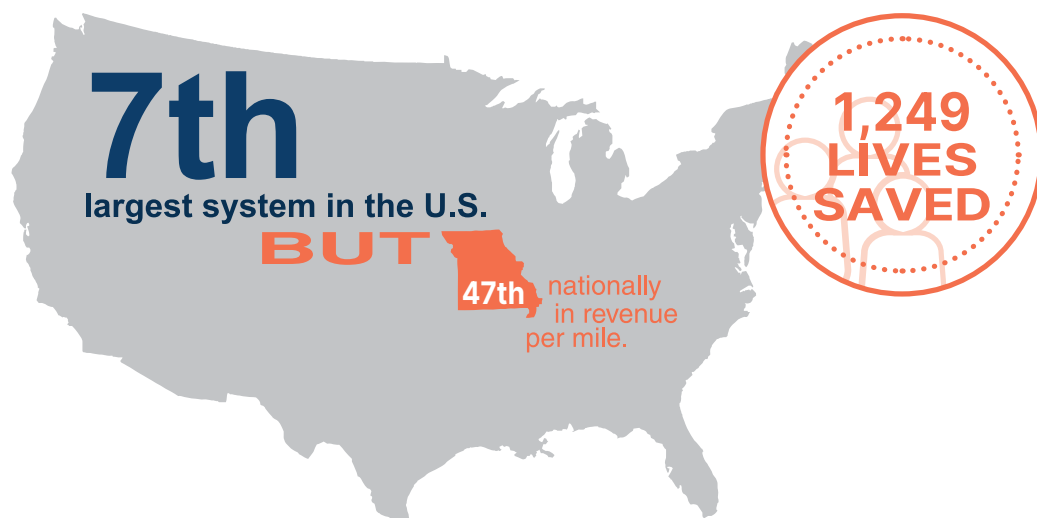
MoDOT Delivers Results

The Missouri Department of Transportation is focused on providing transparent measures of our progress. MoDOT delivers results through accountability, innovation and efficiency. We have developed a system of performance metrics to deliver these results while being good stewards of the state's transportation dollars.

Since 2007, MoDOT has documented more than **\$6.2 billion** in one-time or ongoing savings. This includes redirection of \$108 million in savings in 2025 to roads and bridges and \$708 million in savings to our customers. In the last 18 years, reinvestment in safety enhancements resulted in an estimated 1,249 lives saved. In 2011, we responded to Missouri's critical infrastructure needs by enacting the Bolder Five-Year direction, a plan that reduced 124 facilities, 750 pieces of equipment and 1,200 employees. Over a decade later, these actions have saved \$1.2 billion.

During FY2025, MoDOT met with our partners and the general public to target \$11.4 billion in unfunded transportation needs across the state.

MoDOT continues to re-examine all its activities from the delivery of projects for roads and bridges to daily operations. We move some of these savings into our daily operations and internal budgets to have the necessary resources and skilled, experienced employees available to meet more customer expectations. MoDOT's core values of safety, service and stability serve as our foundational pillars. MoDOT is committed to providing customers a safe, innovative and reliable transportation system, which is essential to Missouri's economic growth.



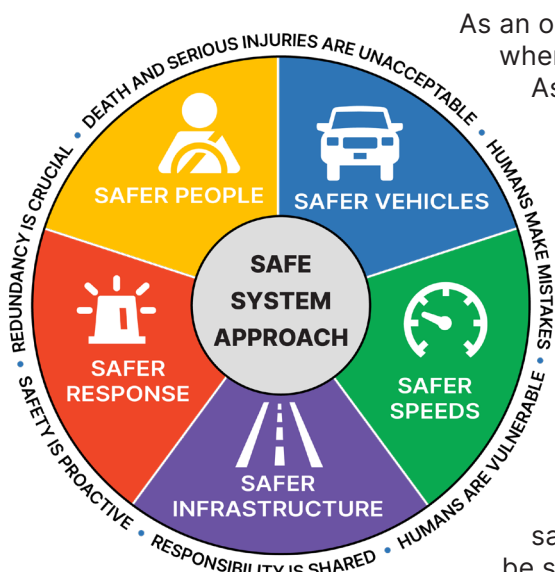
WORK SAFELY

WORK SAFELY FOR OUR EMPLOYEES AND THE TRAVELING PUBLIC

Investing in Safety

The last few years have seen significant investment in transportation infrastructure, and with that investment comes a commitment to deliver a system that is safe and serves customers. As an organization, MoDOT is committed to the safety of both the traveling public and employees. That commitment bears out in the tools and systems that have been put in place, which continue to provide a return.

Through three quarters of 2025, Missouri roadway fatalities have decreased to just below the prior year. If this trend continues, it will represent our state's third consecutive year of declining roadway fatalities. Although a positive development, much work remains. Education, outreach and working closely with safety partners throughout the state are important parts of reaching the ultimate goal: zero fatalities and serious injuries on Missouri roadways. To help get there, the Missouri Coalition for Roadway Safety released the new Show-Me Zero Plan. Updated every five years, the plan uses the Safe System Approach and real-world crash data to present the problems plaguing Missouri roadways and provides solutions that everyone can implement.



As an organization, MoDOT has adopted the Safe System Approach when it comes to construction projects as well. The Safety Assessment For Every Roadway (SAFER) tool helps project teams facilitate discussions and view projects through the lens of safety. By using the SAFER tool, teams can make sure the right questions are being asked when it comes to safety and consider location-specific factors such as crash history, vulnerable roadway user needs, roadway visibility, intersection/interchange design, areas of concern from users, risky driving behaviors, etc. This allows for layers of redundancy to be built into the system that serve as countermeasures to the consequences of risky driving behaviors. In the first three years of the current Statewide Transportation Improvement Program, MoDOT has allocated approximately **\$489 million** towards safety using the SAFER tool on approximately 73% of relevant projects. With these safety improvements, it is estimated that more than 300 lives will be saved and more than 900 serious injuries will be reduced over the lifespan of the safety improvements.

Looking to the future, safety will be a key component of MoDOT's Long-Range Transportation Plan (LRTP) updates. The LRTP serves as a roadmap for the state's transportation network through 2050. Building on the previous goals outlined in the 2018 plan, the updates will address emerging trends and the evolving needs of Missouri's transportation system. Public outreach took place throughout 2025 to help determine goals for the new plan. At the same time, updates to the State Freight and Rail Plan will take place, which focus on the needs of the state's freight and passenger rail infrastructure. Adoption of the final plans is slated for early 2026.

RESULTS



SAVING LIVES

KEEPING ALL TRAVELERS SAFE

\$2.0 Billion in Safety Benefits, 170 Lives Saved

The Smooth Roads Initiative and Better Roads, Brighter Future programs were back-to-back efforts that improved 5,600 miles of highways. Completed earlier than scheduled, the efforts delivered smoother pavement, brighter striping, rumble stripes and other safety improvements to the highways that carry 76% of Missouri's traffic. These improvements have resulted in more than **\$2.0 billion** of safety benefits to customers since 2007.



SAFER ROADS

SAFETY COMMITMENT

\$8.5 Billion in Total Customer Savings, 791 Lives Saved

To improve roadway safety, MoDOT has provided treatments on roadways to address "run-off-the-road" crashes. By installing thousands of miles of shoulders and rumble strips on rural highways, MoDOT has reduced severe crashes by 30%. Guard cable is used on portions of interstates and other major routes, drastically reducing the number of median crossover crashes, which are often fatal. Also, high-grip surface treatments have achieved a 20% reduction in run-off-the-road crashes and help hold vehicles in the driving lanes.



SAFER DESIGN CONCEPTS

STATE-OF-THE-ART DESIGN

\$701 Million in Total MoDOT Savings, 111 Lives Saved

The Diverging Diamond Interchange (DDI), first used in Springfield, Mo., in 2009, solves major traffic and safety issues at a much lower cost than traditional interchange designs. Missouri now has 25 DDIs. Many other states have followed suit, with at least one DDI of their own. J-Turns are a cost-effective alternative to an overpass on four-lane highways and reduce the number and severity of crashes. At locations where J-Turns are installed, crashes are down 25% and there are 88% fewer fatalities. Missouri also uses shared four-lane highways that feature alternating passing lanes to give motorists periodic opportunities to pass without pulling into the opposing lane.



PUBLIC SAFETY

WORK ZONE SAFETY

Truck- or trailer-mounted attenuators (TMA) are deployed by MoDOT to help save lives in work zones. These devices help protect workers by absorbing the impact of a crash. The attenuators act as physical barriers between traffic and workers and serve as a warning to traffic as it approaches the work zone by deploying lights and message boards. MoDOT owns over 500 TMAs and continues to adjust and add features to them to increase their visibility. In fiscal year 2025, TMAs were struck 41 times in work zones – a decrease from this time last year, which saw 51 hits. This marks the third year in a row of reduced TMA hits in work zones, as FY 2023 experienced 53 hits.

FOCUS

FOCUS ON CUSTOMERS

MoDOT is committed to working with local officials, citizens and stakeholders in a transparent and flexible process to help determine the right transportation solutions for their communities. As MoDOT works to maintain and improve Missouri's transportation system, public engagement remains a key part of the process. Public outreach to customers in 2025 included:

2026-2030 Statewide Transportation Improvement Program (STIP)

The 2026-2030 STIP lists transportation projects planned by state and regional planning agencies for fiscal year 2026-2030. Approved by the Missouri Highways and Transportation Commission, this \$13.3 billion program is one of the largest in MoDOT's history.

In May, the Draft STIP was presented to the Missouri Highways and Transportation Commission, kicking off a 30-day public comment period that resulted in 73 public comments. In June, the department reviewed and responded to the public comments and made the appropriate changes needed.

High-Priority Unfunded Needs

In July, MoDOT and its regional planning partners released a draft list of High-Priority Unfunded Needs, identifying \$1.1 billion in annual unfunded transportation needs for the system. Updated annually, this list helps guide the development of future projects as additional state and federal funding becomes available. In August, MoDOT presented the draft at statewide public meetings held in each MoDOT district, receiving 55 comments from the public.

Long-Range Transportation Plan Virtual Public Meetings

In June and July, MoDOT hosted a virtual public meeting to gather input on Missouri's long-term transportation priorities. Participants reviewed transportation trends and helped shape priorities through 2050. These surveys support the development of two federally required plans:

- **Long-Range Transportation Plan (LRTP)** – A policy-based plan that outlines Missouri's 25-year vision for transportation, aligning with both state and federal guidelines.
- **State Freight and Rail Plan (SFRP)** – A comprehensive review of Missouri's freight and passenger rail systems, helping MoDOT set short- and long-term goals for improving rail infrastructure.

The surveys were available on MoDOT's website and at the Missouri State Fair in August. More than 3,000 people participated. Drafts of both plans will be open for public comment in early 2026.

Public Meetings

Additionally, MoDOT hosted dozens of public meetings across the state regarding local project impacts. These events gave Missourians the opportunity to learn about upcoming projects, share feedback and understand how transportation plans affect their communities.

Director's Advisory Committee

To strengthen collaboration and stakeholder engagement, MoDOT Director Ed Hassinger established the Director's Advisory Committee in 2025. The group includes elected officials, planning partners, contractors, economic development and workforce development leaders, and users of all transportation modes. The committee met multiple times in 2025 to review and refine MoDOT's planning efforts, with a focus on continuous improvement. Their input is essential to the success of project delivery and operations.

RESULTS



PRACTICAL OPERATIONS

CUSTOMER PRIORITIES

\$778 Million in Total MoDOT Savings

MoDOT has saved \$582 million since 2007 by adjusting roadway maintenance schedules, using innovative materials and equipment to fight ice and snow, re-evaluating our snow route priorities and using incarcerated crews. These savings have been redirected back into improving the conditions of Missouri's roads and bridges.



EMBRACING TECHNOLOGY

WEB BASED MOTOR CARRIER CREDENTIALING

\$149 Million in Total Customer Savings

Electronic credentialing saves customers money by the elimination of postage, other fees and time it takes to send the physical documents to MCS. It allows Motor Carriers to increase fleet utilization by quicker, electronic registrations. There is also a reduction in time spent on phone calls by real time, 24/7 access to their registration data.



INNOVATIVE CONTRACTING

INNOVATIVE PROCUREMENT

\$789 Million Redirected to Roads and Bridges

MoDOT uses Alternative Technical Concepts (ATC) to provide solutions that are equal or better than the original bid requirement. ATCs have been used on multiple projects since 2007. Looking to copy private-sector success, legislators authorized Design-Build project delivery. Concentrating on project goals, innovation, schedule and budget, construction is completed more efficiently, with less impact on travelers. Since 2010, Design-Build has saved \$438 million and saved 177 lives. Before design plans and construction projects are completed, they are reviewed for money-saving methods and procedures. In 2025, these engineering reviews saved **\$21 million**.



STABILIZING RESOURCES

GENERAL REVENUE HELPS FUND RURAL ROUTE IMPROVEMENTS

In calendar year 2025, for the fourth year in a row, the Missouri General Assembly invested millions of dollars of General Revenue into MoDOT for the improvement of more than 400 lane miles of low volume and minor routes across the state. The fiscal year 2026 investment of \$20 million comes after an initial total investment of \$300 million in fiscal years 2023-2025 through the Governor's Rural Routes Program improved more than 5,700 lane miles of low-volume rural roads. Many of these routes were in poor condition and ineligible for federal funds, impacting investment levels.

RESTORE

RESTORE OPERATIONS

Rural Route Improvements

While minor and low-volume rural routes are less traveled, keeping them in good condition is still a priority for MoDOT and its customers. Within the past decade, MoDOT and the Missouri legislature have made investments in minor and low-volume rural routes that have raised the percentage of “good” routes to 83% in both categories. This is up from 76% in 2016 for minor routes, and 70% in 2016 for low volume routes. In 2025 alone, more than 630,000 tons of asphalt were placed—125,000 tons more than the five-year average.

MoDOT has implemented asset management practices statewide to invest in transportation projects that will keep good roads in good condition. Low-volume highways in good condition continue to increase thanks to the additional funding from the Governor’s Rural Routes Program. MoDOT will also be sealcoating these minor and low-volumes routes to keep them in good condition for years to come.



Windshield Items

MoDOT personnel are responsible for maintaining more than 33,800 miles of roadway, 10,400 bridges and approximately 400,000 acres of roadside. In 2025, the department made a focused effort to address several highly visible “windshield” items that Missourians encounter daily, including litter pickup, dead animal removal, sign maintenance and pothole repair.

In 2025, MoDOT averaged a response time of less than four days to complete customer concerns regarding [litter pickup](#). Crews spent more than 129,000 labor hours collecting roadside litter—25,000 hours more than the five-year average. This represents an investment of more than \$10 million.

