

Posted:
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Jefferson City, Missouri 65101

Copies of this notice may be obtained by contacting:
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Missouri Highways and Transportation Commission Tentative Agenda

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

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

January 8, 2026

Open Meeting 9:00 a.m.

COMMISSION ITEMS.

	<u>Est. Time</u>
1. <u>Action Item – Consideration of Minutes:</u> Regular Meetings on November 6, 2025, and December 3, 2025, and Special Meetings on November 5, 2025, and December 2, 2025.	9:05 – 9:10
2. <u>Action Item – Consideration of Items on the Consent Agenda.</u>	9:10 – 9:15
a. Removals. <i>Items removed from the consent agenda will be discussed under “Items Removed from the Consent Agenda” below. All items not removed from the consent agenda will be approved, without discussion, by a single action taken by the Commission.</i>	
b. Abstentions. <i>A Commissioner may abstain from voting on an item on the consent agenda without removing it by specifying the item number and his desire to abstain prior to the vote.</i>	
3. <u>Non-Action Item – Committee and Board Reports.</u>	9:15 – 9:30
a. Audit (Boatwright, Slay, and Baker)	
b. Legislative (Boatwright and Erdman)	
c. Missouri Transportation Finance Corporation Board of Directors (Smith, Erdman, and Baker)	
d. MoDOT and Patrol Employees’ Retirement System Board of Trustees (Boatwright, Erdman, and Hegeman)	
e. Missouri Coalition for Roadway Safety Executive Committee (Boatwright)	
4. <u>Non-Action Item – MoDOT Director’s Report.</u>	9:30 – 9:45

		<u>Est. Time</u>
MODOT PRESENTATIONS.		
1.	<u>Non-Action Item – Winter Operations Overview and December Response.</u>	9:45 – 10:00
	This presentation is a high-level overview of planning for the 2025-2026 winter operations season along with the response to the early December storm. Included in the report is the overall cost, overview of planning for the season and for each specific storm, and some key takeaways/opportunities from the first storms of the season.	
	<i>Becky Allmeroth, Chief Safety and Operations Officer</i>	
2.	<u>Action Item – Consideration of Bids for Transportation Improvements.</u>	10:00 – 10:15
	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.	
	<i>Sarah Kleinschmit, State Design Engineer</i>	
3.	<u>Non-Action Item – Financial Forecast Update.</u>	10:15 – 10:30
	The financial forecast estimates the various components of state revenue, including the state motor fuel tax, motor vehicle sales taxes, motor vehicle and drivers' licensing fees, and federal funds from the federal motor fuel tax, and other sources as provided by Congress and the Missouri legislature.	
	<i>Brenda Morris, Chief Financial Officer</i>	
4.	<u>Non-Action Item – Statewide Transportation Improvement Program Development.</u>	10:30 – 10:45
	The STIP is MoDOT's proposed list of transportation projects for the next five years. This document is developed through collaboration with MoDOT's planning partners and is an essential part of communication with customers. The STIP tells how the transportation dollars are being invested.	
	<i>Llans Taylor, Transportation Planning Director</i>	

-- 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. 2026 - 2030 Statewide Transportation Improvement Program Amendment.**

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

Eric Schroeter, Deputy Director/Chief Engineer

2. Approval of Plans for Condemnation.

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

Sarah Kleinschmit, State Design Engineer

<u>County</u>	<u>Route</u>	<u>Job Number</u>
St. Louis County	AC	J6S3569
St. Louis County	D	JSL0186

-- REPORTS --

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

1. **Improve I-70 Program Report.**

Eric Kopinski, Improve I-70 Program Project Director

2. **MoDOT Briefing Report.**

Ed Hassinger, Director

3. **Missouri Department of Transportation Financial Report – Fiscal Year 2026.**

Year-to-Date. Period ending November 30, 2025.

Doug Hood, Financial Services Director

4. **Consultant Services Contract Report.**

Sarah Kleinschmit, State Design Engineer



Minutes



MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN KANSAS CITY, MISSOURI,
THURSDAY, NOVEMBER 6, 2025**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Thursday, November 6, 2025, at Kauffman Foundation Conference Center, Towne Square Meeting Room, 4801 Rockhill Road, Kansas City, Missouri and was available via live stream. Warren K. Erdman, Chair, called the meeting to order at 9:15 a.m. The following Commissioners were present: W. Dustin Boatwright, P.E., Gregg C. Smith, Daniel J. Hegeman, Francis G. Slay, and Ann Marie Baker.

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

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Ed Hassinger, Director of the Missouri Department of Transportation; Terri Parker, Chief Counsel to the Commission; and Jennifer Jorgensen, Secretary to the Commission, were present on Thursday, November 6, 2025.

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

-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

APPROVAL OF MINUTES

Upon motion by Commissioner Boatwright, seconded by Commissioner Smith, a quorum of Commission members present approved the minutes of the regular meeting held on October 1, 2025, and the special meeting held September 30, 2025.

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CONSENT AGENDA

Consent Agenda Process

In order to make the most efficient use of Commission meeting time and to ensure Commission members are well informed on issues requiring their action, staff prepares and submits to the Commission members, in advance of their meeting, internal memoranda consisting of advice, opinions, and recommendations related to the items of the Commission meeting agenda. Those items considered by staff to be of a routine or non-controversial nature are placed on a consent agenda. During the meeting, items can be removed from the consent agenda at the request of any one Commission member. The items that are not removed from the consent agenda are approved with a single motion and unanimous vote by a quorum of the members.

Minutes reflecting approval of items on the consent agenda are singly reported herein and intermingled with minutes reflecting action on related subjects that were openly discussed. Reference to “consent agenda” is made in each minute approved via the process described in the paragraph above. Minutes reflecting action on items removed from the consent agenda and openly discussed reflect the open discussion and vote thereon.

Consideration of November 6, 2025, Consent Agenda

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

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees' Retirement System Board of Trustees. A Commissioner also serves on the Missouri Coalition for Roadway Safety Executive Committee. The following committee and board reports were made during the November 6, 2025, meeting.

Audit Committee – Commissioner Slay stated the audit committee met on November 5, 2025. The committee met with Ted Williamson, the external auditor from RubinBrown, LLP. Mr. Williamson presented the Fiscal Year 2025 Annual Comprehensive Financial Report and the independent audit report. Section 21.795.3, RSMo, requires an annual audit of MoDOT's financial statements to be performed by independent certified public accountants. Audited financial statements are also required by the Commission's bond covenants. For the 26th consecutive year, MoDOT has received an unmodified (clean) opinion. The next Audit Committee meeting will be March 31, 2026.

Legislative Committee – Commissioner Boatwright reported the prefiling legislation for the state's General Assembly will begin on December 1. Passage of the supplemental budget request of \$642.7 million will be the primary focus this season. The federal shutdown continues. Staff continue to prepare for the next federal reauthorization for transportation but realize that the shutdown has likely slowed the quick advancement that was anticipated earlier this year.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report this month and the next MTFC meeting is scheduled for February 4, 2026.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Hegeman stated that there was no report this month and the next MPERS meeting is scheduled for November 20, 2025.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported that entering the last two months of the year, traffic fatalities are down two percent compared to this same time last year. With a strong finish, the opportunity is there to do something in Missouri that does not happen often enough. There could be a decrease in traffic fatalities in Missouri for the third year in a row. The last time that happened in Missouri was 2019, and before that was 2011.

Last week, in an effort to raise awareness and increase urgency, MoDOT leadership along with Coalition partners traveled throughout the state convening press conferences and awareness events in St. Louis, Columbia, Kansas City, Springfield, and Sedalia. The message is simple. During these last two

months and during the upcoming holiday season, everyone needs to do their part to keep roads safe so that 2025 can conclude with another decline in fatalities.

Last week was the ninth annual Buckle Up Phone Down (BUPD) Day. The Director will share more about the day in his report, but what a success BUPD has become since originating here in Missouri. The BUPD message is still running strong in the Show-Me State, and it is especially encouraging to see so many other states and organizations around the country participating as well. The reality is if everyone would buckle up and put down their phones, there will be a strong finish to 2025, and there would be a decrease in traffic fatalities for the third year in a row. The Coalition Executive Committee will meet again after the first of the year.

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DIRECTOR'S REPORT

During the November 6, 2025, Commission meeting, Director Ed Hassinger provided the following report:

Buckle Up Phone Down (BUPD) Day Recap – Director Hassinger stated that October 29, 2025, marked the 9th annual Buckle Up Phone Down Day in Missouri and was used as an opportunity to launch the last real push of the year to slow the roadway fatality count. Great progress has been made in recent years to reduce those fatalities, but the threat of that trend coming to an end is very real. The year-to-date fatality figure has crept up to only a one to two percent decrease over this time last year. This year, the department made an urgent call for safer driving. Events were hosted with safety partners in four media markets across the state over two days and it was shared that the real urgency is to make those changes now, heading into the holiday and winter season. The Director played a video of some of those events, including a snippet that every single driver plays a role in combating the safety crisis happening on the roads.

The Director thanked the safety partners who participated and helped spread the word. The BUPD effort continues to grow with new people taking the pledge and more partners posting and sharing the importance of Buckle Up Phone Down. Director Hassinger highlighted just a few examples of social media participation from others throughout the day, including Governor Kehoe, and many state agencies, schools and businesses. He noted this movement has gone nationwide in the last few years, and MoDOT has had participation from coast to coast this BUPD Day.

Director Hassinger shared a video that highlighted the joint effort with other Departments of Transportation to take over some of the social media trends and use them as avenues for BUPD. To date, more than 57,000 people have accepted the challenge. It is an opportunity to continue to remind drivers what is at stake every time they get behind the wheel.

Improve I-70 Ribbon Cutting – The Director provided an update on I-70 and showed a video of the exciting work happening on the third Improve I-70 project, from Blue Springs to Odessa. Ground was broken just a couple months ago and emphasized how quickly this project is coming to life. Additionally, earlier this week, there was a ribbon-cutting ceremony on the first seven-mile stretch of the Improve I-70 Columbia to Kingdom City project. It was such an exciting opportunity to stand on the new pavement of three lanes of the interstate, and it is a testament to how quickly this team is working to deliver these historic improvements.

This celebration is a reminder of the benefits to come out of the temporary inconvenience of these work zones. It is worth the wait! But as crews are out there across the state working on delivering the next

seven miles, and then the next seven miles, drivers need to stay alert and slow down in these work zones, so everyone can make it through safely, and the hard-working project crews can make it home safely.

River Runner Award – The Director congratulated the Rail Team in the Multimodal Operations division. The Missouri River Runner received a Marketing Campaign Award during this year's Missouri Governor's Conference on Tourism held last month. The award acknowledges an effective integrated marketing campaign that results in increased tourism and economic benefit to a region.

A presentation at the October Commission meeting featured some of the ongoing efforts to showcase this passenger rail line across the state and all the great towns along the way. The Multimodal staff have done tremendous work with the River Runner to bring attention to those towns and all they have to offer, including vineyards and wineries, museums, festivals, and more. Some of the benefits of that effort in increased ridership can be seen. Director Hassinger congratulated Kena Lederle, Bryan Ross, and Alex Schroeder from the MoDOT team for this well-deserved recognition.

Meritorious Award – Director Hassinger recognized a team member for incredible action taken in a critical moment. On September 18, Transportation Enforcement Investigator Harry Dinh was headed back to the district office after attending a snowplow academy training in Sedalia. On the way, Mr. Dinh witnessed a car pull onto the highway and immediately get struck by an oncoming SUV, sending both cars off the road. Seeing this, Mr. Dinh turned around to help. He and other good Samaritans at the scene confirmed the individuals in the SUV were uninjured and went to check on the other driver. He found an individual partially thrown from the seat and unconscious. Previous training helped him recognize the individual's shallow breaths as a medical emergency, so Mr. Dinh removed the driver from the car and administered CPR in attempt to save her life. Mr. Dinh's actions that day are exemplary of the public servants across this department. He did not have to stop. He did not have to get any closer to this tragedy than he already was driving by. He did not have to pull an individual from a wrecked car and try to save a life that day. But he chose to and for that, Director Hassinger presented Mr. Dinh with a Meritorious Safety Award for his actions that day.