The department also responded to more than 2,000 call reports regarding [dead animal removal](#) in 2025, with an average response time of fewer than three days. Nearly 17,000 labor hours were dedicated to this task in 2025, totaling an investment of approximately \$1.4 million.

With more than 705,000 signs statewide, sign maintenance is a daily responsibility. MoDOT responded to nearly 2,800 call reports related to [sign maintenance](#) in 2025 and averaged a response time of three days to complete. Crews spent 180,500 labor hours replacing 30,000 signs—89,000 more hours than the five-year average. This represents an investment of more than \$16 million.

Despite pavement improvements, MoDOT responded to more than 10,000 [pothole](#) reports in 2025 and averaged fewer than five days to complete. The department invested nearly \$17 million in repairs, and crews spent 205,000 hours on pothole repairs throughout the year.

These efforts were made while also responding to winter storms, tornadoes and flooding, costing the department more than \$20 million and requiring 190,500 labor hours in 2025—67,000 more labor hours than the five-year average.

RESULTS

MANAGING ASSETS

TAKING CARE OF OUR SYSTEM

\$59 Million in Total MoDOT Savings

With more than 33,800 miles of state highway to manage, taking care of our signs and signals is a big challenge. By reassessing our road sign needs, modifying sign design and installations, converting signal and roadway lighting to LED, merging multiple software contracts into one and scrutinizing every aspect of traffic signal design and operation, **\$59 million** is sent back over time to take care of our system.

FINANCIAL SUCCESS

COMPETITIVE FEDERAL DISCRETIONARY GRANTS FUND

Federal discretionary grants have infused much-needed funding into Missouri's transportation system several times over the last decade. These competitive grants are awarded to states who show a project has national or regional significance in the improvement of safety, efficiency, and the movement of freight and people in and across rural and urban areas. Since 2009, MoDOT has been awarded **\$189 million** in Competitive Federal Discretionary Grants. MoDOT's largest such grant was the **\$92.9 million** INFRA Grant award in 2024 for the Improve I-70 Program, a project vital to both Missouri and the nation.

FINANCIAL STABILITY

FINANCIAL RESPONSIBILITY

\$3.5 Billion in Funding from Partners and State Property Leasing and Sales

Communities contribute to state highway projects to receive needed upgrades faster. If custom, decorative work is desired, those costs are also contributed. In the last 15 years, locals shared **\$3.4 billion** in additional local or federal funding to MoDOT projects and, by managing our right-of-way, put **\$64 million** to roads and bridges.

EMBRACING TECHNOLOGY

USING TECHNOLOGY TO DELIVER PROJECTS

\$26.2 Million in Total MoDOT Savings

Using Light Detection and Ranging (LiDAR) technology to streamline survey costs, LiDAR instruments are used to deliver needed topographical data to highway designers to create roadway plans. This method allows for safer, faster and more accurate collection of data on a large scale and is shown to be 56% less expensive than traditional aerial and land survey. Since implementing in 2007, this technology has saved taxpayers **\$26.2 million**. MoDOT has been a pioneer in embracing this technology and expanding the program each year. MoDOT won the 2018 and 2019 ACEC Engineering Excellence Grand award in partnership with their consultant.

DELIVER

DELIVER THE PROGRAM

DELIVERING RESULTS

We continue to complete projects on budget and on time.

The cost to deliver the completed projects in State Fiscal Year 2025 was \$1.361 billion (461 projects)

6.2% over budget
95% completed on time.

Over the last 10 years, 4,211 projects worth \$8.3 billion were completed

3.5% (\$299 million) under budget
93% completed on time.

Disadvantaged Business Enterprise Contracts for Fiscal Years 2022-2024 accounted for \$380 million of \$3.86 billion in total contracts.

Minority representation on projects increased to 15.07%, and female representation on projects was 4.35%

Building the future: major project highlights

In 2025, the Missouri Department of Transportation made significant strides in advancing major infrastructure projects across the state. These efforts reflect MoDOT's commitment to improving safety, mobility and economic vitality for Missourians.

- MoDOT reached a key milestone in its Improve I-70 Program with the successful opening of the first new section of pavement between Columbia and Kingdom City. This completed seven-mile stretch marks tangible progress in the effort to modernize and expand nearly 200 miles of I-70, from Blue Springs to Wentzville. Backed by a \$2.8 billion state General Revenue appropriation, the program will be delivered in eight segments through multiple contracts. Full corridor completion is expected by 2030.
- Progress continued on the Forward 44 effort, MoDOT's long-term initiative to modernize the I-44 corridor. In 2025, a comprehensive study was completed, covering 253 miles of the corridor. Bridge rehabilitation projects advanced in several counties, addressing aging infrastructure and improving safety. In Springfield, major upgrades continued — including lane widening, pavement reconstruction and bridge replacements. These efforts are foundational to enhancing one of Missouri's most vital transportation routes.
- Construction advanced on the Don Welge Memorial Bridge in Southeast Missouri, a striking cable-stayed structure that will replace the aging Chester Bridge over the Mississippi River. Designed with wider lanes and shoulders, the new bridge will better serve modern vehicles and farm equipment, improving safety for the 7,000 daily travelers. This project, in partnership with Illinois, includes roadway improvements on both sides of the river. Completion is expected by late 2026.
- MoDOT also made major progress on the I-55 Corridor Improvements project, addressing congestion and safety in one of Missouri's busiest freight and commuter corridors. In 2025, key milestones included new bridge openings and the demolition of outdated structures. This \$246 million design-build project is set to boost capacity and reliability, supporting future regional growth. Construction is on track for completion by the end of 2026.

For More Information

ADDITIONAL INFORMATION

Citizens Guide to Transportation Funding in Missouri
www.modot.org/guidetotransportation/

TRACKER: Measures of Performance
www.modot.org/about/Tracker.htm

Annual Comprehensive Financial Report
<http://www.modot.org/modot-annual-report>

Appendices and Additional Documents
www.modot.org/Results/Documents.html

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6

STATE APPROPRIATIONS MEGA PROJECTS STATE ROAD BONDS, SERIES A 2025 PRICING SUMMARY

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

ISSUE: The competitive sale of the State Appropriations Mega Projects State Road Bonds, Series A 2025 (hereinafter, “Series A 2025 Bonds”) took place on November 18, 2025. The bond proceeds will fund the costs to plan, design, construct, reconstruct, rehabilitate, and repair a portion of the Improve I-70 Program (the “Program”). This summary provides an overview of the pricing results.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- The department supports 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.
- Attachment 1 provides a pricing summary for the bonds.

OTHER VIEWS:

- The bond market views the Commission and the Commission’s Debt Management Policy favorably, as evidenced by investment banks submitting very competitive bids for the Series A 2025 Bonds.

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 (later reappropriated in House Bill 4, House Bill 5, and House Bill 17):
 - \$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 (also appropriated in 2025 and 2026) for a portion of the \$1.4 billion in Commission state road bonds that will be issued to fund the Program; and

- \$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.
- House Bill 4 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 \$517.3 million in proceeds for project costs. The third and final bond issuance is planned for fiscal year 2028 to provide the remaining approximate \$492.5 million in proceeds to complete the Program.
- The MHTC borrowed \$381.6 million in December 2023 through bonds for the first Improve I-70 Program issuance.
- The Series A 2025 Bonds received credit ratings of ‘AA+’, ‘Aa1’, and ‘AA+’ from Standard & Poor’s, Moody’s, and Fitch, respectively.
- The financing attracted attention with five bids received. While some banks placed individual bids, some formed syndicates and bid as a group. Altogether, 20 banks participated in bids, including six members of the Commission’s pre-qualified investment banking pool.
- Competition was tight with the winning bid coming from Wells Fargo Bank, N.A., which had a True Interest Cost (TIC) of 2.5680 percent. The sale was very competitive with the spread between all bids being less than 8 basis points.
- The newly-issued debt is in compliance with the parameters established in the Commission’s Debt Management Policy.
- The expected closing and delivery of funds is scheduled for December 16, 2025.

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.

State Appropriations Mega Projects State Road Bonds, Series A 2025

Pricing Summary

Item	Series A 2025 Bonds
Par Amount	\$481,780,000
Premium	\$36,845,134
Bond Proceeds	\$518,625,134
Interest Rate on New Bonds (True Interest Cost)	2.568%
Average Life on New Bonds	3.266 years
Maturities on New Bonds	2027 - 2031
Uses	
Project Fund	\$517,293,448
Cost of Issuance (COI)	\$595,000
Underwriter's Discount	\$736,686
Total Uses	\$518,625,134

Winning Bidder:
Wells Fargo Bank, N.A.



7

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 Public Comment Period Held:
Aug. 6 – Sept. 4, 2025

Missouri Highways and Transportation Commission Meeting
November 6, 2025, with public comment
- **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 west corridor, which is the “preferred alternative” as identified in the Environmental Impact Statement approved by the Federal Highway Administration. The project will extend the four-lane freeway from U.S. Route 50 south to the Maries River bridge and include the construction of a new bridge and a new interchange. Other improvements include J- Turn access at the north and mid-section of the new alignment and the extension of the southbound dual lane to the existing climbing lanes south of the Maries River.
As detailed design progresses, the department will apply its engineering judgement to consider and incorporate, if possible, any reasonable options to avoid disruption of traffic during the construction process and any reasonable options to minimize or avoid the acquisition of property and property rights along the corridor. The department will review traffic flow for Missouri Route 133 to the new U.S. Route 63 alignment for potential improvements. The department will continue to collaborate with local stakeholders including the county commission, law enforcement, members of the traveling public, and affected property owners.

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.
- This item was presented at the November 6, 2025 MHTC meeting where it was decided to delay action on the item until the December 3, 2025 MHTC meeting.

- 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.

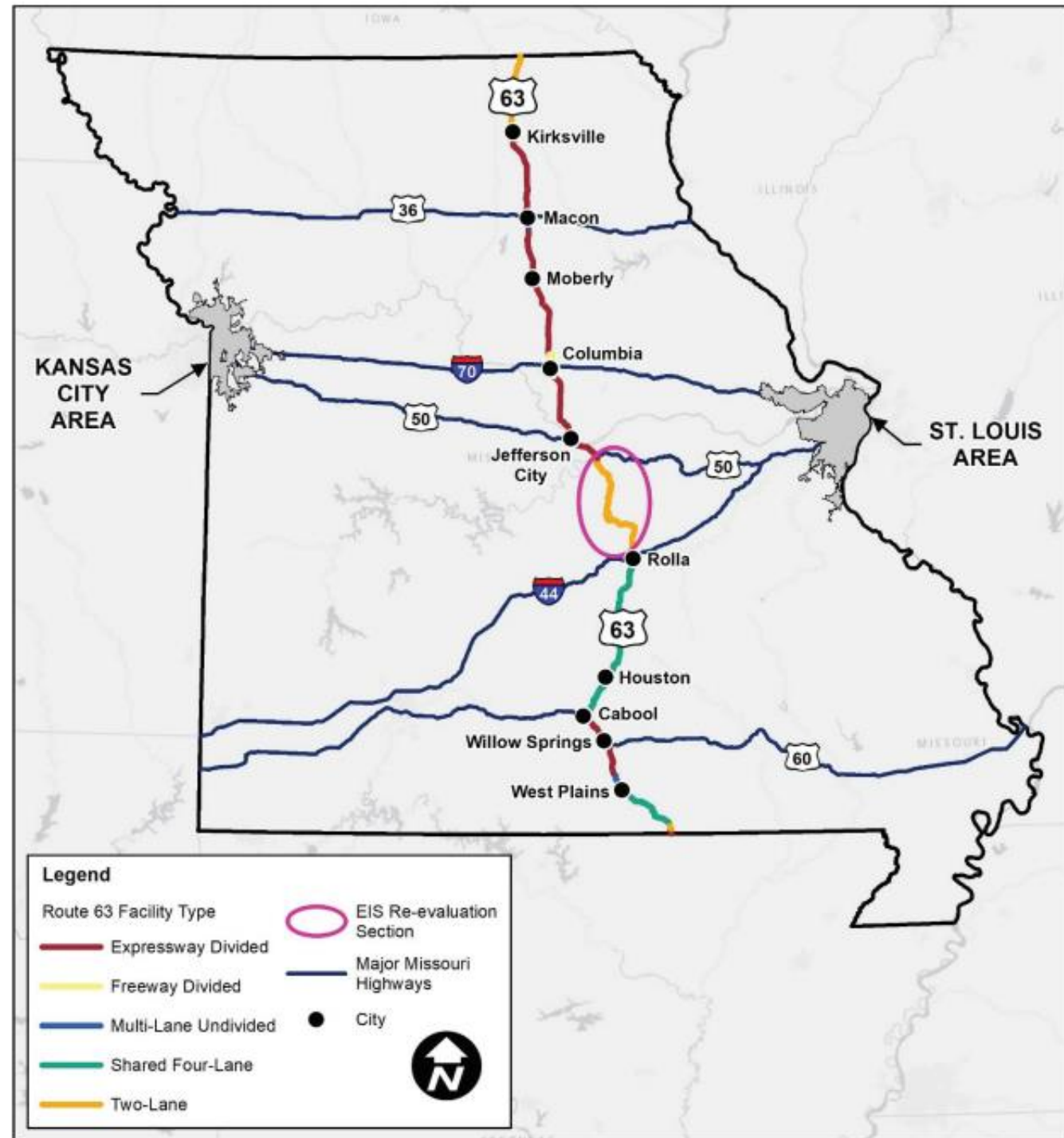
SOURCE OF FUNDING: Total funding for the project is \$83.7 million, with a construction cost estimated at \$61.2 million including \$8.2 million for two bridges and one culvert extension. Right of Way cost is currently estimated at \$8.7 million.