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PUBLIC PRESENTATIONS

PRESENTATION BY THE CITY OF KANSAS CITY, MISSOURI

Jeff Martin, Assistant City Manager, provided an overview of the Roy Blunt Luminary Park project, a major initiative aimed at reconnecting downtown Kansas City with neighborhoods south of Interstate 670 and creating a new urban green space. The project involves constructing a park lid over I-670, spanning from Grand Boulevard to Wyandotte Street adjacent to the Convention Center. This design will transform an area long divided by the interstate into a vibrant, accessible public space featuring

trees, walking paths, and gathering areas while maintaining ADA compliance and seamless integration with surrounding streets.

Mr. Martin noted the interstate beneath the park will be converted into a modern tunnel with upgraded safety features, including fire suppression systems, emergency exits, and consistent lighting to ensure safe travel. The design addresses significant engineering challenges, such as elevation changes and clearance requirements, through innovative structural solutions.

Community engagement has been central to the project, with over 20 public meetings and 2,700 survey responses. The design reflects Kansas City's commitment to equity, health, and economic vitality. The Downtown Council will manage and activate the park with ongoing programs and events to ensure it remains a lively destination. Activities will include fitness classes, cultural performances, and community gatherings, supporting goals of equity, health, and economic vitality.

Mr. Martin stated the project is supported by partnerships with MoDOT, the City of Kansas City, the Downtown Council, and private stakeholders, and funded through state grants. Economic impact studies predict significant benefits over the next 30 years, including increased property values, tourism, and business growth. Design completion is expected in early 2026, with construction scheduled to begin shortly thereafter and continue for approximately three years. The Roy Blunt Luminary Park will serve as a symbol of innovation and community investment, enhancing quality of life and strengthening Kansas City's position as a thriving urban center.

Commissioner Smith thanked Mr. Martin for his update. He also stated that a year ago, the largest cost-share agreement was approved in MoDOT history to help bring this to life. Commissioner Smith stated that it is pretty demonstrative of the importance the Commission and department placed on this project. Everyone is excited to see the designs really start coming together!

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PRESENTATION BY THE WORLD CUP TRANSPORTATION PLANNING COMMITTEE

Jason Sims, Director of Transportation of KC2026, and Lindsey Douglas, Chief Operations Officer of KC2026, presented the preparations for the FIFA World Cup 2026 in Kansas City. The tournament will be the largest ever, featuring 48 teams and matches in 16 cities across three countries. Kansas City will host six matches, including a quarterfinal, from June 16 to July 11, 2026.

Ms. Douglas reported that the event is expected to attract approximately 650,000 visitors and generate \$653 million in direct economic impact, which includes spending on accommodation, transportation, dining, and entertainment during the tournament. This figure does not account for secondary or tertiary impacts, which could significantly increase the overall economic benefit. The influx of visitors is projected to support thousands of jobs and create substantial revenue for local businesses, hotels, and service providers. The tournament is also anticipated to boost tourism visibility and position Kansas City as a premier destination for future international events.

Ms. Douglas stated there are three goals to help deliver Kansas City as magic. The key goals include showcasing Kansas City's hospitality, elevating its global profile, and creating a lasting legacy for the region through infrastructure improvements and enhanced transit systems.

Mr. Sims said transportation planning was highlighted as a critical component. FIFA will manage stadium logistics, while Kansas City is responsible for spectator transportation and traffic management. Due to reduced parking at Arrowhead Stadium, a cultural shift toward transit is necessary. It is anticipated that around 20,000 to 23,000 people will move around the region using transit. KC2026 has secured 225 to 250 buses to operate its own transit system, offering regional connectivity, match-day shuttles, and airport-to-downtown services. A park-and-ride network and bi-state direct routes are also planned. The traffic demand management strategy was delivered on October 31, 2025 and has been recognized by FIFA as best in class. The final mobility plan for Kansas City will be delivered March 31, 2026.

Commissioner Slay thanked Mr. Sims and Ms. Douglas for their presentation. He expressed what a thrilling opportunity it is for Kansas City and the entire region to be put on the world's stage, but it is an opportunity as exciting as it is daunting. It is great to see the well-organized effort the KC2026 team is undertaking with the MoDOT team to ensure the transportation system works for the influx of visitors along with usual commuters.

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MID-AMERICA REGIONAL COUNCIL (MARC)

David Warm, Executive Director of the Mid-America Regional Council, welcomed the Commission to Kansas City, and expressed appreciation for the opportunity to share updates on collaborative efforts to advance the transportation network in the region. The Mid-America Regional Council (MARC), serves as the metropolitan planning organization for the Kansas City area, representing nine counties across Missouri and Kansas and coordinates planning for 119 cities and towns. MARC's role in transportation is to bring together state and local transportation stakeholders and decision makers to develop regional plans including the long-range transportation plan for the region and to develop the region's Transportation Improvement Program.

Mr. Warm focused on three key areas: partnerships, planning, and policy. He emphasized MARC's strong partnership with MoDOT, highlighting effective collaboration with district and central office staff, participation in the Director's Advisory Council, and joint efforts to ensure timely and organized investment of federal funds. Planning partners were trying to make sure they were drawing down the unobligated balances of federal funds that allowed MoDOT to have access to more redistributed funds that came about every summer, and partners around the state were able to meet or exceed the targets that had been set for obligation. Mr. Warm reported they had met or exceeded expenditure goals and noted the complexity of these processes.

Operationally, MARC manages the Operation Green Light program, coordinating traffic signal timing at 750 intersections and working closely with MoDOT's Kansas City Scout management system. He noted these efforts are particularly critical in preparation for major events such as the World Cup.

Mr. Warm recognized the department's planning framework, which values the importance of public input and utilizes Regional Planning Commissions and Metropolitan Planning Organizations to select and prioritize needs and projects, and that it is a national model. He stated the Mid-America Regional Council recently adopted Connected 2050, a 25-year transportation plan projecting regional growth of 17 percent, from 2.1 million to 2.5 million residents and an additional 150,000 jobs. The plan anticipates \$57 billion in revenue and expenditures, including 55 MoDOT projects and 350 lane miles of roadway capacity. However, they identified approximately \$14 billion in unfunded transportation needs, which include critical improvements to roadways, safety enhancements, and multimodal infrastructure. The lack of new revenue for public transit is a major concern, as the long-range plan currently includes zero transit enhancements despite growing demand for a robust system. Mr. Warm stressed the urgency of securing additional resources to address these gaps, particularly for transit-oriented development, housing coordination, and freight movement, which supports over 100,000 regional jobs.

Regarding policy, Mr. Warm expressed alignment with the Commission and MoDOT regarding supplemental state appropriations and federal reauthorization of the surface transportation bill. MARC will advocate increased funding, traffic safety, multimodal capacity, and continued support for planning partnerships, while encouraging simplification and consolidation of federal programs. Mr. Warm concluded with appreciation for the Commission's leadership and commitment to advancing transportation investments across the region.

Commissioner Boatwright thanked Mr. Warm for presenting today. He went on to state that MARC continues to be such a critical partner to identify and prioritize transportation projects for this region, and it is clear there are a lot of exciting things happening around Kansas City.

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PRESENTATION BY NORTHLAND REGIONAL CHAMBER OF COMMERCE

Jenny Johnston, Northland Regional Chamber of Commerce President, and Sabin Yanez, Senior Vice President of Cook, Flatt & Strobel Engineers, presented an update focused on the I-29/I-35 interchange, commonly referred to as the “split,” which has been identified as the top regional transportation priority by the Northland Transportation Committee. This committee, formed two years ago, includes municipalities, counties, businesses, and stakeholders working together to address infrastructure needs for efficient movement of goods and people. The Northland Regional Chamber of Commerce, which is policy-driven and actively engaged in regional planning, has played a key role in advancing this project. The Chamber has a history of involvement in major transportation improvements, including the Buck O’Neil Bridge, and continues to advocate for projects that benefit Missouri’s fastest-growing area and the broader Kansas City region.

Mr. Yanez stated the project timeline began in 2019 when the Chamber secured an \$800,000 grant for an initial planning study in partnership with the Mid-America Regional Council. In 2022, Phase 1 of the Planning and Environmental Linkage (PEL) study was launched with MoDOT contributing \$200,000 to expand the study area. The PEL was completed in 2023 following extensive public engagement. In 2024, the Chamber successfully obtained a \$30 million state appropriation to serve as federal matching funds for future grant applications. The project is significant due to safety concerns, as accident rates in the area are 4.5 times higher than the statewide average, and its national importance, with over 15.1 million tons of freight valued at \$31.5 billion moving through the interchange in 2024. Additionally, this section of I-29 is one of only four interstate segments in the country that narrows to a single lane, creating severe congestion.

Mr. Yanez reported the estimated total cost of the project is \$600 million, which will be divided into segments of approximately \$200 million each. Current focus areas include the I-29/I-35 split, U.S.

169, North Oak Trafficway, and the I-635 interchange, while the environmental study extended north to Highway 152 and Liberty. The Chamber requested support from the Commission to move the project from Tier 2 to Tier 1 on the unfunded needs list, for MoDOT to sponsor or co-sponsor upcoming federal BUILD grant applications, and to prioritize funding for this project. Advocacy efforts continue at both the state and federal levels, with coordination between the Chamber and MoDOT district staff to align immediate infrastructure needs with long-term improvements.

Commissioner Baker thanked Ms. Johnston and Mr. Yanez for their presentation. Director Hassinger explained that projects are prioritized in the planning process. There are incremental improvements that are already included in the Statewide Transportation Improvement Program (STIP) and the Chamber should continue working with the Mid-America Regional Council to prioritize this project during the planning process.

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PUBLIC COMMENTS

BIKEWALKKC

Michael Kelley, Director of Policy for BikeWalkKC, addressed the Commission to request authorization for MoDOT to develop a Statewide Active Transportation Plan (SATP). He noted that Missouri is one of only four states without such a plan, alongside Mississippi, Nebraska, and South Dakota. Mr. Kelley emphasized four primary reasons for adopting a SATP which include safety, health, accessibility, and economic development.

On safety, he reported that 148 pedestrians were killed on Missouri roads in 2024, a 16 percent increase from the previous year, despite overall traffic fatalities trending downward. He stated that the current “Drive Toward Zero” strategy is insufficient and that a coordinated SATP would help protect vulnerable road users, including pedestrians, cyclists, people with disabilities, and transit users.

Regarding health, Mr. Kelley highlighted poor outcomes linked to lack of physical activity and noted that Missouri ranks among the lowest in preparedness for Safe Routes to School and bike-friendliness, having dropped from 45th to 49th nationally. Both rankings cite the absence of a statewide active transportation plan as a contributing factor.

On accessibility, Mr. Kelley explained that one-third of Missourians cannot drive due to age, disability, cost, or legal barriers. He referenced AAA's estimate that annual car ownership costs now exceed \$11,500, underscoring the need for a robust system to support those who rely on alternatives to driving for access to essential services.

Finally, Mr. Kelley discussed economic development, stating that trail investments serve as economic lifelines for rural communities. He pointed to Kansas, which generates \$162 million annually from multimodal investments, as an example of potential benefits for Missouri. He concluded by urging the Commission to enable MoDOT to begin planning for SATP, which would align Missouri with national standards and advance goals for safety, health, accessibility, and economic vitality. He also reminded attendees that November 16 is the World Day of Remembrance for Road Traffic Victims and invited participation in an event at City Hall at 11:00 a.m.

Commissioner Erdman thanked Mr. Kelley for his comments.

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MODOT PRESENTATIONS

UPDATE FROM MODOT'S KANSAS CITY DISTRICT

On behalf of the Director, Greg Bolon, Kansas City District Engineer, described the district with some statistics including the district has 9 counties with a population of 1.33 million. The district works closely with the two planning organizations and includes urban, suburban, and rural areas, centered around the Missouri River. The Kansas City District works closely with the Mid-America Regional Council and Pioneer Trails Regional Planning Commission to prioritize regional needs.

The Kansas City District has 538 employees, with an additional 100 plus vacancies currently. Staffing remains challenging due to regional competition, though progress has been made: 110 hires since January with a 98 percent retention rate compared to 66 percent last year. Human Resources efforts include job fairs and dedicated recruiting staff.

Mr. Bolon noted that the population growth of 25,000 in 2024 adds pressure on resources. The district manages fourteen Missouri River crossings, requiring significant maintenance and reconstruction, including the Centennial Bridge (construction next year), Buck O'Neil Bridge (recently rebuilt), and Highway 291 River Bridge (design-build in 2027). Additionally, preparations for the 2026 World Cup involve local, regional, and national committees addressing mobility, signage, and customer service challenges. Maintenance crews have intensified cleanup efforts at major interchanges, and nine sign replacement projects totaling \$12.2 million are planned.

Mr. Bolon highlighted major upcoming projects including closing ten miles of I-70 downtown Kansas City in February 2027 for reconstruction, ongoing work zones from Blue Springs to Odessa, and bridge replacements including U.S. 71 and Bannister Bridge, northbound I-29 over U.S. 169, northbound U.S. 169 over BNSF Railroad, I-29/I-35 Viaduct Bridges replacement, Missouri 291 River Bridges design-build project, and Roy Blunt Luminary Park. Additional projects include I-49 lane additions and resurfacing citywide.

Mr. Bolon noted that public engagement is very important for current and future projects, and remains active with 15 meetings since August. Beautification efforts target litter, graffiti, and brush removal, supported by contracts and partnerships. Murals have proven effective in reducing graffiti, with several new agreements underway. Mr. Bolon recognized representatives for the Buck O'Neil Bridge team's regional award for their mural and videography work.

Mr. Bolon concluded by stating the district continues to focus on infrastructure readiness, public involvement, and aesthetic improvements. Commissioner Smith thanked Mr. Bolon for the update and

commended his team for the noticeably great job cleaning up Kansas City's roadsides. He appreciated the advance notice on the upcoming I-70 closure, as Kansas City is deep in the trenches preparing for the World Cup, but not too long after that I-70 will be closed for an extended amount of time.

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

On behalf of the Director, Brenda Morris, Chief Financial Officer, and Ted Williamson, CPA of RubinBrown, LLP, presented the Annual Comprehensive Financial Report (ACFR) for Fiscal Year 2025 including the Independent Audit Report. State law requires an annual audit of MoDOT's financial statements to be performed by an independent certified public accountant. MoDOT believes preparing the ACFR demonstrates the highest level of public accountability and is deemed more transparent because of the information it presents. Ms. Morris explained while the Financial Services Division is responsible for preparing the ACFR, the results that are presented in the report are based upon a department wide effort. Ms. Morris reported for the twenty-sixth consecutive year, MoDOT received an unmodified (clean) opinion. An unmodified opinion is issued when auditors can state that financial statements conform, in all material respects, to all reporting requirements.

Ms. Morris reported while the ACFR is a lengthy and technical accounting document it also contains more information than is required by generally accepted accounting principles, including an introductory section that provides general information on MoDOT structure, services, and operating environment, and a statistical section that provides financial and demographic trend information useful in assessing MoDOT economic condition. The ACFR document is also part of the group of documents, that is the accountability report, which is provided to the Joint Committee on Transportation Oversight. The management discussion and analysis section of the ACFR provides a good overview of the financial activity of the last year and the statistical section provides comparative information. An item discussed in

the management discussion and analysis section is the department's financial health based on information presented in the financial statements. The department's net position in fiscal year 2025 increased by \$1.8 billion or 5.4 percent when compared to fiscal year 2024. The increase in that position can be attributed to an increase in capital assets. Net capital assets, the largest single item on the statement of net position, totaled \$35.4 billion and grew by \$1.3 billion compared to fiscal year 2024. This amount includes the value of Missouri's almost 34,000 miles of highway, nearly 10,400 bridges, and property owned (land, buildings, equipment, and vehicles).

Ms. Morris also highlighted the two Governmental Accounting Standards Board (GASB) statements implemented this year. First, GASB Statement 101, compensated absences, was implemented. Historically, the department reported a liability for annual leave and compensatory time. The implementation of this statement required the department to analyze other types like sick leave, parental leave, and share leave, and recognize a liability for the amount expected to be used related to these types of leave. Fiscal year 2024 was restated to add the liability, and an additional liability of \$33.5 million was added in fiscal year 2025 for these other leave types. Second GASB Statement 102, certain risks and disclosures, did not impact our financial statements or disclosures.

Ted Williamson, CPA of RubinBrown, LLP, reviewed with the Commission the results of the audit of the ACFR for the year ended June 30, 2025. He explained the ACFR is a large comprehensive report, and the auditor's opinion covers the financial statements. Included in the financial statements is the independent auditor's report which is the unmodified (clean) opinion on the financial statements. The auditor's opinion states the financial statements are free from any material misstatement and presented in accordance with generally accepted accounting principles. Mr. Williamson was pleased to state the report on internal control and compliance did not identify any material weaknesses or significant deficiencies in internal controls. Mr. Williamson praised the professional and competent Financial Services Division staff and other areas of MoDOT for their assistance and cooperation during the audit process.

Commissioner Baker commended staff for their clean opinion on the complex financial statements for the 26th year in a row. An unmodified opinion on an audit of \$8 billion is remarkable! Director Hassinger noted the report reviews billions of dollars, and a complex organization with complex accounting. This report is important to show the taxpayers of Missouri the department's sound financial reporting and the Commission and MoDOT's commitment to transparency and accountability.

After consideration, and upon motion by Commissioner Boatwright, seconded by Commissioner Hegeman, the Commission accepted the Annual Comprehensive Financial Report (ACFR) for Fiscal Year 2025 including the Independent Audit Report as presented.

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

On behalf of the Director, Brenda Morris, Chief Financial Officer, presented a report and recommendation for sale of bonds. She explained that bond financing allows the department to provide much needed infrastructure improvements to the traveling public sooner than pay-as-you-go funding allows. Building projects sooner results in cost savings by reducing project inflation costs, while at the same time improving safety, easing congestion, and advancing economic development. The Commission has three bond programs in place: Amendment 3 (First Lien and Third Lien), Federal Reimbursement-Grant Anticipation Revenue Vehicle (GARVEE) bonds, and State Appropriations Mega Projects Bonds.

The Improve I-70 Program 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. The Governor and Missouri General Assembly support the Program and the issuance of Commission state road bonds to finance it. They have provided General Revenue Fund appropriations to

pay the debt service for the bonds. The General Assembly took two significant actions in the 2023 legislative session to support the Improve I-70 Program by enacting Truly Agreed to and Finally Passed House Bill 4 and House Bill 5 that appropriated:

- \$1.4 billion of General Revenue Funds to pay a portion of the costs associated with planning, design, construction, reconstruction, rehabilitation, and repair of three lanes in each direction on approximately 200 miles of I-70, from Blue Springs to Wentzville.
- \$136.0 million in General Revenue Funds to pay debt service in fiscal year 2024 for a portion of the \$1.4 billion in Commission state road bonds that will be issued to fund the Improve I-70 Program.
- \$1.4 billion of bonding proceeds available for the Program with the term of each bond issue not to exceed 15 years and total annual debt service not to exceed \$136.0 million.

The bills also authorized the Office of Administration and the Commission to execute a financing agreement to secure state funds for the Improve I-70 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 Improve I-70 Program.

Issuance of the Series A 2025 Bonds will generate an estimated \$500 million in proceeds for Improve I-70 Program project costs. An additional bond issuance is planned for 2028 to provide the remaining approximate \$510.0 million in proceeds to complete the Improve I-70 Program. The debt service payments for the Series A 2025 Bonds will be paid from General Revenue deposited into the State Road Fund. The Series A 2025 Bonds will be under the State Appropriations Mega Projects debt structure of the Commission's State Appropriations Mega Projects state road bonds. The Series A 2025 Bonds cannot be paid off early. Ms. Morris reported an analysis, with the assistance of MoDOT's financial advisor, has been completed and indicates the issuance of the Series A 2025 Bonds complies with the Commission's Debt Management policy. This issuance will have at least two times debt service coverage

from Mega Projects State Appropriations plus excess net pledged state revenue. The debt service payment shall not exceed 5 percent of the Commission's annual total road and bridge revenue, not including Amendment 3 or state appropriations revenues. Provided further that new or additional funding sources, such as Amendment 3 or state appropriations, may be designated for the exclusive purpose of covering debt service to advance construction projects and these may be considered beyond and apart from the 5 percent limitation. The estimated debt service will not disrupt system asset management and operating capacity.

On October 23, 2025, MoDOT staff presented information to the credit rating agencies regarding the Series A 2025 Bonds. MoDOT plans to award the competitive sale on November 18, 2025. A Series A 2025 Bond sale summary will be presented at the December 3, 2025, Commission meeting that will set out the final terms of the sale. Expected closing and delivery of funds will be on December 16, 2025.

Ms. Morris recommended adoption of the following resolution authorizing the issuance of Series A 2025 Bonds in an aggregate amount not to exceed \$555,000,000 for the Improve I-70 Program. The Resolution further delegates authority for approving certain documents and actions in connection with the issuance of said Series A 2025 Bonds. Ms. Morris also requested authority for the execution of documents related to the Series A 2025 Bonds.

RESOLUTION

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

1. The Commission is duly organized and existing under Article IV, Section 29 of the Missouri Constitution and Sections 226.005 to 226.191 of the Revised Statutes of Missouri, as amended, with authority over all state transportation programs and facilities as provided by law, and is vested with the powers and duties specified in Chapters 226 and 227 of

the Revised Statutes of Missouri, as amended (collectively, the “**State Highway Act**”), including the general supervision and control over the Missouri Department of Transportation (“**MoDOT**”) and the construction, reconstruction and repairs of the statewide connected system of public roads, highways and bridges which are acquired, constructed, reconstructed, improved and maintained by the State of Missouri in whole or in part by the aid of state moneys, and of highways constructed in whole or in part by the aid of moneys appropriated by the United States government, so far as such supervision is consistent with the acts of Congress relating thereto (the “**State Highway System**”).

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

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

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

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

6. Pursuant to the State Highway Act, the Commission proposes to issue its **State Appropriations Mega Projects State Road Bonds, Series A 2025** (the “**Series A 2025 Bonds**”), under the 2023 Master Bond Indenture, as amended and supplemented by Supplemental Bond Trust Indenture No. 2 (the “**Supplemental Bond Indenture No. 2**”), for the purpose of providing funds to (i) finance a portion of the costs of planning, designing, constructing, reconstructing, rehabilitating and significant repair of Interstate 70 on the State Highway System to provide three lanes of traffic going east to west and going west to east across the State of Missouri (the “**I-70 Project**”), and (ii) pay costs related to the issuance of the Series A 2025 Bonds.

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

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

Section 1. Authorization of the Series A 2025 Bonds. The Commission is authorized to issue and sell the

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

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

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

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

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

the Underwriters of the Series A 2025 Bonds in complying with Rule 15c2-12 of the Securities and Exchange Commission.