Osage County U.S. Route 63

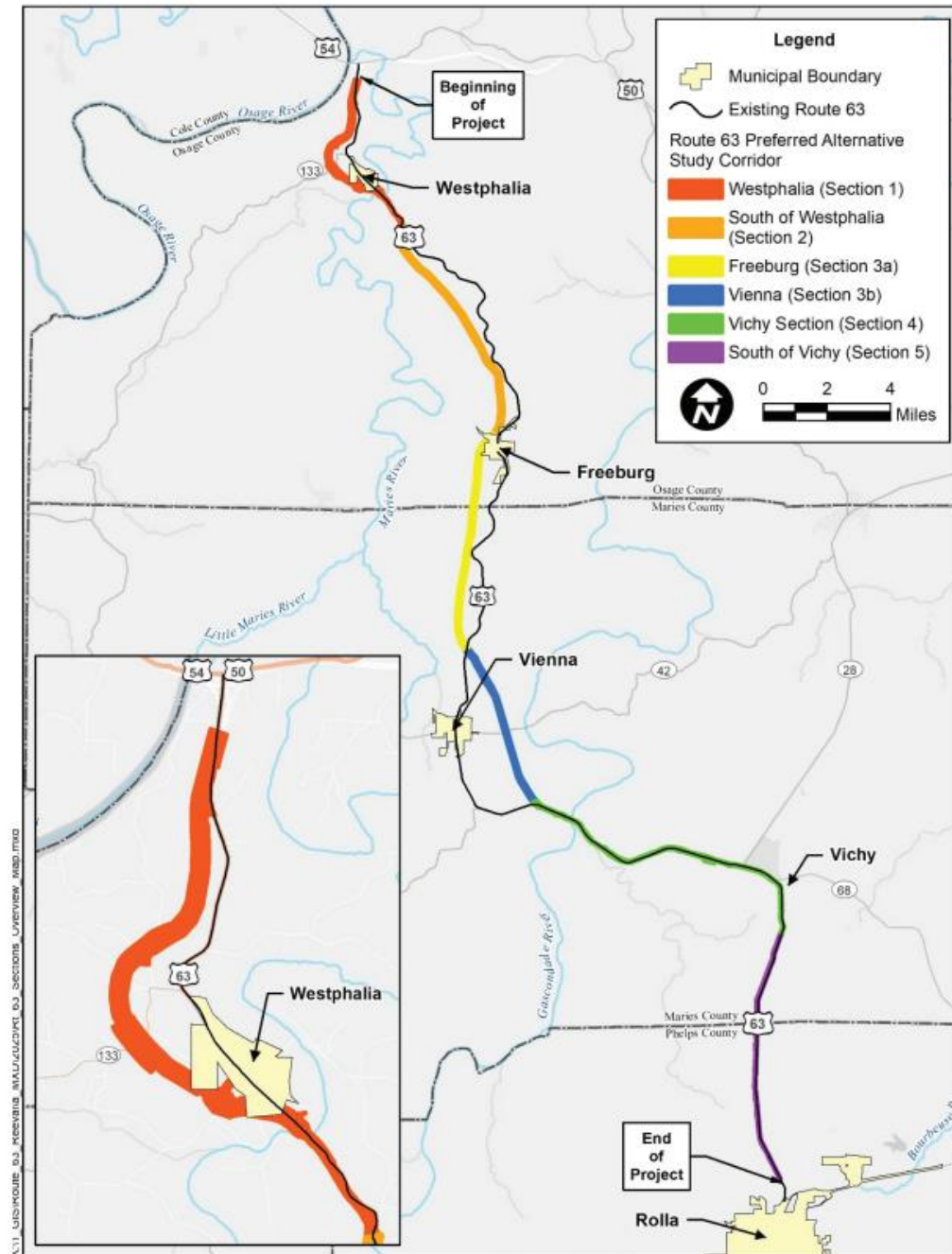
Randy Aulbur
ASSISTANT DISTRICT ENGINEER

National, State and Regional Need:



2009 Federal Environmental Impact Statement

Figure 3. Route 63 Preferred Alternative Corridor Sections

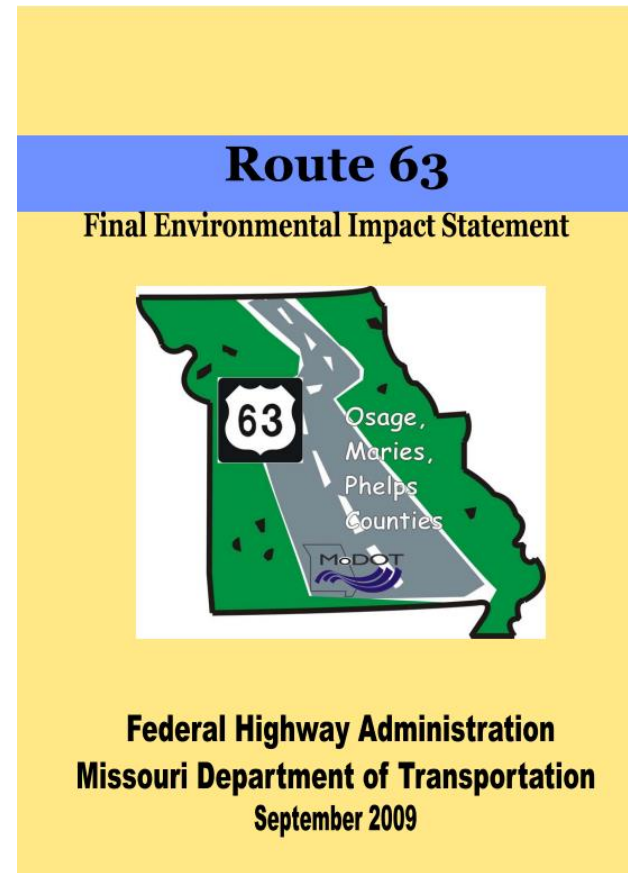


Purpose & Need:

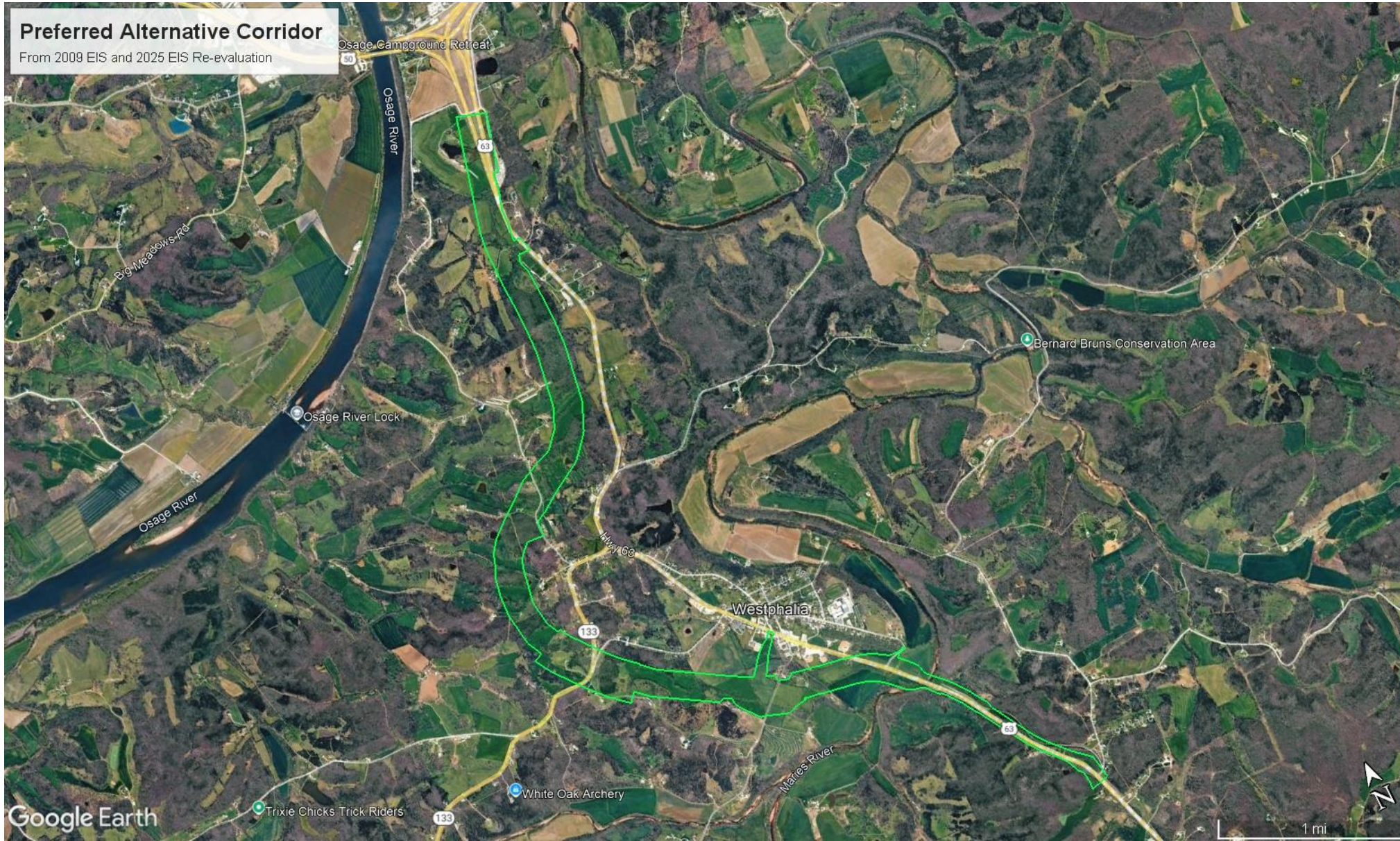
2009 EIS:

“The primary purpose of the Route 63 project is to improve the operational efficiency and safety of the existing roadway for both through and local traffic. Proposed improvements will take into account the needs of neighboring communities and residents. Specifically, the project is needed to:

- Improve safety on Route 63.*
- Improve traffic flow on Route 63.*
- Improve north-south four-lane design continuity.”*

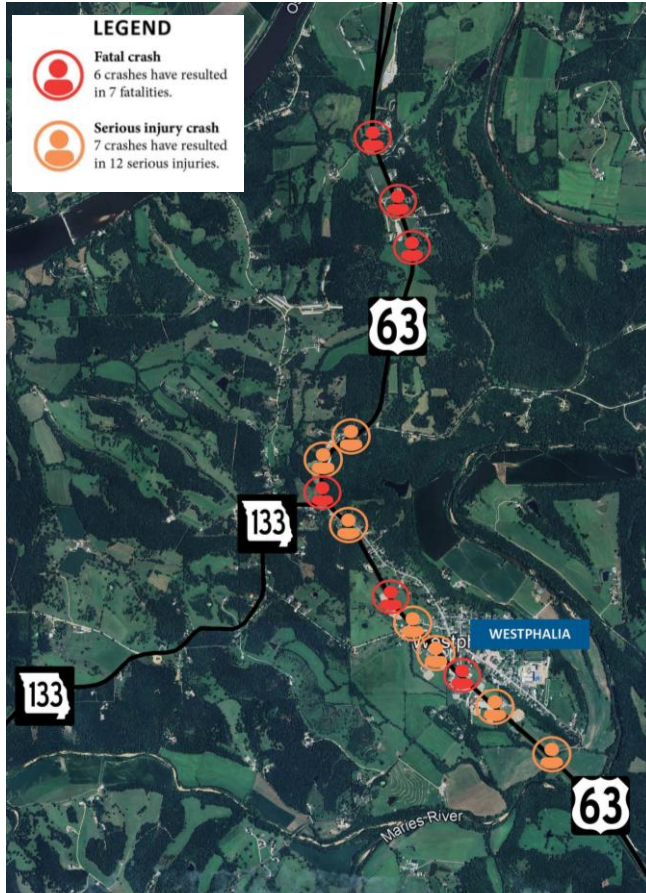


Preferred Alternative:

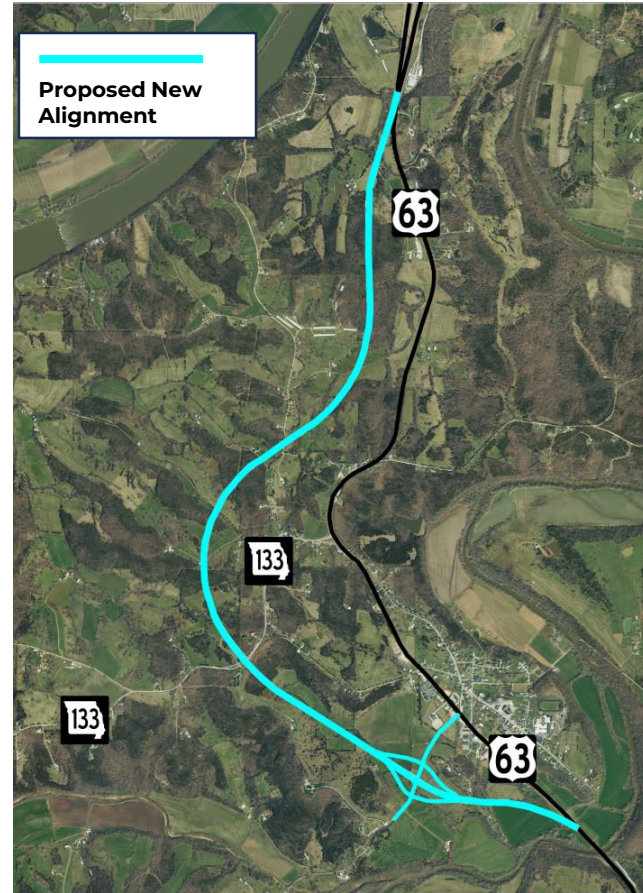


SAFETY

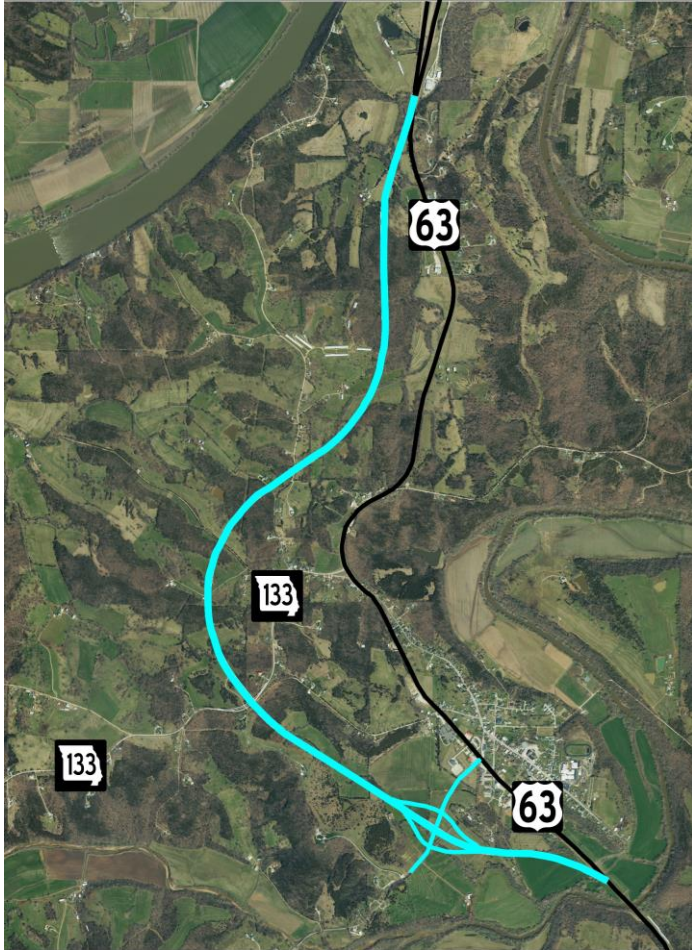
Past 10 years



Future

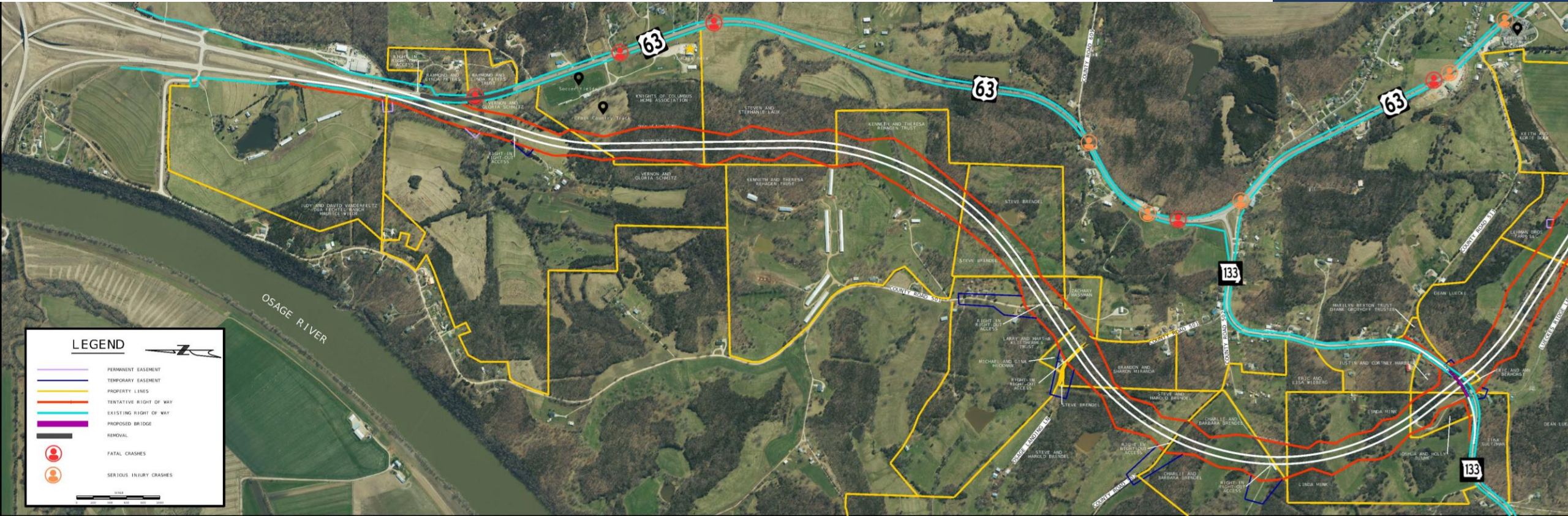


TRAFFIC FLOW : Preliminary Design



- 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



- Held 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 from customers

- 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.



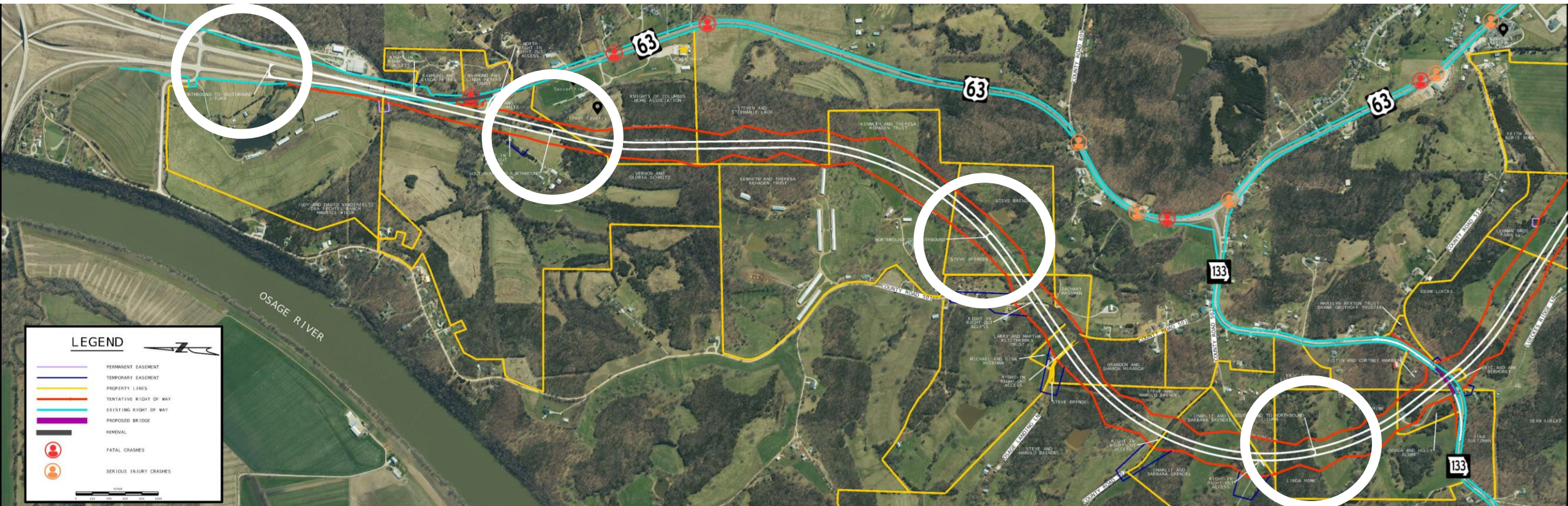
Changes to Preliminary Design

- 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 in to the climbing lanes at the south end of the project.



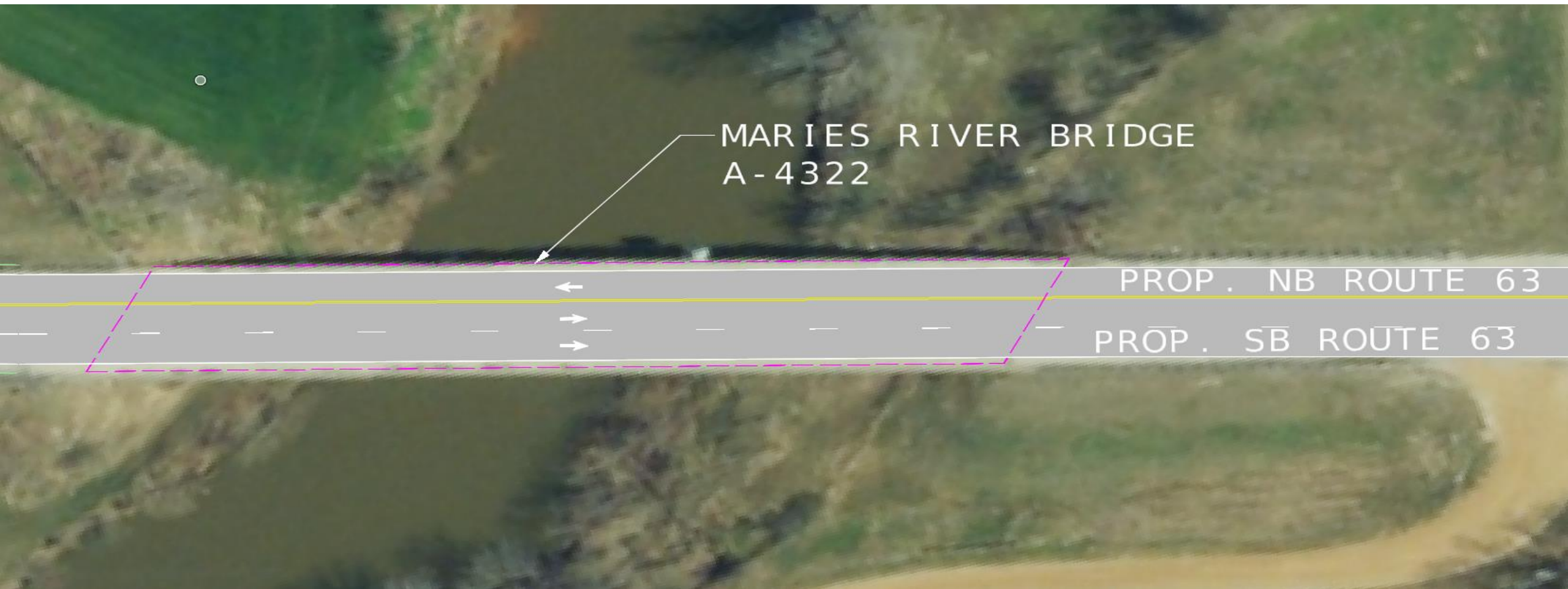
Changes to Preliminary Design

- Tying in to the climbing lanes at the south end of the project.



Changes to Preliminary Design

- Tying in to the climbing lanes at the south end of the project.



TIMELINE:

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

Spring/Summer 2026 – Right of Way acquisition begins.

Fall 2027 – Contract award request to Missouri Highways and Transportation Commission.

End of 2029 – Project complete.

RECOMMENDATION to Approve Location and Design

We recommend the Commission approve the west corridor, which is the “preferred alternative” as identified in the Environmental Impact Statement approved by the Federal Highway Administration.

The project will extend the four-lane freeway from U.S. Route 50 south to the Maries River bridge and include the construction of a new bridge and a new interchange.

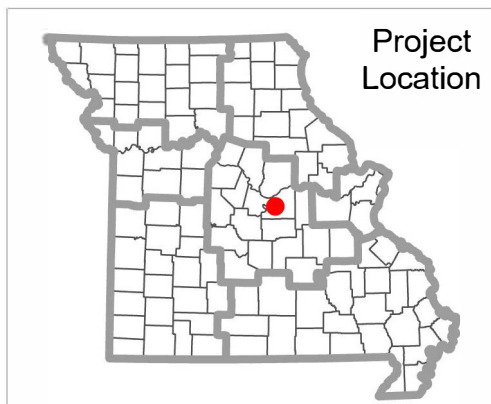
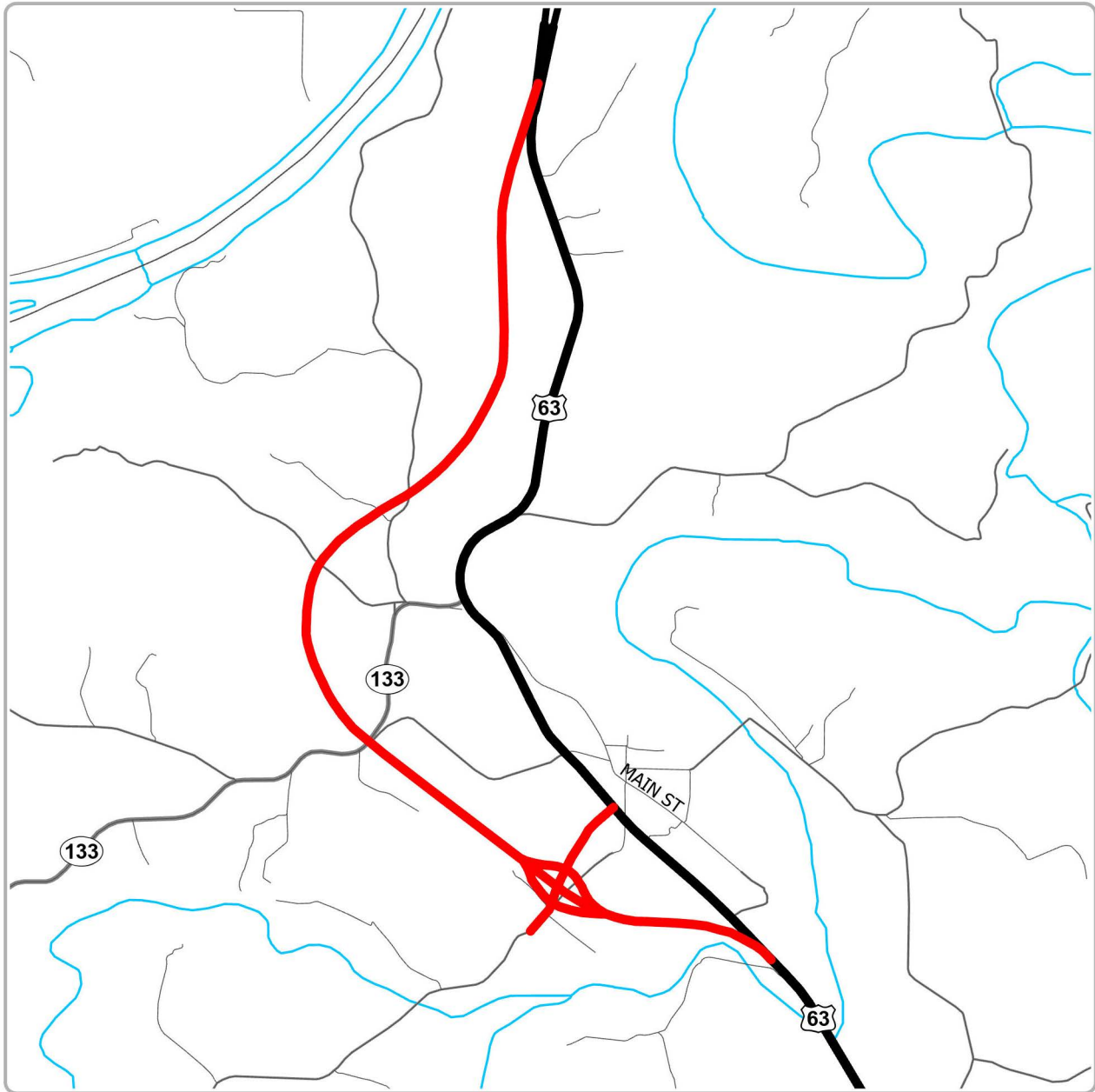
Other improvements include J- Turn access at the north and mid-section of the new alignment and the extension of the southbound dual lane to the existing climbing lanes south of the Maries River.

RECOMMENDATION to Approve Location and Design, continued

As detailed design progresses, the department will apply its engineering judgement to consider and incorporate, if possible, any reasonable options to avoid disruption of traffic during the construction process and any reasonable options to minimize or avoid the acquisition of property and property rights along the corridor.


The department will review traffic flow for Missouri Route 133 to the new U.S. Route 63 alignment for potential improvements.

The department will continue to collaborate with local stakeholders including the county commission, law enforcement, members of the traveling public, and affected property owners.