- (d) Financing Agreement between the Commission and the Office of Administration related to the appropriation of funds by the State of Missouri to provide funds for payment of the debt service related to the Series A 2025 Bonds.

Section 4. Approval of Notice of Sale, the Preliminary Official Statement and the Final Official Statement.

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

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

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

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

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

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

After consideration, and upon motion by Commissioner Baker, seconded by Commissioner Hegeman, the Commission took the following action:

1. Adopted a Resolution authorizing the issuance of State Appropriations Mega Projects State Road Bonds, Series A 2025 in an aggregate principal amount not to exceed \$555,000,000 to fund projects for the state highway system, as outlined in the resolution above.
2. Authorized the Secretary to the Commission to execute the Resolution confirming its adoption by the Commission, subject to approval as to form by the Chief Counsel's Office.
3. Authorized the Secretary to the Commission to execute the Financing Agreement confirming its adoption by the Commission, which shall be incorporated into the Series A 2025 Bonds transaction to secure repayment of the Series A 2025 Bonds from General Revenue Fund appropriations deposited into the State Road Fund, subject to approval as to form by the Chief Counsel's Office.
4. Authorized the Series A 2025 Bonds to be sold through a competitive sale.
5. Authorized the Director or the Chief Financial Officer to execute the following documents for the Series A 2025 Bonds: (1) Financing Agreement; (2) Supplemental Bond Trust Indenture No. 2; (3) Tax Compliance Agreement; (4) Continuing Disclosure Agreement; and (5) any other documents, certificates or instructions necessary to complete the bond issuance, subject to approval as to form by the Chief Counsel's Office.

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REQUEST FOR APPROVAL OF LOCATION AND DESIGN OF HIGHWAYS: U.S. ROUTE 63 CORRIDOR IMPROVEMENTS

On behalf of the Director, Machelle Watkins, Central District Engineer, and Randall Aulbur, Central District Assistant District Engineer, described the project that 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 along with a new bridge at Missouri Route 133 over U.S. Route 63.

The public meeting process has been completed for the project. Commission action regarding the roadway location and design is required prior to acquisition of right of way. Due to the extensive public outreach on this project, it is being brought to the Commission for consideration on the regular agenda.

Mr. Aulbur explained U.S. Route 63 is a two-lane corridor from U.S. Route 50 south to Rolla. Over decades of public input, planning sessions, and prioritization processes, the issues of safety and traffic flow have been a concern for the region. Mr. Aulbur provided an overview of the project history, noting that the need for improvements was first identified in the early 2000s due to increased usage and crash history, including seven fatalities and twelve serious injuries over the past ten years. The project was ranked as a high transportation priority in 2006 and included in the Final Environmental Impact Statement (EIS) in 2009. After years without funding, the project was elevated in 2019 and added to the Statewide Transportation Improvement Program (STIP) in 2023. A reevaluation of the EIS was completed and approved by the Federal Highway Administration in June 2025.

The preliminary design is a four-lane divided highway, west of the current alignment. It would include a new interchange to access Westphalia and a new overpass bridge on Route 133. Mr. Aulbur reported that public involvement included hearings and comment periods, with over 240 attendees and 270 comments received. Key concerns focused on access, interchange location, emergency response, truck traffic, alignment selection, right-of-way acquisition, and tie-ins near the Maries River. As a result, design adjustments were made, including an additional north-end access near the soccer fields, j-turns for emergency response and local connectivity, and an extension of dual lanes south of the Maries River.

**Route 63, Osage County
Job No. JCD0108
Public Hearings August 21, 2025
Online Public Comments Received until September 4, 2025**

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 Route 133 over U.S. Route 63 is required. The project has an estimated cost of \$84 million. Majority of

construction will be new, not requiring traffic control. The project is 4.8 miles in length.

On behalf of the Director, Randall Aulbur, Central District Assistant District Engineer, recommended approval of the location and design as presented at the public hearing with the addition of a north access to the existing U.S. Route 63, J-turn access at the north and mid-section of the new alignment, and extension of southbound dual lane to the existing climbing lane south of the Maries River.

The Commission received public comments from property owners, community members, business owners, and Westphalia residents concerning access, the new alignment location, traffic congestion, emergency response time, property acquisition, truck traffic, economic impacts, and suggested alternatives. Director Hassinger commented that this corridor improvement is a need that has been identified by Missourians for decades. The project had not previously moved forward due to lack of funding. Now, with additional funding and approval by the regional planning process and planning framework, the project can move forward to address safety within the corridor.

After inquiries and discussion, the Commission unanimously deferred action until the December 3, 2025 Commission meeting. At that time, Mr. Aulbur will provide an additional presentation to address the questions and concerns raised at the meeting and present the location and design for reconsideration. Commissioner Erdman thanked Mr. Aulbur for the detailed information on this project and noted the amount of work into public and community listening is unprecedented.

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ADMINISTRATIVE RULES/POLICIES

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

On behalf of the Director, Brenda Morris, Chief Financial Officer, presented to the Commission proposed changes to administrative rule 7 CSR 10-11.020, Procedures for Solicitation, Receipt of Bids, and Award and Administration of Contracts. This rule is proposed for amendment to align the

Department's bid thresholds with Missouri statutes and other state departments. Under Section 536.175, RSMo, the Commission is required to review each of its rules in the *Code of State Regulations*. As a result of this review, these rule changes are being proposed for implementation.

The public will have an opportunity to submit comments in support of or in opposition to the proposed amended rulemaking. All comments received from the public will be considered and summarized in the final order of rulemaking.

After consideration, the Commission, via approval of the consent agenda, unanimously found substantial evidence that the proposed amended rulemaking is necessary to carry out the purposes of Sections 226.020, 226.130, 227.030, and 227.210, RSMo, that grant the Commission's rulemaking authority, and authorized the Secretary to the Commission to file the notice of proposed amended rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in the *Missouri Register*, and authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, Assistant Chief Engineer, or Chief Administrative Officer to execute documents to initiate the rulemaking process.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Sarah Kleinschmit, State Design Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month. She noted Calls A03, A04, D09, and G02 have local funding, as noted in Table I below, and the department has received all the necessary concurrences.

Ms. Kleinschmit recommended: (1) Award of contracts to the lowest responsive bidders for bids received at the October 17, 2025, letting, as recommended, and noted in Table I below.

Table I
Award of Contracts
October 17, 2025, Bid Opening

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	71	Nodaway	JNW0044	\$14,575,758.89	\$0.00	Herzog Contracting Corp.	Resurface
	136	Atchison, Nodaway	JNW0021				Resurface and ADA Improvements
A02	6, 69, 36	Daviess, Grundy, Linn	JNW0037	\$2,596,177.19	\$0.00	Vance Brothers, LLC	Scrub Seal
A03*	13, BU 36	Caldwell, Daviess	JNW0089	\$4,971,016.71	\$0.00	Herzog Contracting Corp.	Resurface and ADA Improvements
	69	Clinton	JNW0042				Resurface
A04**	36	Dekalb	JNW0122	\$3,024,990.21	\$0.00	Clarkson Construction Company	Pavement Widening
A05	I-29, I-229, US36	Andrew, Buchanan	JNWM0110	\$1,484,418.14	\$0.00	Collins & Hermann, Inc.	Structural Sign Replacement
A07	M, UU, WW	Carroll, Chariton	JST0154	\$2,861,540.49	\$0.00	Emery Sapp & Sons, Inc.	Resurface
B02	168, JJ	Marion	JNE0054	\$1,139,272.49	\$0.00	Emery Sapp & Sons, Inc.	Diamond Grinding
B1A	EE	Lincoln, Pike	JNE0093	\$3,140,380.85	\$0.00	Magruder Paving, LLC	Resurface
	D		JNE0075				Resurface
	B		JNE0094				Seal Coat
	U		JNE0087				Seal Coat
	W		JNE0092				Seal Coat
	W		J2S3377				Resurface
B1B	61 OR	Lincoln	JNE0096	\$686,227.45	\$0.00	Magruder Paving, LLC	Resurface
C01	20	Lafayette, Saline	JKR0079	\$2,757,083.14	\$0.00	Emery Sapp & Sons, Inc.	Pavement Repair
C04	78	Jackson	JKU0042	\$6,418,894.89	\$0.00	Ideker, Inc.	Coldmill and Resurface
C05	I-435	Jackson	JKU0062	\$3,595,902.03	\$0.00	Ideker, Inc.	Coldmill and Resurface
C06	169	Clay	JKU0064	\$3,083,746.93	\$0.00	Ideker, Inc.	Coldmill and Resurface
C08	58	Cass	JKU0400	\$3,787,449.58	\$0.00	Ideker, Inc.	Resurface
C09	I-435	Jackson	JKU0451	\$427,737.81	\$0.00	Realm Construction Inc.	Sound Wall Repair
	I-435		JKU0453		\$0.00		Concrete Barrier Repair
D01	5	Howard	J5P3532	\$6,650,955.26	\$0.00	Christensen Construction Co.	Bridge Rehabilitation
	124, BB, CC	Boone, Howard	JCD0195				Resurface and Add Shoulders

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
	5, 40	Howard	JCD0110				Intersection Improvement
D02	242, MM	Camden, Miller	JCD0200	\$9,797,157.00	\$0.00	Capital Paving & Construction, LLC	Coldmill and Resurface
	54, KK		J5P3554				
D04	OR 54	Callaway	JCD0156	\$281,853.60	\$0.00	Capital Paving & Construction, LLC	Resurface
	OR 63		JCD0155				
D05	Various	Various	JCD0208	\$1,412,405.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal Coat
D07	133, 28, AA, P, OR	Laclede, Maries, Pulaski	JCD0247	\$5,825,020.05	\$0.00	Willard Asphalt Paving, Inc.	Resurface
D08	Various	Various	JCD0248	\$2,247,000.00	\$0.00	Pace Construction Company, LLC	Resurface
D09** *	Various	Camden, Miller	JCDP0006	\$2,335,255.86	\$0.00	Magruder Paving, LLC	Resurface
D10	V, E	Chariton, Howard	JST0152	\$2,328,701.68	\$0.00	Christensen Construction Co.	Resurface
F02	Various	St Charles, St Louis	J6P3510C	\$7,435,704.81	\$0.00	Raineri Construction, LLC dba Raineri Construction	ADA Improvements
F03	Various	Franklin, Jefferson, St Charles, St Louis, St Louis City	J6Q2026E	\$1,499,876.50	\$618,000.00	Gerstner Electric, Inc.	ITS Maintenance
F04	61/67	Jefferson	J6S3289	\$17,983,391.40	\$0.00	KCI Construction Company	Bridge Replacement and Slide Repairs
F04	61/67		J6S3391				Resurface and Widening
F05	61/67	St Louis	J6S3578	\$9,472,496.73	\$0.00	N.B. West Contracting Company	Coldmill, Resurface, Bridge Repair, and ADA Improvements
F06	CC	Jefferson	JSL0041	\$1,211,000.00	\$0.00	Pace Construction Company, LLC	Resurface, Shouldering, and Pavement Repair
G01	J, V		J7S3398	\$504,607.80	\$0.00		

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
	Various	Bates, Henry	J7P3511			Realm Construction Inc.	ADA Improvements
G02** ***	MM	Greene	J8S0836D	\$22,717,532.32	\$4,800.00	Emery Sapp & Sons, Inc.	Grading, Drainage, Bridge, Pavement and ADA Improvements
G03	I-44	Jasper	JSR0269	\$14,400,000.00	\$0.00	Capital Paving & Construction, LLC	Pavement Resurfacing, Repair Bridge Approach
	I-44	Jasper, Lawrence	JSR0344				Repair Bridge Approach
G04	OR 65	Greene	J8S3158	\$2,780,000.00	\$245.50	Hartman and Company, Inc.	Bridge Replacement and ADA Improvements
G05	CC, JJ, Y	Greene, Polk	JST0165	\$1,555,598.85	\$0.00	APAC-Central, Inc.	Resurface
H01	Z	Dunklin	J9S3774	\$769,021.55	\$0.00	Joe's Bridge & Grading, Inc.	Bridge Replacement
H02	Various	Various	J9S3798	\$297,533.40	\$0.00	Putz Construction, LLC	ADA Improvements
H03	25	Cape Girardeau, Stoddard	JSE0117	\$3,728,000.00	\$0.00	Pace Construction Company, LLC	Resurface
H04	Various	Various	JSE0141	\$962,807.76	\$0.00	Putz Construction, LLC	ADA Improvements
H05	AD, ZZ, CC, K, BB, M, Y, Z	Dunklin, New Madrid, Pemiscot	JST0161	\$3,153,810.11	\$0.00	Apex Paving Co.	Resurface
			TOTAL:	\$173,900,326.48	\$623,045.50		

* Call A03 – Funding by the City of Hamilton – \$191,029.19

Funding by the City of Gallatin – \$139,763.38

Funding by Daviess County – \$27,176.13

** Call A04 – Funding by the City of Cameron – \$1,825,345.71

*** Call D09 – Funding by Missouri Department of Natural Resources – \$2,335,255.86

**** Call G02 – Funding by the City of Republic – \$869,846.00

Commission Consideration and Action

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

1. Awarded contracts to the lowest responsive bidders for bids received at the October 17, 2025, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Erdman abstained from voting on Calls B1A, C01, C04, C05, D02, D10, and G01.

Commissioner Boatwright abstained from voting on Calls H01, H03, and H05. Commissioner Smith abstained from voting on Call D02. Commissioner Hegeman abstained from voting on Calls A01, A02, and A03.

* * * * *

2026-2030 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

On behalf of the Director, Eric Schroeter, Deputy/Director Chief Engineer, requested approval to revise the 2026-2030 Statewide Transportation Improvement Program (STIP) that was approved in July 2025, for the implementation of twelve highway and bridge projects, as noted in Table I below.

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

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
NW Harrison JNW0164	RT W	Pavement resurfacing including Route C in Daviess County, Route UU in Gentry County, Rtes. W, D, and P in Harrison County, and Route J in Nodaway County.	2026 CN	\$5,200	\$369

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds (Dollars in Thousands)	Change in Engineering Funds (Dollars in Thousands)
NW Nodaway JNW0163	RT E	Pavement resurfacing on Rtes. EE and E in Nodaway County.	2026 CN	\$2,900	\$208
NE Adair JNE0254	MO 6	Pavement resurfacing from east of Baltimore Street to 0.2 mile west of Route 63 in Kirksville.	2027 CN	\$207	\$24
NE Audrain JNE0251	US 54	Roadway improvement from Farber to Curryville in Audrain, Ralls, and Pike Counties.	2030 CN 2028 RW	\$24,993	\$4,158
NE Audrain JNE0253	US 54	Roadway improvement from east of Route 19 to 0.3 mile west of Route AA near Farber.	2030 CN 2029 RW	\$7,248	\$1,324
NE Macon J2S3315	RT UU	Bridge improvement over BNSF Railway 0.5 mile north of Route 36 near Callao.	2028 CN 2027 RW	\$3,082	\$736
NE Shelby JNE0252	US 36	Pavement repair from 0.5 mile east of North Fork Salt River near Hunnewell to 0.4 mile east of County Road 381 in Marion County near Monroe City.	2026 CN	\$1,925	\$182
CD Crawford JCD0342	MO 8	Scour repair at the Meramec River.	2026 CN	\$392	\$72
SL Franklin JSL0297	IS 44	Interchange improvements at Route 50, intersection improvements at Route AT and Route 50, bridge painting at Route 50, Route AH and Outer Road I-44, bridge rehabilitation over Birch Creek and culvert rehabilitation 0.3 mile east of Old Hwy. 50.	2027 CN 2026 RW	\$47,564	\$13,676
SL Jefferson JSL0268	OR 55	Add signals at Miller Road and Seckman Road.	2028 CN	\$997	\$187
SL St. Charles JSL0294	IS 70	Emergency response operations for Improve I-70 from 0.4 mile west of Route W to the Missouri River.	2026 CN	\$2,849	\$1
SL St. Louis JSL0295	MO 109	Signal optimization from Shepard Road to The Legends Parkway, modify turn lanes at Eureka High School, 5th Street and I-44.	2027 CN	\$2,328	\$565
			TOTAL:	\$99,685	\$21,502

Via approval of the consent agenda, the Commission unanimously approved the amendment to the 2026 – 2030 STIP as noted in the tabulation above. Commissioner Erdman abstained from voting on Job

Number NE0251, Route US 54 E in Audrain and Pike Counties and Job Number NE0253, Route US 54 E, in Audrain and Pike Counties.

* * * * *

IMPROVE I-70 PROJECT CONTRACT AUTHORIZATIONS

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

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

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

- The amount of \$4,365,155 for a professional services contract with Burns & McDonnell, Inc. with contract number 2025-10-88561. This contract includes Job Number JST0016, Lafayette I-70. Services for this contract include preliminary and final design, including right-of-way coordination.

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

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

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

* * * * *

APPROVAL OF PLANS FOR CONDEMNATION

On behalf of the Director, Sarah Kleinschmit, State Design Engineer, recommended the Commission approve the following detailed project plans, approved by the Chief Engineer, for filing as necessary for the condemnation of right of way.

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

In accordance with Section 227.050 RSMo, the Commission, via approval of the consent agenda, approved the detailed project plans for the above noted projects and directed them to be filed as necessary for the condemnation of right of way.

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REQUEST FOR APPROVAL OF LOCATION AND/OR DESIGN ON HIGHWAYS

**Route 53, Butler County
Job No. JSE0061
Public Hearing September 23, 2025**

This proposed improvement includes widening Route 53 to include a center left-turn lane from near Route 142 Intersection to County Road 306, in Poplar Bluff, Missouri. The project also includes the realignment of intersecting routes along Route 53. To improve safety, access points along the corridor will be consolidated. Estimated cost for this improvement is \$ 5.7 million.

On behalf of the Director, Donnie Brown, Southeast District Engineer, recommended approval of the location and design as presented at the public meeting.

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

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-- REPORTS --

REPORTS

The Commission received the following written reports.

MODOT BRIEFING REPORT

Ed Hassinger, Director, provided to the Commission the written monthly Issue Briefs that are sent from the department to the Governor since the previous MoDOT Briefing Report. There were no briefing reports to the Governor for the past month.

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MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2026

Doug Hood, Financial Services Director, submitted a written financial report for fiscal year to date September 30, 2025, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Sarah Kleinschmit, State Design Engineer, submitted a written report of consultant contracts executed in the month of September 2025, for both engineering and non-engineering related projects. The department utilizes consultants to efficiently manage workload and provide specialized expertise to supplement and support department staff. Expenditures for consultant services are funded from the Commission approved Statewide Transportation Improvement Program and MoDOT Operating Budget. There were 655 active contracts held by individual engineering consultant firms prior to September 1, 2025. Seventeen engineering consultant services contracts were executed in September 2025, for a total of \$5,023,790. There were zero non-engineering consultant contracts executed in September 2025.

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

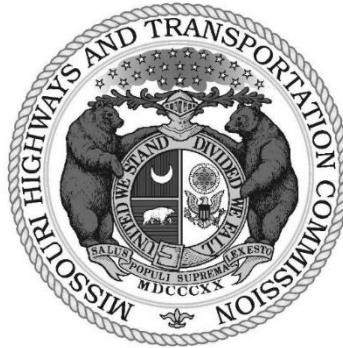
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The Mission of the Missouri Highways and Transportation Commission is to:

- Represent the citizens of Missouri pursuant to the Constitution by providing independent and nonpartisan governance of the Missouri Department of Transportation; and
- Establish policies, exercise oversight, and ensure accountability in developing and maintaining a world class transportation system in Missouri which fosters safety and economic development.

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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN SPRINGFIELD, MISSOURI,
WEDNESDAY, DECEMBER 3, 2025**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, December 3, 2025, at DoubleTree by Hilton, Glendalough I, 2431 North Glenstone Avenue, Springfield, Missouri and was available via live stream. Warren K. Erdman, Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: W. Dustin Boatwright, P.E., Gregg C. Smith, Daniel J. Hegeman, Francis G. Slay, and Ann Marie Baker.

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

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

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

-- OPEN MEETING --

COMMISSION/DIRECTOR ITEMS

APPROVAL OF MINUTES

The Commission tabled for future consideration the approval of the minutes of the regular meeting held on November 6, 2025, and the special meeting held on November 5, 2025.

* * * * *

CONSENT AGENDA

Consent Agenda Process

In order to make the most efficient use of Commission meeting time and to ensure Commission members are well informed on issues requiring their action, staff prepares and submits to the Commission members, in advance of their meeting, internal memoranda consisting of advice, opinions, and recommendations related to the items of the Commission meeting agenda. Those items considered by staff to be of a routine or non-controversial nature are placed on a consent agenda. During the meeting, items can be removed from the consent agenda at the request of any one Commission member. The items that are not removed from the consent agenda are approved with a single motion and unanimous vote by a quorum of the members.

Minutes reflecting approval of items on the consent agenda are singly reported herein and intermingled with minutes reflecting action on related subjects that were openly discussed. Reference to “consent agenda” is made in each minute approved via the process described in the paragraph above. Minutes reflecting action on items removed from the consent agenda and openly discussed reflect the open discussion and vote thereon.

Consideration of December 3, 2025, Consent Agenda

Consent agenda item Number 2, Improve I-70 Project Contract Authorization, was pulled for later consideration. Upon motion by Commissioner Smith, seconded by Commissioner Boatwright, the remaining consent agenda items were unanimously approved by a quorum of Commission members present.

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees' Retirement System Board of Trustees. A Commissioner also serves on the Missouri Coalition for Roadway Safety Executive Committee. The following committee and board reports were made during the December 3, 2025, meeting.

Audit Committee – Commissioner Slay stated there was no report. The next audit committee meeting will be in January 2026.

Legislative Committee – Commissioner Boatwright reported prefiling state legislation for the state's General Assembly began on December 1. The department monitors all transportation-related proposals.

Passage of the supplemental budget request of \$642.7 million will be the department's primary focus this session. The department has had some legislators express interest in its legislative agenda and are hopeful those proposals will be fulfilled soon.

The federal government shutdown ended since the last Commission meeting and a continuing resolution was passed that will keep the federal government operating through the end of January.

The department continues to prepare for the next federal reauthorization for transportation but realizes that the shutdown slowed the quick advancement that was anticipated earlier this year. The department is hopeful that Congress can pick this back up in late winter or early spring.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report. The next board meeting is scheduled for February 4, 2026.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Hegeman stated that the board met on November 20. At this meeting the board approved the 2026 meeting schedule. The board received the annual audit report and an unmodified, or clean, opinion.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported with one month to go in the year, traffic fatalities remain about two percent lower than this same time last year. It will take a strong December, but there is still an opportunity to end 2025 with a reduction in traffic fatalities. If successful, it would be three years in a row of declines and a meaningful step forward in the goal to eliminate traffic fatalities in Missouri.

This week marked the beginning of pre-filing for proposed legislation in the Missouri General Assembly. The Commission and the Coalition continue to promote several public safety measures the state should consider to improve highway safety. This year, the Coalition will be focusing on the need for stronger requirements related to ignition interlock devices, child passenger restraints, and child booster seats. Coalition partners are also exploring opportunities to bolster driver's education in Missouri. The Coalition is hopeful several of these items will be taken up for discussion during the 2026 session.