 **Project Location**

LOCATION AND DESIGN APPROVAL
JCD0108
OSAGE COUNTY

0  1 Miles





1

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.

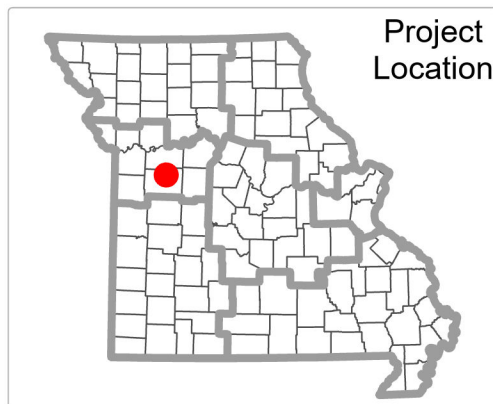
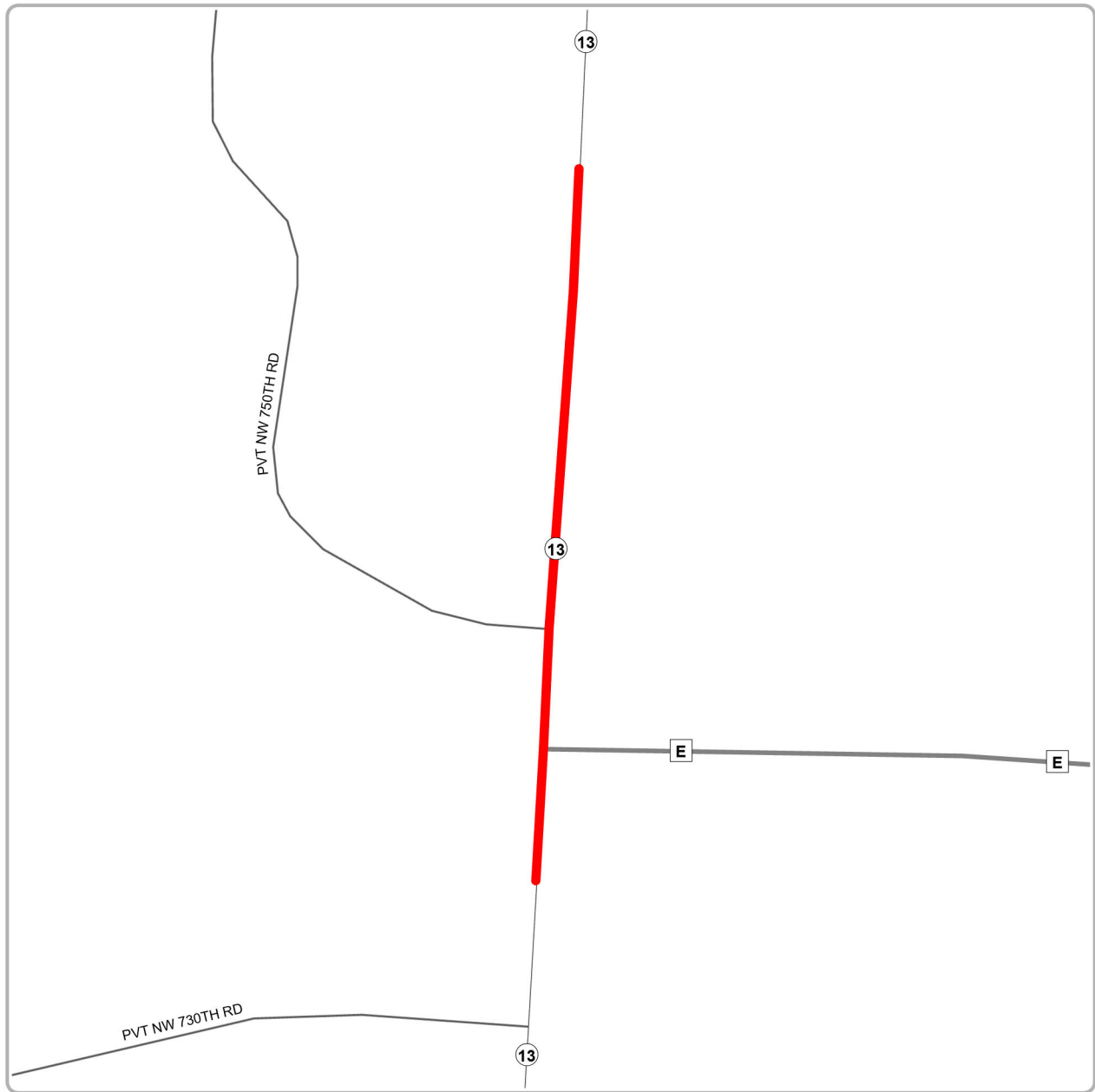
OTHER PERTINENT INFORMATION:

<u>County</u>	<u>Route</u>	<u>Job Number</u>
Johnson	13	J3P3109
Johnson and Lafayette	13	J4P2333

PROJECT DESCRIPTION:

- Route 13, Johnson County – A highway improvement project including grading and add turn lanes together with any incidental work on the above state road at the intersection of Route E.
- Route 13, Johnson and Lafayette Counties – A highway improvement project including grading and add turn lanes together with any incidental work on the above state road from north of CRD 435th to 0.5 miles south of I-70.

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

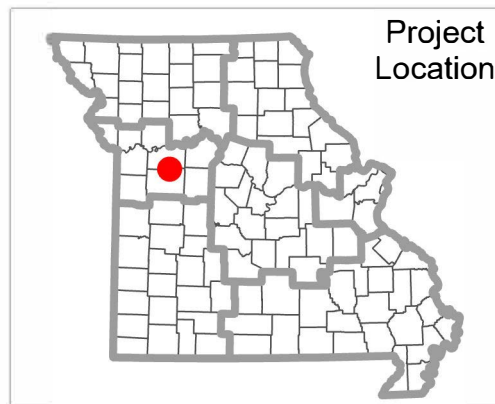
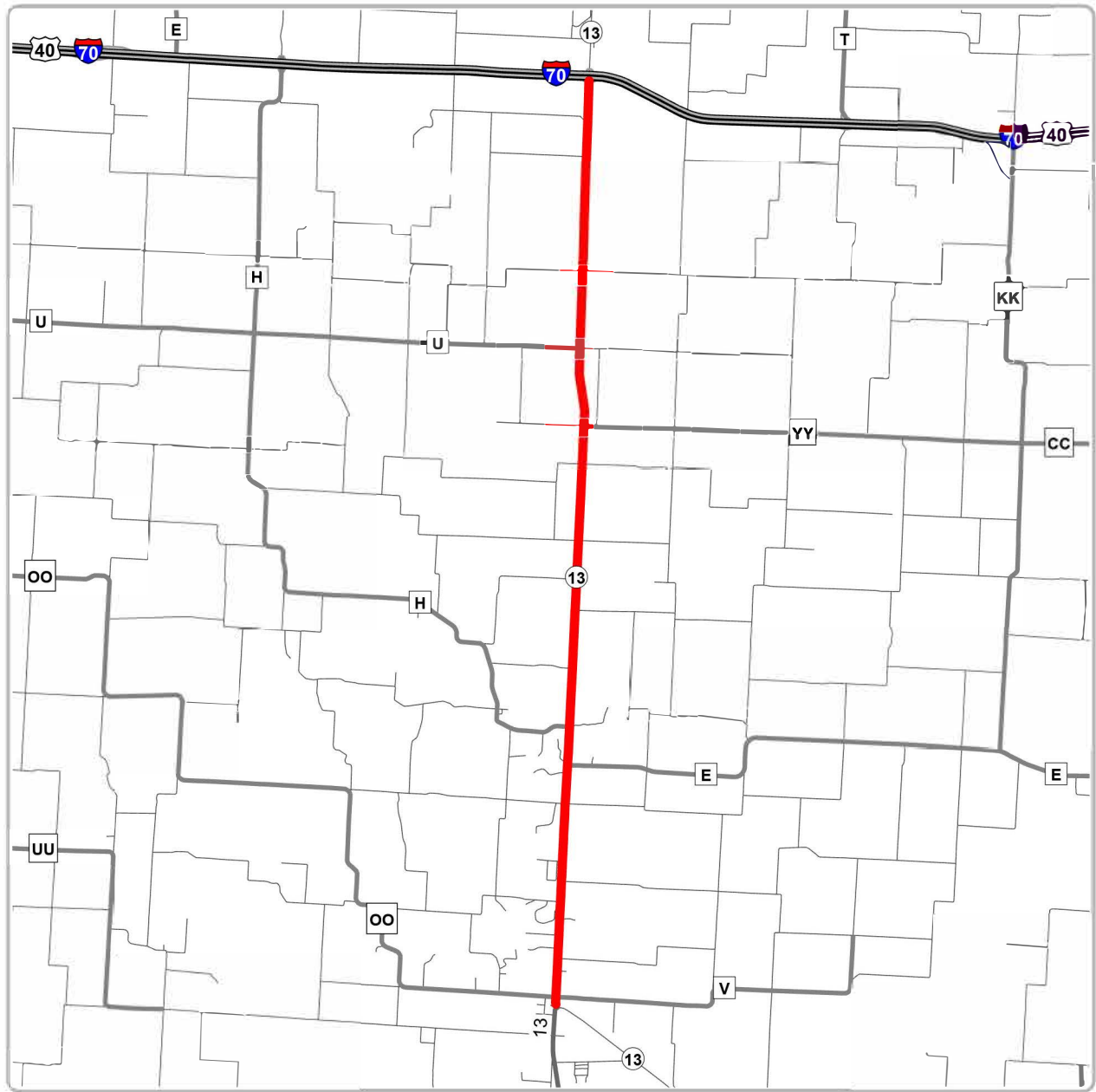


Project Location

**CERTIFICATION OF
RIGHT OF WAY PLANS
J3P3109
ROUTE 13
JOHNSON COUNTY**

0 0.1 Miles







2

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 \$183,202,691 for a design-build contract with The ESS Team with contract number 251203-D01. This design-build contract includes Job Number JST0017, Boone I-70, which constructs safety and capacity improvements from the Missouri River near Rocheport to Columbia. The total design-build contract is \$425 million to be funded with funds from the SRF I-70 Project Fund, the State Road Fund I-70 Project Bond Proceeds Fund and the State Road Fund.
- 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 2024 Legislative Session for fiscal year 2025 and the 2025 Legislative Session for fiscal year 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 fiscal year 2026, the Missouri General Assembly continued to address the top transportation needs 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 fiscal year 2026.



3

UPDATED REPORT AND RECOMMENDATIONS REGARDING ST. LOUIS DISTRICT'S I-44 GENERAL REVENUE PROJECTS IN FRANKLIN AND ST. LOUIS COUNTIES, INCLUDING MODIFICATION TO AUTHORITY FOR DESIGN-BUILD DELEGATION OF AUTHORITY

-- Presented by Tom Blair, St. Louis District Engineer, 314-453-1805.

ISSUE: In the 2024 legislative session, the Missouri Legislature dedicated funds to two projects along I-44 in Franklin and St. Louis Counties. During the September 5, 2024 meeting, the Missouri Highways and Transportation Commission approved the use of Design-Build and delegation of authority for a single project bundle combining these two Legislatively Designated (General Revenue funded) projects and delivering them as a single Design-Build project in state fiscal year 2025. A revision to the previously proposed schedule is required due to coordination with other planned (STIP) projects and aligning improvements in the area. The modified schedule provides better analysis of the individual project needs and organization of existing resources with the needs of each interstate segment. The department now recommends a modification to the previous Design-Build Authority and Delegation of Authority.

Design-Build is a contracting method that allows the design and construction of a project to occur simultaneously. The process saves time and money by using efficiencies and innovation and provides the ability for the Design-Build contracting team to have flexibility and the opportunity for innovative solutions. The department would like to utilize the Design-Build method to deliver the I-44 General Revenue Project in Franklin County (JST0115) to improve safety and reliability, improve the infrastructure, and reduce future maintenance in the US 50 interchange. JSL0297 will be delivered with JST0115.

This recommendation modifies the previous design-build authority and delegation of authority to JST0115 and JSL0297. In the November STIP Amendment, JSL0297 was added to the STIP, and incorporated work from J6P2350, JSL0063, and JSL0067.

Delegation of Authority: As identified in Commission policies and subject to the provisions therein, the Director, Chief Engineer, Chief Financial Officer, and Assistant Chief Engineer are each authorized to approve and execute documents and expend funds on behalf of the Missouri Highways and Transportation Commission as identified in the Commission's Delegation of Authority and Execution of Documents Policy.

RECOMMEND that the Commission:

- Revise the combination of projects delivered using Design-Build to JST0115 and JSL0297 in Franklin County.
- Project changes resulting from this delegation will not exceed the cap of 2 percent over the programmed cost or those changes will be taken back to the Commission.

DEPARTMENT VIEW:

- Design-Build's flexible procurement process provides the most competition and innovation to maximize the scope with the available funds on the required timeline for the Franklin County combined projects (JST0115 and JSL0297).
- JST0117 in St. Louis County will be delivered using traditional methods.

OTHER VIEWS:

- Missouri's FY2024 budget from the General Assembly signed into law by Governor. Parson provided \$20 million of General Revenue for an environmental study of more than 250 miles of the I-44 corridor from the Oklahoma state line to the Franklin County/St Louis County line. This study is a critical step to preparing for future projects on I-44 and will recommend prioritized segments for future in-depth study. (Source: <https://www.modot.org/forward44>)
- JST0115 and JSL0297 are within the Forward 44 Purpose and Need study limits and will provide improvements in Franklin County area.

MHTC POLICY:

- Execution of Documents.
- Highways – Construction – Bidding Process – Escrowing Bid Documents.
- State and Local Governmental Entities – General.
- STIP – Joint STIP Projects With State and Local Governmental Agencies – Execution of Documents.
- STIP – Environmental Approvals – Execution of Documents.
- STIP – Environmental Damage Mitigation – Execution of Documents.
- STIP – STIP Preparation and/or Implementation – Execution of Documents.
- Highways – Right of Way – Easements and Leases – Easements Across Commission Property.
- Highways – Right of Way – Easements and Leases – Lease of Property from Others.
- Multimodal – Railroads – Execution of Documents – Rail Industry Operations – Execution of Documents.
- Highways – Construction – Contract Administration – Construction Change Orders.
- Highways – Consultant Engineering Services.
- Highways – Construction – Contract Awards – Award of Construction Contracts.
- Commission – Delegation of Authority to Director and Chief Engineer.