The state's new strategic highway safety plan officially takes effect on January 1. The new Show-Me Zero plan is built on the Safe System Approach which aims to address traffic crashes on multiple fronts, including safer people, safer vehicles, safer speeds, safer infrastructure, and safer response. The plan can be viewed online at saveMOlives.com.

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DIRECTOR'S REPORT

During the December 3, 2025, Commission meeting, Director Ed Hassinger provided the following report:

Bonds Sale – Director Hassinger noted the recent sale of bonds for the Improve I-70 Program were sold last month at a phenomenally low interest rate, and Brenda Morris, Chief Financial Officer, would report more about the sale later in the meeting. The Director acknowledged the Commission is the issuer of the bonds. The Commission has a responsibility to the citizens of Missouri to do everything they can to ensure that those bonds receive the best interest rates possible by establishing a conservative debt management policy. The members of this Commission have been especially hands-on and actively engaged in the details and processes that define these responsibilities. The Director thanked the Commission members for their dedication and commitment to this fiduciary responsibility on behalf of Missourians.

AASHTO Recap – Director Hassinger reported last month many MoDOT team members had the pleasure to travel to Salt Lake City for the American Association of State Highway and Transportation Officials' (AASHTO) Annual Meeting. Although MoDOT's Focus on Bridges Program did not win the national award, team members returned with a lot more than they traveled to Utah with. This meeting is such an invaluable opportunity to connect with and learn from department peers throughout the nation's Departments of Transportation. It provides a little moral support to know MoDOT's counterparts are enduring similar challenges. It also puts into perspective the progress being made on those challenges. MoDOT is hearing from states about different issues they are encountering that MoDOT has already made great progress to overcome. This annual meeting remains a great place to workshop and share those best practices.

The Director highlighted the involvement at this year's meeting by the Federal Rail Administration and Federal Highway Administration. The administrators were not only engaged throughout the meeting but made themselves available to anyone who wanted to meet one-on-one. He noted that he took them up on their offer. It was a highly productive week in Salt Lake City.

Recruitment Efforts – The Director shared positive news on the hiring front. Department-wide, as of mid-November, MoDOT has hired 735 new employees over the past year. MoDOT is now averaging a net gain of employee's month over month. MoDOT is making great strides to recruit new talent to the workforce, which is a most welcome development. It would not be possible without a lot of hard work.

MoDOT now has two full-time employees dedicated wholly to statewide recruiters, and each district has dedicated one Human Resources (HR) staff member to recruiting. Clearly, that approach is specifically making an impact in filling maintenance vacancies. MoDOT started the fiscal year this summer with 219 maintenance vacancies, thanks in part to an addition of 90 positions. The MoDOT team wasted no time trying to fill those and quickly brought that number down to 162. This is reflective of a targeted effort, and the Director is pleased to see the progress made so far.

* * * * *

PUBLIC PRESENTATIONS

ENHANCING, GROWING, THRIVING TOGETHER – LOCAL PARTNERS PRESENTATION

David Cameron, City Manager of Springfield; Matt Morrow, President of Springfield Area Chamber of Commerce; and Sara Fields, Executive Director of Ozarks Transportation Organization (OTO), shared with the Commission their appreciation for being partners in transportation. Mr. Cameron recognized the district's hard work and appreciated their collaboration on complex transportation opportunities. He focused on regional growth, transportation priorities, and collaborative efforts to enhance shared corridors and economic development opportunities.

Mr. Cameron highlighted the City of Springfield's comprehensive plan, Forward SGF, which prioritizes reinvestment in major corridors and gateways through consistent design standards and aesthetics. These corridors, including Glenstone, Kansas Expressway, Sunshine, Kearney, Chestnut, Division, West Bypass, and U.S. 65, are critical to the city's image and economic vitality. Springfield has implemented a local funding mechanism, a three-quarter cent sales tax, to partner with MoDOT on these improvements. He noted that these projects are not just beautification efforts but also an opportunity to improve safety.

Mr. Morrow reported that the Springfield region leads Missouri in job growth, with a 9.92 percent increase from 2020 to 2024, and population growth of 4.32 percent during the same period. Economic development efforts are concentrated in manufacturing, construction, transportation, and logistics sectors, supported by strategic site development initiatives. The regional gross domestic product is currently \$36

billion and is projected to reach \$46 billion by 2030, with a goal of 75 percent growth over the decade. Plans also include increasing labor force participation by 15,000 individuals and positioning the Ozarks as the Midwest's leading business-friendly region. Mr. Morrow also discussed significant expansion of site development in the region, including the areas near I-44 and U.S. 60 and 65, and the potential for mixed use development including recreational, retail, and industrial.

Ms. Fields stated that transportation infrastructure investments have been pivotal to regional growth. Significant projects include improvements to I-44, James River Freeway, and Route MM, identified as a "Corridor of Opportunity" with 844 acres ready for development and over 3,300 jobs created in the past decade. OTO has successfully suballocated more than \$110 million in federal funds for regional transportation improvements and continues to prioritize safety, congestion mitigation, and connectivity. She highlighted the planning process used to prioritize projects in the region. Public comments and feedback help guide transportation improvements. OTO continues to partner with MoDOT and local governments on cost-share programs, sidewalk projects, and safety and intersection improvements, aligning timelines for efficiency.

Ms. Fields highlighted future initiatives include an access and operational study for the U.S. 60 corridor between U.S. 65 and Highway 125, as well as scenario planning for unfunded needs totaling \$1 billion, with current prioritization limited to \$272 million. OTO has teamed up with the City of Springfield, Greene County, and MoDOT to conduct the access and operational study near Lake Springfield. The study is anticipated to be completed by the end of calendar year 2026. Key unfunded priorities include I-44, Routes MM, 13, 160, 60, and 65, focusing on intersection safety, interchange upgrades, and capacity enhancements. Ms. Fields concluded the presentation by appreciating the partnership with the Commission and MoDOT to enhance and grow the system along with thriving with what is currently underway in the region.

Commissioner Baker thanked them for their joint presentation and expressed appreciation for the region's proactive planning, strong partnerships, and commitment to economic development and transportation improvements. The presentation is a reminder of how critical it is to work together to deliver a transportation system that can accommodate the region's growth. She noted it takes everyone – local communities, regional planners, and MoDOT – to identify, prioritize and develop the projects.

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MODOT PRESENTATIONS

UPDATE FROM MODOT'S SOUTHWEST DISTRICT

On behalf of the Director, Stacy Reese, Southwest District Engineer, presented a brief overview of the current state of roads, bridges, projects, and other critical issues in the Southwest (SW) District. The SW District is comprised of 21 counties, covering approximately 13,000 square miles with 14,889 lane miles of highway and 1,850 bridges. The district serves over one million residents and manages 243 projects in the Statewide Transportation Improvement Program (STIP) valued at approximately \$1.57 billion.

The district's priorities include maintaining existing infrastructure, improving safety, and expanding capacity. Comparisons were drawn with Rhode Island Department of Transportation to illustrate the scale of operations, noting that Missouri's Southwest District is significantly larger in area and responsibilities. Ms. Reese highlighted active projects include improvements to Chestnut Expressway in Greene County, construction of a new interchange at U.S. 60 and Route A in Webster County, and multiple roundabout and turn lane additions in Newton County. Furthermore, the Kaysinger Bridge Bundle is underway, targeting 20 bridges for replacement or rehabilitation across seven counties.

Ms. Reese reported a major initiative, Forward 44, focuses on Interstate 44 corridor improvements. Environmental studies were completed in May 2025, and significant funding allocations have been secured, including \$328 million in general revenue and \$143 million in STIP funds for design-build

projects totaling \$471 million. Planned work includes widening I-44 to six lanes from Kansas Expressway to Route 65, pavement reconstruction, pedestrian enhancements, and bridge replacements, with completion expected by summer 2027. Additional upcoming projects include Route MM realignment in Republic, Route 66 safety improvements in Jasper County, intersection upgrades in Christian County, and capacity improvements along Route 65 in Benton, Hickory, and Dallas Counties. Long-term plans extend through 2030, addressing railroad overpasses, freeway upgrades, and bridge improvements.

Ms. Reese provided operational updates highlighting significant efforts in mowing, litter removal, and signage replacement. Year-to-date, crews have mowed over 34,000 shoulder miles, removed more than 367,000 pounds of litter, and replaced over 10,000 signs. Safety initiatives have resulted in a seven percent decrease in fatalities compared to 2024, with notable contributions from partners such as Sparta School Resource Officer Heather Usher, whose efforts increased seatbelt usage among students from 58 percent in 2022 to 97 percent in 2024.

Public involvement remains a cornerstone of district operations, with 27 public meetings and four virtual meetings held in 2025, engaging over 1,700 participants. The district also actively participates in community outreach, recruitment events, and charitable activities. Employee achievements were recognized nationally, including innovation awards and presentations at the American Association of State Highway Transportation Officials (AASHTO) Spring Meeting. The district dedicated its Fallen Worker Memorial during the Day of Remembrance in September, honoring employees who lost their lives in service.

Commissioner Smith thanked Ms. Reese for her presentation and expressed his appreciation to the Southwest District team. He commended the team for local involvement recently in Clinton to educate the public about upcoming projects in the region. Commissioner Baker also acknowledged the importance of communication and keeping constituents and drivers up to date on the roads and projects.

* * * * *

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

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

Project Goals

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

1. Deliver the project by December 31, 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 the existing pavement, bridges, and interchanges to enhance safety and mobility.
4. Minimize construction impacts with a focus on work zone safety, communication, and construction staging while maintaining mobility.
5. Provide expanded employment opportunities while developing and using a diverse workforce.

MoDOT's Business Development and Compliance Office established a zero percent disadvantaged business enterprise goal for construction work and a zero percent disadvantaged business enterprise goal for professional services for the project. The best value proposer will be required to meet federal workforce goals per trade of 6.3 percent minority and 6.9 percent female.

Procurement Process

By Commission action on July 12, 2023, the Commission approved the use of Design-Build for Statewide Improve I-70. Since then, MoDOT's Design-Build team has been working through the procurement process. Three teams were prequalified on June 5, 2025, to compete for the contract. The Request for Proposals was issued June 9, 2025. The MoDOT Design-Build team held eleven confidential discussions with each team over a period of twenty-one weeks to discuss their proposal ideas. Final proposals were submitted by the teams on November 14, 2025. The MoDOT Design-Build team reviewed and evaluated the proposals. The three teams that submitted proposals include:

- *The Ames Millstone Weber – Joint Venture – major participants include Ames Construction, Inc Millstone Weber, and Jacobs Engineering Group.*
- *The ESS Team – major participants include Emery Sapp & Sons, Inc., and Parsons Transportation Group*
- *The Lunda Team – major participants include Lunda, Michels Road & Stone, Inc. and AECOM*

Evaluation

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

- The Ames Millstone Weber Joint Venture – 78.1 points
- The ESS Team – 81.3 points
- The Lunda Team – 51.2 points

Commission Consideration and Action

Project Director Robinson recommended the ESS Team as the best value proposer. Their proposal included:

- Constructing a third lane of I-70 from Rocheport Bridge to US 63.
- Replacement of the existing I-70 lanes with all new full-depth concrete pavement.
- Improved I-70 interchanges at Route 40, Route 740, Route 163, Rout 763, and US 63.
- North and South Outer roads across Perche Creek.

- The team has also committed to keeping two lanes of traffic open in each direction during peak travel times.

Commissioner Slay thanked Project Director Robinson for his presentation and the MoDOT Design-Build team for their work on this project to date. He expressed his amazement that the fourth project of the Improve I-70 has been awarded in such a short amount of time. It highlights the fast pace and hard work the Improve I-70 team has put into each project.