OTHER PERTINENT INFORMATION:

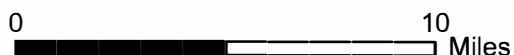
- I-44 has six lanes from the City of St. Louis west to the MO 100 W exit, locally known as the Washington exit. The 4-mile section of I-44 between the six-lane section and the U.S. 50 interchange is not currently funded. The Forward 44 Study concluded that congestion on this section of I-44 will degrade to a Level of Service F in the next 5-10 years.

SOURCE OF FUNDING: Funding for these projects includes \$98.5 million for the two Legislatively Designated Projects (Missouri's General Revenue funds) and \$74.4 million from the STIP.

Job Number	Legislatively Designated Funds	STIP Funding
JST0115	\$58,220,000	\$7,080,000
JSL0297	\$0	\$59,913,000
JST0117	\$40,320,000	\$7,357,000



DESIGN-BUILD DELEGATION OF AUTHORITY FOR JST0115, JST0117, JSL0297 ROUTE I-44 ST. LOUIS DISTRICT





4

DISPOSAL OF EXCESS PROPERTY, ROUTE Z IN ST. CHARLES COUNTY, EXCESS PARCEL NUMBER SL-277044

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

ISSUE: In keeping with the Commission policy, the sale of all properties owned by the Commission with appraised or sale values in excess of \$200,000 or considered controversial in nature must be approved by specific Commission action. The subject tract is located south of I-70 on the east side of Route Z, between Interstate Drive and South Linn Drive in the City of Wentzville. The tract contains 1.469 acres of land and is being conveyed to QuikTrip Corporation for a consideration of \$225,500.

RECOMMEND that the Commission:

- Convey 1.469 acres of excess property to QuikTrip Corporation for the consideration of \$225,500. The property is located south of I-70 on the east side of Route Z, between Interstate Drive and South Linn Drive in the City of Wentzville.

DEPARTMENT VIEW:

- The Commission ownership interest is less than fee. The adjoining property owners are the underlying fee holders, which are the QuikTrip Corporation and Linn Cemetery. The parcel was discounted at 50 percent due to the Commission not owning fee interest. Linn Cemetery has quitclaimed their interest to QuikTrip Corporation and will be compensated at closing. The full disclosure clause will be included in the Commission's quitclaim deed to QuikTrip Corporation.
- The parcels were appraised for a total of \$451,000 in March 2025.
- The property is no longer needed by the Commission.

OTHER VIEWS:

- Not applicable.

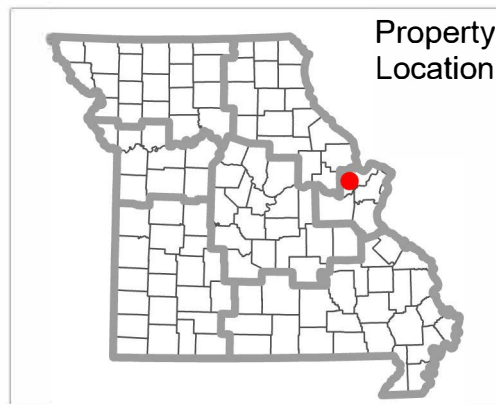
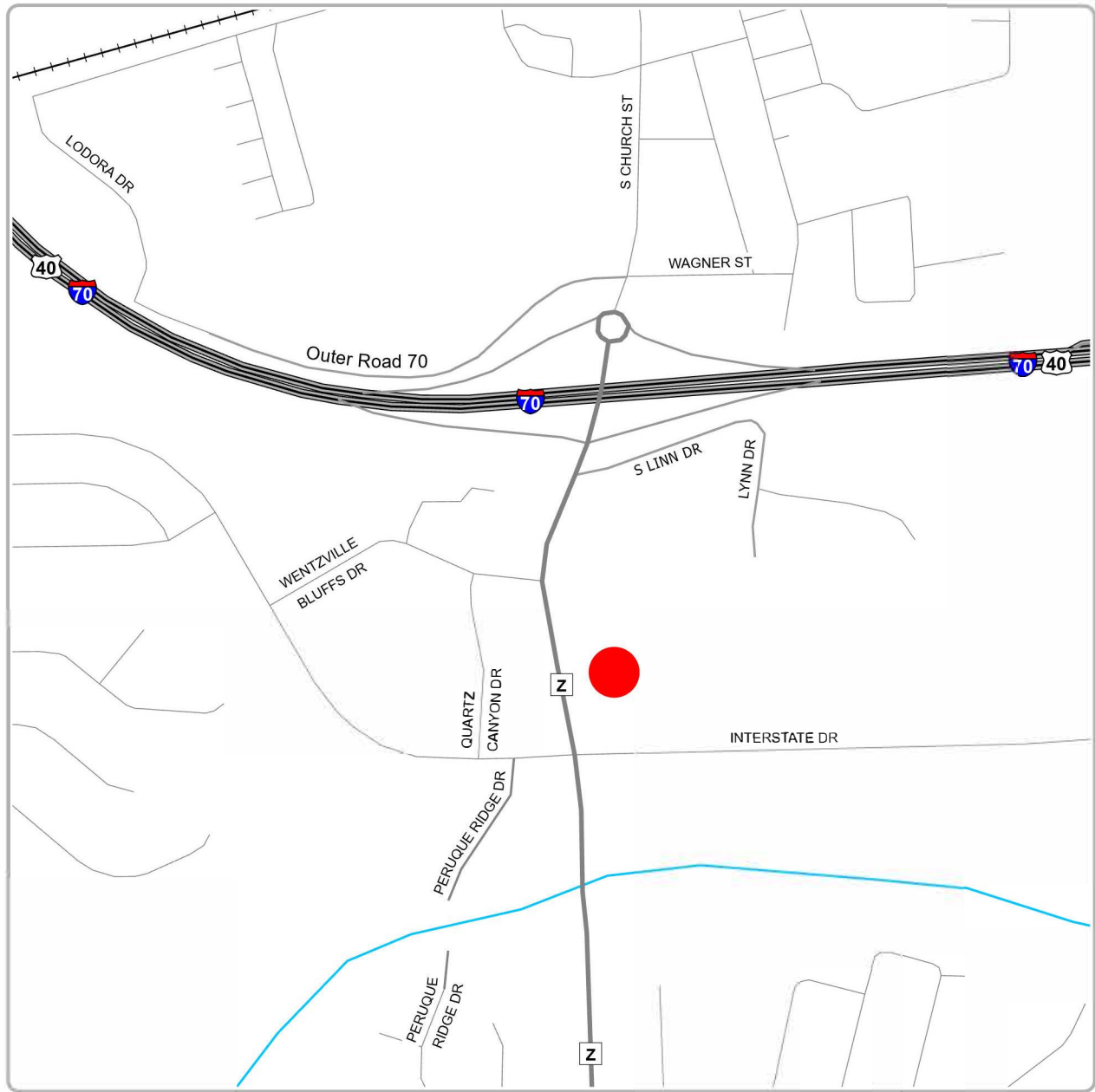
MHTC POLICY:

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

OTHER PERTINENT INFORMATION:


- The Sales Agreement was executed September 30, 2025, by MoDOT and QuikTrip Corporation provided the 10 percent down payment of \$22,550.
- QuikTrip Corporation will use this parcel as assemblage to their adjoining parcel for future development.
- The Commission is reserving an existing permanent drainage easement on the parcel and is included in the quitclaim deed. The City of Wentzville has an existing utility easement on the Linn Cemetery portion of this parcel. The City of Wentzville has executed a utility easement agreement with QuikTrip Corporation that will be recorded with these closing documents.

SOURCE OF FUNDING: Not applicable.



 **Property Location**

**DISPOSAL OF EXCESS PROPERTY
SL277044
ROUTE Z
ST. CHARLES COUNTY**

0  0.3 Miles





1

FISCAL YEAR 2026 QUARTERLY FINANCIAL STATEMENTS

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

ISSUE: Section 226.040, RSMo, requires MoDOT to provide an unaudited financial report to the Commission on a quarterly basis. This report is for the three months ended September 30, 2025.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- Significant differences between the current and prior year on the Statements of Net Position and the Statements of Activities, pages 1 and 2 of Attachment 1 are described below:
 - Cash and cash equivalents, investments, and restricted cash and investments decreased \$89.2 million compared to the previous fiscal year. The decrease is primarily due to increased expenditures for the Improve I-70 Program, as the Department continues spending down bond proceeds issued in November of 2023. The bond proceeds are being used to fund the planning, design, construction, reconstruction, rehabilitation, and significant repair of Interstate 70 to provide three lanes of traffic in both directions from Blue Springs to Wentzville. An additional bond issuance to obtain bond proceeds of approximately \$500.0 million is anticipated next month to support continued progress of the program.
 - Receivables increased \$25.2 million compared to the previous fiscal year due to an increase in federal receivables related to the timing of reimbursements for project expenditures associated with advance construction conversions. Advance construction is a Federal Highway Administration financing technique that allows states to initiate a project using non-federal funds and claim reimbursement later when additional federal funds are available.
 - Capital assets increased \$1.5 billion compared to the previous fiscal year due to a larger construction program.
 - Pension related deferred outflows of resources decreased \$24.9 million, while pension related deferred inflows increased \$77.7 million compared to the same period last fiscal year. These variances are due to changes in actuarial estimates, such as the difference between projected and actual investment earnings on pension plan investments. Additionally, net pension liability decreased \$132.1 million compared to the same period last fiscal year. The reduced net pension liability is due to the retirement plan's net position increasing.
 - Deferred outflows related to other post-employment benefit (OPEB) obligations decreased \$26.0 million, while deferred inflows related to OPEB obligations decreased \$112.9 million. Additionally, OPEB obligations decreased \$9.5 million. These variances are due to changes in actuarial assumptions.
 - Accounts payable increased \$52.6 million compared to last fiscal year due to an increase in contractor payments because of a larger construction program.
 - Accrued interest payable and financing and other obligations decreased \$7.9 million and \$408.1 million, respectively, due to scheduled debt repayment.

- Unearned revenue increased \$16.9 million compared to last fiscal year due to the timing of expenditures in the Local Fund. The Local Fund holds monies deposited by cities and counties for their portion of partnering projects, such as cost share, as well as for work the local entity would like to do in conjunction with the work the department is doing. The deposits for these projects are considered unearned revenue until the expenditures are made for the projects, and the money is transferred out of the Local Fund to reimburse the State Road Fund.
- Safety and operations expenses increased \$23.5 million compared to 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.
- Program delivery expenses increased \$15.2 million compared to fiscal year 2025 due to an increase in expenditures related to administering program delivery but not expenses for capitalizable projects. These types of expenses could include salaries and fringe benefits not charged to a specific construction project, training, and/or projects to repair guard rail and guard cable. The costs tied to construction projects are included in capital assets and are expensed as depreciation expense.
- Other state agencies expenses increased \$8.7 million compared to the prior fiscal year due to pay increases implemented in January 2025 and July 2025.
- Intergovernmental/cost reimbursements/miscellaneous revenues decreased \$13.3 million compared to fiscal year 2025 due to the timing and completion of partnership projects between MoDOT and local entities.
- Federal government revenue increased \$130.1 million compared to the previous fiscal year. The increase in federal revenue is attributed to an increase in contractor payments and the timing of reimbursements related to project expenditures associated with advance construction conversions.
- Revenues from fuel taxes increased \$20.7 million due to the passage of Senate Bill 262, which increased motor fuel tax rates. Revenues from sales taxes decreased \$8.1 million compared to last fiscal year due to a decrease in motor vehicle sales.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Not applicable.

OTHER PERTINENT INFORMATION:

- Information provided in these financial statements contains estimates and has not been audited.
- Pages 1 and 2 of Attachment 1 report department-wide financial information and are presented on a full accrual basis. This basis uses essentially the same accounting as private-sector businesses. Revenues are recognized when earned and expenses are recognized when the liability is incurred, rather than when cash is exchanged. Pages 3 and 4 report financial information by fund and are presented on a modified accrual basis. This basis recognizes revenues when they become available in the current period or soon

enough thereafter to be used to pay liabilities of the current period. Expenditures are recorded only to the extent the related liability has matured or is currently due. Pages 5 and 6 provide reconciliations between the modified and full accrual statements.

- The footnote on page 4 of Attachment 1 provides the total outstanding construction contracts for active state road and bridge projects and construction projects programmed in the Statewide Transportation Improvement Program (STIP) for fiscal years 2026 through 2030.

SOURCE OF FUNDING: Not applicable.

Statements of Net Position

Governmental Activities

September 30, 2025 and 2024

Attachment 1

	Fiscal Year 2026	Fiscal Year 2025 (as restated)
Assets		
Current assets		
Cash and cash equivalents	\$ 292,848,612	\$ 453,500,798
Investments	1,785,236,526	1,727,057,382
Restricted cash and investments	200,000	200,000
State taxes and fees receivables	206,509,940	212,909,326
Federal government receivables	102,273,070	72,251,572
Interest receivable	11,194,068	9,510,227
Miscellaneous receivables, net	31,083,092	30,082,258
Lease receivable	583,934	635,961
Loans receivable	---	119,157
Inventories	48,841,195	46,520,581
Prepaid rents	2,195,599	1,684,414
Total current assets	<u>2,480,966,036</u>	<u>2,554,471,676</u>
Noncurrent assets		
Investments	109,252,367	95,971,654
Lease receivable	1,657,432	2,586,540
Loans receivable	115,369	170,555
Capital assets		
Assets not being depreciated	7,600,416,399	6,783,863,227
Assets being depreciated, net	<u>28,196,765,414</u>	<u>27,535,583,503</u>
Total noncurrent assets	<u>35,908,206,981</u>	<u>34,418,175,479</u>
Total assets	<u>38,389,173,017</u>	<u>36,972,647,155</u>
Deferred Outflows of Resources		
Bond refunding	687,095	2,064,414
Pension related items	329,382,305	354,255,616
Other post-employment benefit obligations	45,333,612	71,371,711
Asset retirement obligations	51,000	44,000
Total deferred outflows of resources	<u>375,454,012</u>	<u>427,735,741</u>
Liabilities		
Current liabilities		
Accounts payable	209,084,601	156,514,594
Accrued payroll	33,123,905	31,757,613
Accrued interest payable	23,584,592	31,458,345
Deposits	1,413,672	1,593,182
Unearned revenue	69,571,370	52,631,368
Pending self-insurance claims	19,864,000	19,864,000
Incurred but not reported claims	19,267,000	17,432,000
Other post-employment benefit obligations	19,110,000	17,870,000
Financing and other obligations	<u>428,727,359</u>	<u>428,282,790</u>
Total current liabilities	<u>823,746,499</u>	<u>757,403,892</u>
Noncurrent liabilities		
Pending self-insurance claims	50,378,795	48,131,367
Incurred but not reported claims	23,657,000	18,484,000
Net pension liability	775,088,610	907,179,947
Other post-employment benefit obligations	345,966,208	356,734,161
Financing and other obligations	<u>855,746,818</u>	<u>1,264,328,793</u>
Total noncurrent liabilities	<u>2,050,837,431</u>	<u>2,594,858,268</u>
Total liabilities	<u>2,874,583,930</u>	<u>3,352,262,160</u>
Deferred Inflows of Resources		
Deferred bond refunding	---	57,881
Lease revenues	2,241,366	3,222,501
Pension related items	202,983,703	125,276,704
Other post-employment benefit obligations	<u>363,003,157</u>	<u>475,855,171</u>
Total deferred inflows of resources	<u>568,228,226</u>	<u>604,412,257</u>
Net Position		
Net investment in capital assets	34,698,210,551	33,040,353,480
Restricted for:		
Internal service fund requirements	200,000	200,000
Highways and transportation	<u>623,404,322</u>	<u>403,154,999</u>
Total net position	<u>\$35,321,814,873</u>	<u>\$33,443,708,479</u>