After consideration, Commissioner Boatwright moved that the Commission adopt staff recommendations to award the ESS Design-Build team for submitting the best value proposal for the Improve I-70: Rocheport to Columbia Design-Build Project; authorize the Director, Deputy Director/Chief Engineer, Assistant Chief Engineer, or their designee to negotiate and execute a contract with the ESS Team 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 one unsuccessful proposing team. This motion was seconded by Commissioner Smith. Upon motion duly made and seconded, the Chairman called for a voice vote of the members. The vote was as follows:

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

The Commission unanimously approved the motion.

* * * * *

MODOT ANNUAL REPORT 2025

On behalf of the Director, Eric Schroeter, Deputy Director/Chief Engineer, shared the department's annual report with the Commission. Mr. Schroeter explained that the Missouri Department of Transportation's Annual Report is a collection of five comprehensive documents which include the

Year in Review, the Citizen’s Guide to Transportation Funding, the MoDOT Results Document, the Financial Snapshot, and the Annual Comprehensive Financial Report. MoDOT’s Year in Review looks back on the highlights of the year, from the completion of major projects to national awards won by the department. The department delivers this report in December, and the Director will formally present the annual report to the Joint Committee on Transportation Oversight in January or February 2026.

Mr. Schroeter reviewed the highlights of 2025 including the Commission’s approval of the fiscal year 2026 to 2030 Statewide Transportation Improvement Program (STIP) totaling \$13.3 billion of federal and state revenues for all modes of transportation. In 2025, work continued on many of these improvements, including the Governor’s Rural Routes Program. With Governor 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. 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.

Mr. Schroeter stated that during the 2024-2025 winter season, MoDOT faced nine statewide snowstorms, costing the department a total of \$64 million in labor, equipment and materials. In comparison, an average Missouri winter costs MoDOT \$50 million. 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, which is 50 percent higher than the department’s annual average of \$4 million. Despite facing ongoing challenges with staffing and labor hour shortages, MoDOT continues to deliver during its winter operations, strongly due to preparedness, efficiency, partnerships and its dedicated workers.

The Citizen's Guide serves as the core document of the Accountability Report and helps educate legislators, partners, and the general public on the challenges faced by the department. The document is updated each year through a collaborative effort by Financial Services, Transportation Planning, Communications, and others. The Citizen's Guide reports transportation funding totals over \$4.4 billion from many sources including state, federal, and bond proceeds. These funds are then distributed to not only MoDOT but also cities, counties, other state agencies, and to make debt payments. Mr. Schroeter highlighted that MoDOT invested \$725 million to provide services such as repairing and sealing pavement, winter operations, bridge maintenance, striping, traffic signs and signals, and mowing and litter pickup. MoDOT employs approximately 3,000 field employees throughout the state to operate and maintain the transportation system. The most significant cost of operations is roadway maintenance.

Finally, one of the most important messages shared by the Citizen's Guide addresses unfunded needs. There is no shortage of transportation needs across the state. In fact, Missouri has \$1.1 billion in unfunded high priority annual transportation needs. Last year, working with regional partners, MoDOT moved 25 needs worth \$328 million from the unfunded list to the Statewide Transportation Improvement Program (STIP). Earlier in the year, Missouri regional planning partners assisted the department in prioritizing \$4.4 billion in road and bridge unfunded project needs in three tiers. Tier one includes \$525 million and includes project needs that could be accomplished in the time frame of the current five-year STIP. These projects have more refined estimates. Tier two totals \$2.2 billion and includes project needs beyond the current STIP timeframe with broader estimates. Tier three includes \$2.0 billion of project needs also beyond the current STIP timeframe with even broader estimates. In addition, staff worked with planning partners to identify \$1 billion in multimodal needs.

Mr. Schroeter then explained that the Financial Snapshot document provides answers to frequently asked questions regarding MoDOT's finances. The first section is titled transportation funding. It provides historical five-year revenue and expenditure tables, overviews of federal aid and bonding programs, and

revenues shared with local governments. He noted the Snapshot includes key statistics: there are 4.3 million licensed drivers in Missouri, and 4.1 billion gallons of fuel purchased last year. There are 3.7 million passenger cars, 1.6 million trucks, 15,823 recreational vehicles, 23,935 buses, and 136,274 motorcycles licensed in Missouri. Interesting information to know about the users of Missouri's transportation system.

Mr. Schroeter then described how the MoDOT Results document helps citizens and partners understand how MoDOT delivers results through accountability, innovations, and efficiency. The publication shows the department delivers these measurable results while being good stewards of the state's transportation dollars. It shares this information under the four focus areas of the organization: deliver the program, restore operations, work safely for ourselves and the traveling public, and focus on customers. In the last 18 years, reinvestment in safety enhancements resulted in an estimated 1,200 lives saved. In the last 10 years MoDOT completed 4,211 projects totaling \$8.3 billion worth of work completed on time and on budget. MoDOT has documented more than \$6.2 billion in one-time or on-going savings.

Mr. Schroeter concluded his presentation with highlighting some program delivery accomplishments including the Improve I-70 Program awards of Blue Springs to Odessa, Warrenton to Wentzville, and Columbia to Kingdom City, the Forward 44 project, and the construction underway on the Don Welge Memorial Bridge, which is replacing a 100 year old Mississippi River Bridge and should be completed late 2026.

Commissioner Hegeman thanked Mr. Schroeter for the overview of the Annual Report. He stated the annual report is so helpful and so easy for the citizens to review the summary of all the work and funds that are spent to improve the state's transportation system.

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

On behalf of the Director, Brenda Morris, Chief Financial Officer, reminded the Commission at the November 6, 2025, Commission meeting they authorized the sale of bonds to fund the costs to plan, design, construct, reconstruct, rehabilitate, and repair a portion of the Improve I-70 Program. Ms. Morris was pleased to report on the competitive sale of the State Appropriations Mega Projects State Road Bonds, Series A 2025 took place on November 18, 2025. The Commission issued \$481.8 million of bonds to receive proceeds of \$518.6 million.

The bonds were sold at a premium because investors were willing to pay more for the bonds to ensure they received the coupon rate that was on the bonds. The bond proceeds will be deposited on December 16, 2025. The interest rate on the bonds was 2.5680 percent, which is a good rate given the current market environment.

The financing attracted significant attention with five bids received. While some banks placed individual bids, some formed syndicates and bid as a group. Altogether, 20 banks placed bids, this included 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. The newly issued debt follows the parameters established in the Commission's Debt Management Policy.

Commissioner Baker stated it was great to see such competitive bids for these bonds, and even better to see them sold at fantastic rates.

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REQUEST FOR APPROVAL OF LOCATION AND DESIGN OF HIGHWAYS: U.S. ROUTE 63 CORRIDOR IMPROVEMENTS

On behalf of the Director, Machelle Watkins, Central District Engineer, and Randall Aulbur, Central District Assistant District Engineer, described the project that will extend the four-lane freeway from U.S. Route 50 south to the Maries River bridge, south of Westphalia. Staff presented to the

Commission at its November 6, 2025, meeting. Out of that presentation and public testimony, there were 34 specific questions that were identified. Mr. Aulbur highlighted the project extends from U.S. Route 50 south to the Maries River bridge and includes construction of a new interchange near Westphalia and a bridge at Missouri Route 133. The estimated cost is \$83.7 million for a 4.8-mile section with fully controlled access.

Mr. Aulbur explained the purpose of the project is to improve operational efficiency and safety for both through and local traffic, enhance traffic flow, and maintain north-south four-lane continuity. He provided an overview of the project history, noting that the need for improvements was first identified in the early 2000s due to increased usage and crash history, including seven fatalities and twelve serious injuries over the past ten years. The project was ranked as a high transportation priority in 2006 and included in the Final Environmental Impact Statement (EIS) in 2009. A reevaluation of the EIS was completed and approved by the Federal Highway Administration in June 2025. At that time, the west corridor was reaffirmed as the preferred alternative as this alignment minimizes impacts compared to the eastern alternative and addresses safety concerns, including a history of fatal and serious injury crashes. He noted that the east alignment requires the removal and replacement of large amounts of earthen material and also requires two large bridges in the river valley. It would not use the existing climbing lane that exists on the south end and also requires the community of Westphalia to use all the existing system to make their connection. The construction cost for the eastern alignment is significantly higher than what the western alignment was found to be.

The preliminary design is a four-lane divided highway, west of the current alignment. It would include a new interchange to access Westphalia and a new overpass bridge on Route 133. The separation of the north and south traffic by a wide median with limited access reduces the number of conflict points for drivers and provides more clear zones for recovery. This allows drivers the ability to recover when an error is made. In the proposed new alignment, access to this corridor will be managed with four lane

divided highway and will improve efficiency and safety. A new interchange near the southern end of the limits of this project will provide connectivity to the city of Westphalia with another overpass that will be constructed that will carry Route 133 traffic over the new alignment.

Mr. Aulbur reported that public involvement included hearings and comment periods, with over 240 attendees and 270 comments received. Two of the main concerns focused on access and emergency response times to Westphalia. As a result, design adjustments were made, including additional north-end access near the soccer fields, j-turns for emergency response and local connectivity, and an extension of dual lanes south of the Maries River. He noted the existing Maries River overflow bridge south of town will be removed. That bridge will be replaced by a new Maries River overflow bridge that carries the new alignment. Additionally, removing the access south of town will remove conflict points for students entering the school system on the roadway currently prior to the overflow bridge.

Right-of-way acquisition will begin in spring 2026, with contract award anticipated in fall 2027 and project completion by the end of 2029. The department committed to minimizing traffic disruption during construction, reducing property impacts where feasible, and continuing collaboration with local stakeholders.

**Route 63, Osage County
Job No. JCD0108
Public Hearings August 21, 2025
Online Public Comments Received until September 4, 2025**

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 Route 133 over U.S. Route 63 is required. The project has an estimated cost of \$84 million. Majority of construction will be new, not requiring traffic control. The project is 4.8 miles in length.

Commissioner Boatwright thanked Mr. Aulbur for this presentation and appreciated the district's deep dive into the questions and concerns received at the November 6, 2025, Commission meeting. He

noted that while the project is safety focused, being able to see the project at ground level and meet with community members is a vital part of the conversation. Listening and working with the legislature and the citizens of the state and taking care of the system and safety improvements when doing improvements is extremely important, and the Commission and MoDOT do not get to this point without that collaboration. Commissioner Hegeman commented that public input is vital, and this project demonstrates that changes were incorporated because of public input that might not have otherwise happened. Commissioner Erdman specified that the requested action is to authorize the west alternative as the preferred alternative and authorizing engineering to go forward accordingly and that certain elements of this project be given additional scrutiny during engineering in collaboration with local leaders.

The Commission received public comments from property owners, community members, business owners, and Westphalia residents concerning access, truck traffic, economic impacts, and suggested alternatives. The Commission thanked Mr. Logan, Mr. Lepper, and Mr. Reinkemeyer for their public comments. After inquiries and discussion, Commissioner Smith moved that the Commission adopt the recommendation as amended by Commissioner Hegeman, which is as follows:

- The Commission approves 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; and, additional review of the south end design, its bridge, and the possible northbound right only access into Westphalia.

- 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.

This motion was seconded by Commissioner Boatwright. Upon motion duly made and seconded, the Chairman called for a voice vote of the members. The vote was as follows:

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

The Commission unanimously approved the motion.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Sarah Kleinschmit, State Design Engineer, presented the following recommendations pertaining to bids received on federal aid and state highway and bridge projects during the past month. She noted Calls C02, C03, and C06 have local funding, as noted in Table I below, and the department received all the necessary concurrences.

Ms. Kleinschmit recommended: (1) Award of contracts to the lowest responsive bidders for bids received at the November 14, 2025, letting, as recommended, and noted in Table I below; and (2) Declare Black Diamond Paving, LLC dba Paving Pros for Call H08 in Southeast District as non-responsive per

section 102.8 of the Missouri Standard Specifications for Highway Construction due to not completing their bid in accordance with the bidding requirements.