Statements of Activities

Attachment 1

Governmental Activities

Three Months Ended September 30, 2024 and 2023

	Fiscal Year 2026	Fiscal Year 2025 (as restated)
Transportation Program Expenses		
Administration	\$ 1,352,644	\$ 1,169,474
Fleet, facilities, and information systems	6,921,518	7,516,486
Safety and operations	143,615,591	120,156,802
Program delivery	107,256,875	92,086,181
Multimodal operations	37,316,281	41,139,776
Interest	14,919,496	19,607,802
Other state agencies	76,642,255	67,893,350
Self-insurance	8,012,188	7,251,906
Medical and life insurance	38,966,707	42,747,359
Pension	29,624,769	27,672,471
Other post-employment benefits	(19,133,183)	(19,133,183)
Depreciation	171,655,990	164,333,112
Total transportation program expenses	617,151,131	572,441,536
Transportation Program Revenues		
Charges for services		
Licenses, fees, and permits	72,568,147	79,340,417
Intergovernmental/cost reimbursements/miscellaneous	7,146,803	20,476,677
Interest	2,358	3,618
Employee insurance premiums	9,251,152	9,127,201
Total charges for services	88,968,460	108,947,913
Federal government		
Operating	37,783,378	27,742,804
Capital	541,843,686	421,828,931
Total federal government	579,627,064	449,571,735
Total transportation program revenues	668,595,524	558,519,648
Net expense of transportation program	51,444,393	(13,921,888)
General Revenues		
Fuel taxes	219,733,082	199,027,407
Sales and use taxes	121,188,807	129,312,982
Unrestricted investment earnings	17,596,450	21,404,315
Donated assets	---	---
State government	62,791,700	59,046,302
Gain (loss) on sale of capital assets	1,050,971	(873,390)
Total general revenues	422,361,010	407,917,616
Changes in net position	473,805,403	393,995,728
Net position, beginning of period	34,848,009,470	33,049,712,751
Net position, end of period	\$35,321,814,873	\$33,443,708,479

Balance Sheets

Governmental Funds

Attachment 1

Three Months Ended September 30, 2025 and 2024

	State Highways and Transportation Department Fund	State Road Fund ¹	State Road Bond Fund	Transportation Nonmajor Funds	Fiscal Year 2026 Total	Fiscal Year 2025 Total
Assets						
Cash and cash equivalents	\$ 983,503	\$ 228,424,251	\$ 22,094,334	\$ 31,695,450	\$ 283,197,538	\$ 436,166,057
Investments	8,094,041	1,537,623,870	184,367,020	19,653,732	1,749,738,663	1,691,559,519
State taxes and fees receivables	163,528,498	24,508,363	17,640,026	833,053	206,509,940	212,909,326
Federal government receivables	---	87,942,029	---	14,331,041	102,273,070	72,251,572
Lease receivable	---	2,241,366	---	---	2,241,366	3,222,501
Interest receivable	350,682	9,079,783	1,057,277	219,759	10,707,501	9,125,536
Miscellaneous receivables, net	5,779,657	12,449,663	---	10,427,245	28,656,565	25,311,716
Loans receivable	---	---	---	115,369	115,369	289,712
Due from other funds	---	---	---	---	---	111,005
Inventories	---	48,841,195	---	---	48,841,195	46,520,581
Prepaid rents	---	2,195,599	---	---	2,195,599	1,684,414
Total assets	\$ 178,736,381	\$ 1,953,306,119	\$ 225,158,657	\$ 77,275,649	\$ 2,434,476,806	\$ 2,499,151,939
Liabilities and Fund Balances						
Liabilities						
Accounts payable	\$ 4,261,872	\$ 178,458,759	\$ ---	\$ 26,217,443	\$ 208,938,074	\$ 155,820,296
Accrued payroll	10,973,424	21,970,125	---	180,356	33,123,905	31,757,613
Deposits	---	1,413,672	---	---	1,413,672	1,593,182
Unearned revenue	---	60,444,024	---	1,413,023	61,857,047	44,916,680
Due to other funds	---	---	---	---	---	111,005
Total liabilities	15,235,296	262,286,580	---	27,810,822	305,332,698	234,198,776
Deferred Inflows of Resources						
Leases	---	2,241,366	---	---	2,241,366	3,222,501
Unavailable revenues	5,689,023	16,646,288	142,912	---	22,478,223	25,034,710
Total deferred inflows of resources	5,689,023	18,887,654	142,912	---	24,719,589	28,257,211
Fund balances						
Nonspendable – inventories	---	51,036,794	---	---	51,036,794	48,204,995
Unassigned	---	---	---	(12,999)	(12,999)	(130,999)
Restricted – highway and transportation	157,812,062	1,621,095,091	225,015,745	49,477,826	2,053,400,724	2,188,621,956
Total fund balances	157,812,062	1,672,131,885	225,015,745	49,464,827	2,104,424,519	2,236,695,952
Total liabilities, deferred inflows of resources and fund balances	\$ 178,736,381	\$ 1,953,306,119	\$ 225,158,657	\$ 77,275,649	\$ 2,434,476,806	\$ 2,499,151,939

¹ Includes assets and liabilities in the State Road Fund, State Road I-70 Project Bond Proceeds Fund, the State Road I-70 Project Fund, and the State Road I-44 Project Fund.

Statements of Revenues, Expenditures and Changes in Fund Balances

Governmental Funds

Attachment 1

Three Months Ended September 30, 2025 and 2024

	State Highways and Transportation Department Fund	State Road Fund ¹	State Road Bond Fund	Transportation Nonmajor Funds	Fiscal Year 2026 Total	Fiscal Year 2025 Total
Revenues						
Fuel taxes	\$ 219,627,004	\$ 29,610	\$ ---	\$ 76,468	\$ 219,733,082	\$ 199,027,407
Sales and use taxes	534,499	58,387,137	59,985,271	2,281,900	121,188,807	129,312,982
Licenses, fees, and permits	44,988,619	27,168,539	---	410,989	72,568,147	79,340,417
Intergovernmental/cost reimbursements/misc.	1,576,008	4,947,340	---	471,850	6,995,198	19,005,702
Investment earnings	474,806	13,612,062	1,370,000	291,422	15,748,290	17,446,632
State government	---	---	---	62,791,700	62,791,700	59,046,302
Federal government	---	541,843,686	---	37,783,378	579,627,064	449,571,735
Total revenues	<u>267,200,936</u>	<u>645,988,374</u>	<u>61,355,271</u>	<u>104,107,707</u>	<u>1,078,652,288</u>	<u>952,751,177</u>
Expenditures						
Current						
Administration	---	15,246,024	---	---	15,246,024	14,174,709
Fleet, facilities, and information systems	---	10,212,467	---	---	10,212,467	10,782,265
Safety and operations	---	163,404,726	---	15,815,023	179,219,749	153,255,756
Program delivery	---	126,334,023	---	694,563	127,028,586	108,728,646
Multimodal operations	---	603,609	---	37,279,357	37,882,966	41,654,094
Capital outlay	---	610,523,765	---	45,922,268	656,446,033	504,939,660
Debt service	---	9,231,309	---	---	9,231,309	9,231,309
Other state agencies	86,431,828	---	---	---	86,431,828	76,822,549
Total expenditures	<u>86,431,828</u>	<u>935,555,923</u>	<u>---</u>	<u>99,711,211</u>	<u>1,121,698,962</u>	<u>919,588,988</u>
Excess of revenues over (under) expenditures	<u>180,769,108</u>	<u>(289,567,549)</u>	<u>61,355,271</u>	<u>4,396,496</u>	<u>(43,046,674)</u>	<u>33,162,189</u>
Other Financing Sources (Uses)						
Notes issued	---	---	---	---	---	13,276,025
Capital asset sales	---	1,988,136	---	---	1,988,136	757,452
Transfers in	---	190,413,859	---	3,545,490	193,959,349	173,743,802
Transfers out	(190,318,658)	---	---	(3,640,691)	(193,959,349)	(173,743,802)
Total other financing sources (uses)	<u>(190,318,658)</u>	<u>192,401,995</u>	<u>---</u>	<u>(95,201)</u>	<u>1,988,136</u>	<u>14,033,477</u>
Net changes in fund balances	(9,549,550)	(97,165,554)	61,355,271	4,301,295	(41,058,538)	47,195,666
Fund balances, beginning of period	<u>167,361,612</u>	<u>1,769,297,439</u>	<u>163,660,474</u>	<u>45,163,532</u>	<u>2,145,483,057</u>	<u>2,189,500,286</u>
Fund balances, end of period²	<u>\$ 157,812,062</u>	<u>\$ 1,672,131,885</u>	<u>\$ 225,015,745</u>	<u>\$ 49,464,827</u>	<u>\$ 2,104,424,519</u>	<u>\$ 2,236,695,952</u>

¹ Includes revenues and expenditures in the State Road Fund, State Road I-70 Project Bond Proceeds Fund, the State Road I-70 Project Fund, and the State Road I-44 Project Fund.

² The Department has approximately \$2.2 billion of outstanding construction contracts for active transportation improvement projects and \$5.3 billion for construction projects programmed in the Statewide Transportation Improvement Program (STIP) for fiscal years 2026 through 2030.

Reconciliation of the Balance Sheets to the Statements of Net Position

September 30, 2025 and 2024

Attachment 1

	<u>Fiscal Year 2026</u>	<u>Fiscal Year 2025 (as restated)</u>
Fund balances – total governmental funds	\$ 2,104,424,519	\$ 2,236,695,952
Amounts reported for governmental activities in the statements of net position are different because:		
Capital assets, net of accumulated depreciation, used in governmental activities are not financial resources and therefore are not reported in the funds.	35,797,181,813	34,319,446,730
Amounts resulting from the difference calculated between the reacquisition price and the net carrying amount of refunded bonds, reported as deferred outflows of resources, are not reported in the funds.	687,095	2,064,414
Amounts resulting from the difference calculated between the reacquisition price and the net carrying amount of refunded bonds, reported as deferred inflows of resources, are not reported in the funds.	---	(57,881)
Some of the Department's tax revenue will be collected after the 60-day availability period and is deferred in the fund financial statements. However, revenue from this amount is recognized in the government-wide financial statements, net of allowance for uncollectible amounts.	22,478,223	25,034,710
Internal service funds are used to charge the costs of certain activities to individual funds. The assets and liabilities of the internal service funds are included only in the statements of net position.		
Medical and life insurance plan	27,391,542	29,012,375
Self-insurance plan	9,190,459	12,826,763
Certain changes in the net pension liability and other post-employment benefits liability are amortized over time and are not reported in the funds.	(191,219,943)	(175,460,548)
Certain liabilities, including bonds payable, are not due and payable in the current period and therefore are not reported in the funds.		
Financing and other obligations	(1,284,474,177)	(1,692,611,583)
Pension obligations	(775,088,610)	(907,179,947)
Other post-employment benefits obligations	(365,076,208)	(374,604,161)
Accrued interest payable	(23,584,592)	(31,458,345)
Arbitrage payable	(95,248)	---
Total net position – governmental activities	<u>\$ 35,321,814,873</u>	<u>\$ 33,443,708,479</u>

Reconciliation of the Statements of Revenues, Expenditures and Changes in Fund Balances to the Statements of Activities

Attachment 1

Three Months Ended September 30, 2025 and 2024

	Fiscal Year 2026	Fiscal Year 2025 (as restated)
Net changes in fund balances – total governmental funds	\$ (41,058,538)	\$ 47,195,666
Amounts reported for governmental activities in the statements of activities are different because:		
Governmental funds report capital outlays as expenditures; however, in the statements of activities, the costs of those assets are allocated over their estimated useful lives and reported as depreciation expense. This is the amount by which capital outlays and donated assets exceed depreciation in the current period.	484,790,043	340,606,548
In the statements of activities, only the gain (loss) on the sale of the assets is reported, whereas, in the governmental funds, the proceeds from the sale increase financial resources. Thus, the change in net position differs by the book value of the assets sold.	(937,165)	(1,630,842)
Certain changes in the net pension liability and other post-employment benefits obligation, not applicable to the current period, are not reported in the governmental funds.	43,614,823	49,710,968
Proceeds from the issuance of long-term debt provide current financial resources to governmental funds, but issuing debt increases long-term liabilities in the statements of net assets. Repayment of principal is an expenditure in the governmental funds, but the repayment reduces long-term liabilities in the statements of net assets. These are the net effects of the differences in the treatment of long-term debt obligations and related items.	8,757,237	(4,472,548)
Some expenses reported in the statements of activities do not require the use of current financial resources and therefore are not reported as expenditures in the governmental funds.		
Compensated absences	439,640	85,195
Interest expense recognition	(14,445,424)	(19,179,970)
Net pension liability	(29,624,769)	(27,672,471)
Other post-employment benefits	19,133,183	14,529,102
Internal service funds are used by management for the medical and life insurance plan and the self-insurance plan. The net revenues of internal service funds are reported with governmental activities.		
Medical and life insurance plan	(1,209,000)	(5,621,089)
Self-insurance plan	<u>4,345,373</u>	<u>445,169</u>
Changes in net position – governmental activities	<u>\$ 473,805,403</u>	<u>\$ 393,995,728</u>



2

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.



3

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 October 31, 2025, with budget and prior year comparisons.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- This report is presented based on cash disbursements.
- During the 2025 legislative session, the general assembly proposed the creation of a new Federal Road Fund. In anticipation of the legislation being passed, the general assembly reduced the appropriations from the State Road Fund. The appropriation authority from the State Road Fund is only sufficient for seven to nine months of expenditures. The general assembly did not pass enabling legislation creating the mechanism to fund the Federal Road Fund and the Governor's Office later vetoed the related appropriations from the new fund. Once supplemental appropriations are received, a budget amendment will be presented to the Commission for approval, and the budget will increase to the necessary levels.
- Significant differences between the current and prior year Financial Report, Attachment 1, are described below:
 - Total MoDOT disbursements are \$261.2 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, Forward 44 Program, Railroad Grade Crossing Safety 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 \$4.1 million more than the same period last fiscal year, and Fringe Benefits disbursements are \$6.8 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 \$25.8 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.
 - Disbursements for Low Volume Roads first appropriated in 2025 are \$56.9 million more than the same period last fiscal year. This appropriation will be

spent over two years, and we are in the final year of spending. Additionally, disbursements will vary based on the construction season.

- The Program disbursements for Program Delivery increased \$113.2 million compared to the same period last fiscal year due to an increase in contractor payments related to a larger construction program.
- The Improve I-70 Program disbursements for Program Delivery are \$110.2 million more than the same period last fiscal year due to the project just beginning in late fiscal year 2024. As of October 31, 2025, MoDOT has awarded three of the nine projects that make up this program.
- The General Assembly Designated and Funded Projects disbursements for Program Delivery are \$42.6 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. Low Volume Road improvements appropriated in fiscal year 2025 were included as part of Safety and Operations.
- 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

Four Months Ended October 31, 2025 and 2024

Cash Basis (Dollars in Thousands)

	Fiscal Year 2026 <u>Budget¹</u>	Amended Fiscal Year 2026 <u>Budget²</u>	Fiscal Year 2026 <u>Actual</u>	Percentage of Budget-to- Date	Fiscal Year 2025 <u>Actual</u>
Administration					
Personal Services	\$ 19,277	\$ 19,277	\$ 7,783	40.4 %	\$ 7,517
Expense and Equipment	5,162	5,162	1,146	22.2	1,002
Total Administration	24,439	24,439	8,929	36.5	8,519
Safety and Operations					
Personal Services	150,946	150,946	57,916	38.4	56,264
Expense and Equipment	254,298	254,298	110,169	43.3	88,861
Program	31,401	31,401	11,078	35.3	10,638
Low Volume Roads	120,000	86,367	56,880	65.9	---
Total Safety and Operations	556,645	523,012	236,043	45.1	155,763
Program Delivery					
Personal Services	78,965	78,965	30,641	38.8	28,689
Expense and Equipment	30,755	30,755	6,518	21.2	5,940
Program	2,284,406	2,284,406	889,583	38.9	776,419
Improve I-70 Program	2,800,000	2,622,397	131,430	5.0	21,246
Forward 44 Program	577,500	577,500	259	0.0	---
Gen. Assembly Designated/Funded Projects	392,363	308,040	7,196	2.3	49,834
Total Program Delivery	6,163,989	5,902,063	1,065,627	18.1	882,128
Fleet, Facilities, and Information Systems					
Personal Services	15,356	15,356	4,641	30.2	4,424
Expense and Equipment	117,457	117,457	24,927	21.2	21,137
Total Fleet, Facilities, and Information	132,813	132,813	29,568	22.3	25,561
Multimodal					
Personal Services	3,358	3,358	865	25.8	853
Expense and Equipment	1,119	1,119	179	16.0	164
Program	281,853	275,123	43,646	15.9	46,125
Railroad Grade Crossing Safety Program	25,000	25,000	859	3.4	453
Gen. Assembly Designated/Funded Projects	96,466	68,344	3,034	4.4	406
Total Multimodal	407,796	372,944	48,583	13.0	48,001
Fringe Benefits					
Retirement and Long-Term Disability	193,706	193,706	37,782	19.5	49,651
Medical, Life Insurance, and EAP	59,769	59,769	18,315	30.6	16,794
Retiree Medical Insurance	21,865	21,865	6,807	31.1	6,300
Workers' Compensation	9,447	9,447	5,697	60.3	3,000
Other Fringe Benefits ³	29,922	29,922	8,765	29.3	8,431
Total Fringe Benefits	314,709	314,709	77,366	24.6	84,176
Subtotal MoDOT Disbursements	7,600,391	7,269,980	1,466,116	20.2	1,204,148
Motor Carrier Refunds	41,000	41,000	5,634	13.7	6,375
Total MoDOT Disbursements	\$ 7,641,391	\$ 7,310,980	\$ 1,471,750	20.1 %	\$ 1,210,523

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
Four Months Ended October 31, 2025 and 2024
Cash Basis (Dollars in Thousands)

	Fiscal Year 2026 <u>Budget⁴</u>	Fiscal Year 2026 <u>Actual</u>	Percentage of Budget-to- Date	Fiscal Year 2025 <u>Actual</u>
Projects³				
Waste Water Improvements ¹	\$ 6,690	\$ 2,249	33.6 %	\$ 800
Kirkwood Historic Train Station ¹	2,291	---	---	58
Carrolton Amtrak Station ¹	965	7	0.7	33
Washington County Airport ¹	1,000	445	44.5	---
Buffalo Municipal Airport ¹	687	48	7.0	---
Port Capital Improvement Projects ¹	10,990	818	7.4	2,189
New Madrid County Port Authority ¹	2,899	---	---	670
Elderly and Disabled Transit Assistant ¹	6,000	1,928	32.1	---
Highway 76 Road Improvements in Branson ²	6,200	2,032	32.8	---
I-35, I-29, and US 169 Road Improvements ²	30,000	305	1.0	---
Total Disbursements	\$ <u>67,722</u>	\$ <u>7,832</u>	<u>11.6 %</u>	\$ <u>3,750</u>

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

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

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

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



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

	<u>Budget</u>	<u>Bond Proceeds To Date</u>	<u>Prior Fiscal Year Disbursements</u>	<u>Fiscal Year 2026 Disbursements</u>	<u>Remaining</u>
<u>Bonding</u>					
I-70 Bonds	\$ 1,400,000	\$ 390,204	N/A	N/A	\$ 1,009,796
I-70 Construction from Bonds		\$ 390,204	\$ 190,960	\$ 131,211	\$ 68,033

	<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
Four Months Ended October 31, 2025
Cash Basis (Dollars in Thousands)

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

	<u>Budget</u>	<u>Transfers To Date</u>	<u>Prior Fiscal Year Disbursements</u>	<u>Fiscal Year 2026 Disbursements</u>	<u>Remaining</u>
<u>Cash</u>					
OA I-44 Project	\$ 213,750	\$ (12,707)	N/A	N/A	\$ 201,043
I-44 Construction from General Revenue Transfer		\$ 12,707	\$ 49	\$ 259	\$ 12,399



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CONSULTANT SERVICES CONTRACTREPORT

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

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

RECOMMEND that the Commission:

- This report is informational and requires no action.

DEPARTMENT VIEW:

- Fiscal Year 2025 DBC Budget Status as of November 1, 2025:
 Budgeted: \$110 million
 Expenditures: \$52.1 million
- Attachment 1 (DBC Budget Contracts Only) This attachment shows the active contracts held by individual engineering consultant firms prior to October 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 October 1-31, 2025.

OTHER VIEWS:

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

MHTC POLICY:

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

OTHER PERTINENT INFORMATION:

- Not applicable.

SOURCE OF FUNDING: Expenditures from the Statewide Transportation Improvement Program 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 October 1, 2025				
Consultant	DBE Firm Y/N?	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
Crawford, Murphy & Tilly (CMT)	N	50	\$52,081,348.00	\$40,404,431.00
HDR	N	33	\$40,630,751.00	\$18,718,890.00
Wilson & Company	N	25	\$34,308,178.00	\$25,894,518.00
Garver LLC	N	29	\$29,654,071.00	\$16,814,809.00
George Butler Associates, Inc. (GBA)	N	26	\$29,108,692.00	\$17,149,499.00
Olsson Assoc.	N	40	\$25,172,493.00	\$14,647,454.00
Bartlett & West	N	44	\$24,699,239.00	\$12,871,566.00
Burns & McDonnell	N	12	\$19,667,724.00	\$9,040,852.00
TREKK Design Group, LLC	Y	19	\$19,589,844.00	\$5,487,042.00
HNTB	N	27	\$18,598,807.00	\$10,214,594.00
HR Green, Inc.	N	26	\$14,757,178.00	\$4,717,186.00
CDM Smith	N	3	\$14,631,484.00	\$14,570,389.00
WSP USA Inc.	N	14	\$13,377,553.00	\$12,156,105.00
Jacobs Engineering Group	N	5	\$13,028,380.00	\$11,437,522.00
Hanson Professional Services, Inc.	N	7	\$12,437,823.00	\$6,273,424.00
HG Consult, Inc.	Y	8	\$10,548,526.00	\$9,766,031.00
Horner & Shifrin, Inc.	N	20	\$10,081,300.00	\$7,726,960.00
Kapsch TrafficCom USA, Inc.	N	1	\$9,763,797.00	\$9,763,797.00
Oates Associates, Inc.	N	11	\$9,387,977.00	\$3,018,197.00
EFK Moen	Y	35	\$9,182,873.00	\$3,535,723.00
AECOM Technical Services, Inc.	N	6	\$8,418,002.00	\$9,159,869.00
Thouvenot, Wade & Moerchen, Inc.	N	9	\$8,401,957.00	\$2,571,432.00
Bacon Farmer Workman Engineering & Testing	N	20	\$7,232,754.00	\$3,282,190.00
TranSystems	N	13	\$7,046,300.00	\$4,917,235.00
Lochmueller Group	N	13	\$6,170,011.00	\$1,812,783.00
Gonzalez Companies, LLC	Y	11	\$6,136,347.00	\$3,752,770.00
Engineering Design Source Inc. (EDSI)	Y	3	\$5,069,894.00	\$5,069,894.00
Alfred Benesch and Company	N	8	\$4,800,604.00	\$919,308.00
Civil Design	Y	7	\$4,145,837.00	\$618,414.00
Veenstra & Kim	N	16	\$4,096,985.00	\$1,447,588.00
Transcore ITS, LLC	N	4	\$3,948,254.00	\$3,948,254.00
OWN, Inc.	N	6	\$3,938,481.00	\$1,917,212.00
Kimley-Horn and Associates	N	6	\$3,452,742.00	\$1,544,992.00

Consultant	DBE Firm Y/N?	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
Klingner & Associates, P.C.	N	9	\$3,390,113.00	\$1,415,341.00
Affinis	N	4	\$3,197,454.00	\$1,764,058.00
CDG Engineers	N	4	\$2,062,192.00	\$1,533,797.00
Modjeski and Masters, Inc.	N	2	\$2,010,223.00	\$310,077.00
George L. Crawford & Associates dba CBB	N	8	\$1,583,010.00	\$1,327,293.00
EXP U.S. Services, Inc.	N	1	\$1,372,453.00	\$52,411.00
Prairie Engineers P.C.	Y	12	\$1,252,314.00	\$807,125.00
Parsons Transportation Group	N	1	\$1,215,898.00	\$1,215,898.00
Powell & Assoc.	N	2	\$1,022,258.00	\$658,993.00
Anderson Engineering	N	4	\$1,011,550.00	\$346,185.00
CASCO Diversified Corporation	N	8	\$888,780.00	\$888,780.00
Access Engineering, LLC	Y	2	\$745,758.00	\$745,758.00
Wood Environment & Infrastructure Solutions	N		\$641,533.00	\$126,107.00
Quigg Engineering, Inc.	Y	4	\$535,971.00	\$150,600.00
Surveying and Mapping, LLC	N	6	\$496,582.00	\$191,219.00
Pickering Firm, Inc.	N	5	\$482,301.00	\$289,304.00
R. Hitt Consulting, LLC	N	1	\$453,886.00	\$453,886.00
Terracon Consultants, Inc.	N	3	\$448,337.00	\$251,843.00
CB Engineering, Inc.dba Cochran	N	3	\$409,651.00	\$243,275.00
Engineering Surveys & Services, LLC	N	3	\$360,197.00	\$185,338.00
HW Lochner	N	2	\$338,629.00	\$15,366.00
Powell CWM, Inc.	N	2	\$278,411.00	\$76,374.00
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	\$141,228.00
GeoEngineers	N	3	\$230,594.00	\$45,688.00
All Civil Engineering, LLC	N	2	\$220,862.00	\$113,137.00
GFT Infrastructure, Inc.	N	1	\$192,764.00	\$192,764.00
UES Professional Solutions 25, LLC f/k/a Geote	N	1	\$178,909.00	\$27,773.00
Infrasense, Inc.	N	1	\$169,968.00	\$196,632.00
ABNA Engineering, Inc.	Y	1	\$136,535.00	\$18,098.00
Kaskaskia Engineering	Y	2	\$136,340.00	\$127,054.00
Terracon	N	3	\$132,730.00	\$132,730.00
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	\$48,459.00
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

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	\$27,621.00
St. Charles Engineering & Surveying, Inc.	N	1	\$71,651.00	\$71,651.00
Merge Midwest Engineering	N	2	\$61,346.00	\$206.00
HS Smith and Company	N	1	\$56,479.00	\$2,723.00
Volkert, Inc.	N	1	\$52,646.00	\$52,646.00
Poepping, Stone, Bach & Associates, Inc.	N	1	\$45,975.00	\$45,975.00
Geotechnology	N	1	\$43,347.00	\$43,347.00
Midland Surveying	N	2	\$33,223.00	\$33,223.00
BioSurvey Group, LLC	N	1	\$23,027.00	\$23,027.00
Custom Engineering Inc.	Y	1	\$21,415.00	\$507.00
Allstate Consulting LLC	N	1	\$11,400.00	\$4,054.00
Totals		667	\$511,301,363.00	\$310,239,647.00

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

Consultant	DBE Firm Y/N?	Number of Contracts	Current Budget Amount	Available Budget Amount
Burns & McDonnell	N	1	\$4,365,154	\$4,365,154
CDM Smith	N	1	\$898,468	\$898,468
Crawford, Murphy & Tilly (CMT)	N	1	\$1,623,929	\$1,623,929
Gonzalez Companies, LLC	Y	1	\$2,959,768	\$2,959,768
Hanson Professional Services, Inc.	N	2	\$1,526,817	\$1,526,817
HDR	N	1		
Lochmueller Group	N	2	\$276,804	\$276,804
Oates Associates, Inc.	N	2	\$246,095	\$165,448
Terracon	N	1	\$130,306	\$130,306
TREKK Design Group, LLC	Y	1	\$944,456	\$944,456
		13	\$12,971,797	\$12,891,150