Table I
Award of Contracts
November 14, 2025, Bid Opening

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	65, 136	Mercer	J1S3438	\$1,095,351.62	\$0.00	Ti-Zack Concrete, LLC	ADA Improvements
A02	5	Putnam, Sullivan	JNW0040	\$3,970,777.25	\$0.00	Emery Sapp & Sons, Inc.	Resurface
A05	Various	Various	JST0138	\$1.00	\$0.00	Collins & Hermann, Inc.	Job Order Contract for Guardrail Improvements
A06	E, PP, W	Sullivan	JST0153	\$2,594,172.70	\$0.00	W. L. Miller Company	Resurface
A3A	169	Buchanan	JNW0045	\$1,968,701.24	\$0.00	Hoy Excavating, LLC	Intersection Realignment
A3B	169	Buchanan	JNW0073	\$1,243,802.80	\$0.00	Leavenworth Excavating & Equipment Company, Inc.	Grading, Drainage and Pavement for Turn Lanes
B2A B2B	NN 22	Audrain	JNE0062 JNE0211	\$2,324,480.68	\$0.00	Emery Sapp & Sons, Inc.	Resurface
B4A B4B	D, J, V, U	Schuyler, Scotland	JST0164	\$4,759,638.80	\$0.00	W. L. Miller Company	Resurface
	H	Adair	JNE0212				Coldmill and Resurface
	P		JNE0025				Resurface
			JNE0209				
C01	10	Ray	JKR0077	\$8,632,050.57	\$0.00	Emery Sapp & Sons, Inc.	Coldmill, Resurface and ADA Improvements
		Carroll, Ray	JKR0078				Coldmill and Resurface
	J	Ray	JKU0419				
C02*	7	Jackson	JKU0010 JKU0415	\$5,625,143.82	\$0.00	Radmacher Brothers Excavating Co., Inc.	ADA Improvements Add Turn Lanes
C03**	33	Clay	JKU0035	\$2,033,180.45	\$0.00	Ideker, Inc.	Resurface and ADA Improvements
C04	273	Platte	JKU0041	\$1,822,269.37	\$0.00	Ideker, Inc.	Coldmill and Resurface
C05	7	Cass	JKU0098	\$5,574,627.16	\$0.00	Louis-Company, LLC	Bridge Replacement

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
C06***	NW 76th St	Platte	JKU0238	\$1,168,837.30	\$0.00	Epic Concrete Construction, Inc.	Bridge Replacement
C08	Various	Cass, Clay, Jackson, Platte, Ray	JKU0308	\$0.82	\$0.00	Custom Lighting Services, LLC dba Black & McDonald	Job Order Contracting for Lighting Repair
C11	I-29	Clay	JKU0292	\$3,652,483.87	\$0.00	Clarkson Construction Company	One Bridge Replacement and One Bridge Rehabilitation
C7A C7B	C CC Y, D	Clay Johnson Platte, Ray	JKU0276 JST0167 JST0168	\$2,128,647.42	\$0.00	Ideker, Inc.	Resurface
D01	I-44	Pulaski	JCD0111B JCD0111 JCD0112	\$17,096,648.91	\$0.00	Emery Sapp & Sons, Inc.	Pavement Widening Pavement Widening and Shoulder Improvements
D02	I-44 SP	Pulaski	JCD0127	\$1,889,500.00	\$0.00	N.B. West Contracting Company	ADA Improvements
D03	BU 50 F	Moniteau	JCD0142 JCD0154	\$1,738,288.79	\$0.00	Magruder Paving, LLC	Resurface
D04	89 89 SP	Maries, Osage Osage	JCD0150 JCD0151 JCD0327	\$3,333,000.00	\$0.00	Pace Construction Company, LLC	Resurface
D05	163, 63 OR	Boone	JCD0193	\$1,000,000.00	\$0.00	Capital Paving & Construction, LLC	Coldmill and Resurface
D06	32	Dent, Iron, Texas	JCD0249	\$5,130,000.00	\$0.00	Pace Construction Company, LLC	Coldmill and Resurface
F01	I-64, I-170	St Charles, St Louis, St Louis City	J6I3650	\$5,884,668.11	\$0.00	CSD Environmental Services, Inc.	Sign Improvements
F02	67	St Louis	J6S3557	\$13,515,221.28	\$3,000.00	Gershenson Construction Co., Inc.	Resurface and ADA Improvement
F03	T	Franklin, St Louis	J6S3611	\$4,098,127.08	\$0.00	N.B. West Contracting Company	Resurface, Pavement Repairs, Sign Replacement, ADA Improvements, and Slope Stabilization

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description	
F04	67	St Louis	J6S3625	\$4,685,926.75	\$0.00	Gershenson Construction Co., Inc.	Resurface and ADA Improvements	
F05	30	St Louis	JSL0081	\$8,493,811.97	\$0.00	N.B. West Contracting Company	Resurface, Signal Improvements, ADA Improvements, and Bridge Rehabilitation	
F06	100	Franklin	JSLM0079	\$114,600.00	\$0.00	K.J.U., Inc. dba K.J. Unnerstall Construction Co.	Pipe Replacement	
F07	D	Franklin	JSLM0087	\$414,686.54	\$0.00	Plattin Creek Excavating, LLC dba PCX Construction, LLC	Bridge Rehabilitation	
F08	I-55	Jefferson, St Louis	J6I3290	\$16,519,421.00	\$0.00	Kozeny-Wagner, Inc.	Bridge Rehabilitation	
G01	60	Barry, Newton	J7P3386	\$6,242,623.02	\$0.00	Blevins Asphalt Construction Company, Inc.	Resurface, Bridge Rehabilitation	
G02	66	Jasper	J7S2185B	\$33,698,256.71	\$0.00	D & E Plumbing and Heating, Inc.	Pavement Rebuild and ADA Improvements	
			J7S2185C				ADA Improvements and Bridge Rehabilitation	
			JSR0314				ADA Improvements	
	66		J7S2185G				Pavement Rebuild, Bridge Rehabilitation, and ADA Improvements	
			J7S2185F				Pavement Rebuild and ADA Improvements	
			J7S2185D				Pavement Rebuild and ADA Improvements	
			J7S2185E				Pavement Rebuild and ADA Improvements	
G04	Various	Various	JSR0324	\$3,143,055.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal Coat	
G05	Various	Various	JSR0324B	\$1,711,050.00	\$0.00	Blevins Asphalt Construction Company, Inc.	Seal Coat	
G06	Various	Various	JST0143 JST0143C	\$1.25	\$1.00	Collins & Hermann, Inc.	Job Order Contract for Guardrail Improvements	
G07	43	McDonald	J7S3379	\$5,125,000.00	\$0.00	West Plains Bridge & Grading, LLC	Bridge Replacement and Slope Repair	
	59		JSR0172				Ditch Stabilization	

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
G08	Various	Various	JST0143B	\$1.00	\$0.00	Collins & Hermann, Inc.	Job Order Contract for Guardrail Improvements
G11	248	Barry	JSR0119	\$3,726,689.85	\$0.00	Louis-Company, LLC	Bridge Replacement
G9A G9B	H O, V, E	Lawrence	JSR0312	\$3,385,939.66	\$0.00	APAC-Central, Inc.	Resurface and Add Shoulders
			JST0166				Resurface
H01	142 W	Ripley	J9S3685	\$3,768,396.50	\$0.00	Joe's Bridge & Grading, Inc.	Bridge Replacement
			JSE0031				
			J9S3817				
			J9S3848				
H02	61	Cape Girardeau	J9S3782	\$848,795.02	\$0.00	Apex Paving Co.	Coldmill and Resurface
H03	160	Ripley	J9S3806	\$5,135,000.00	\$0.00	Pace Construction Company, LLC	Resurface and Bridge Rehabilitation
H04	160	Howell	JSE0006	\$1,850,000.00	\$0.00	Pace Construction Company, LLC	Resurface
	63		JSE0004				
H05	N	Ste Genevieve	JSE0026	\$994,393.50	\$0.00	Joe's Bridge & Grading, Inc.	Bridge Replacement
H06	34	Bollinger, Cape Girardeau	JSE0057	\$3,519,000.00	\$0.00	Pace Construction Company, LLC	Resurface
H07	J	New Madrid	JSE0059	\$369,000.00	\$0.00	Pace Construction Company, LLC	Resurface
H08	FF, N SPUR	Bollinger	JSE0098	\$609,000.00	\$0.00	Pace Construction Company, LLC	Resurface
H09	95	Wright	JSEM0114	\$347,398.00	\$0.00	H.R. Quadri Contractors, LLC	Slope Repair
			TOTAL:	\$206,981,666.81	\$3,001.00		

* Call C02 – Funding by the Illinois DOT (IDOT) – \$1,007,445.78

** Call C03 – Funding by City of Independence – \$77,663.72

*** Call C06 – Funding by the Illinois DOT (IDOT) – \$100,000.00

Commission Consideration and Action

After consideration, and upon motion by Commissioner Boatwright, seconded by Commissioner

Slay, the Commission took the following action with abstentions noted below.

1. Awarded contracts to the lowest responsive bidders for bids received at the November 14, 2025, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Declared Black Diamond Paving, LLC dba Paving Pros for Call H08 as non-responsive per section 102.8 of the Missouri Standard Specifications for Highway Construction due to not completing their bid in accordance with the bidding requirements.
3. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Erdman abstained from voting on Calls B2A, B2B, C02, G01, G02, G05, and G06. Commissioner Smith abstained from voting on Call G02. Commissioner Hegeman abstained from voting on Calls A02 and A06. Commissioner Slay abstained from voting on Call F01. Commissioner Baker abstained from voting on Call D04.

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APPROVAL OF PLANS FOR CONDEMNATION

On behalf of the Director, Sarah Kleinschmit, State Design Engineer, recommended the Commission approve the following detailed project plans, approved by the Chief Engineer, for filing as necessary for the condemnation of right of way.

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

In accordance with Section 227.050 RSMo, the Commission, via approval of the consent agenda, approved the detailed project plans for the above noted projects and directed them to be filed as necessary for the condemnation of right of way.

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IMPROVE I-70 PROJECT CONTRACT AUTHORIZATIONS

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

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

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

- The amount of \$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.

Mr. Kopinski also recommended the Commission authorize (1) the Director and Chief Financial Officer to request the transfer of funds from the Office of Administration I-70 Project Fund to the State Road Fund I-70 Project Fund, and (2) the Director, Deputy Director/Chief Engineer, Assistant Chief

Engineer, or Chief Financial Officer or their designee to execute the contracts and documents that are part of the Improve I-70 Program, subject to approval as to form by the Chief Counsel's Office.

This item was pulled from the consent agenda for additional discussion and consideration. Following discussion, and upon motion by Commissioner Smith, seconded by Commissioner Slay, the Commission took the following action.

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

* * * * *

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 AUTHORITY

On behalf of the Director, Tom Blair, St. Louis District Engineer, recommended the Commission modify its previous approval of the St. Louis I-44 Project Bundle as a Design-Build project and delegation of authority to the Deputy Director/Chief Engineer or his designee. 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 two Legislatively Designated (General Revenue funded) projects and delivering them as a single Design-Build project in state fiscal year 2025. The district recommended reorganizing the project bundle to deliver the projects in Franklin County (JST0115) and the Statewide Transportation Improvement (STIP)-funded project (JSL0297) utilizing Design-Build. 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.

Funds for these projects are included in the state's General Revenue funds and the STIP as JST0115, JST0117, and JSL0297. All three projects together are currently estimated at approximately \$173 million total for right of way, utility relocation, and the construction contracts.

Staff recommended the Commission revise the combination of projects delivered using Design-Build to JST0115 and JSL0297 in Franklin County. Additionally, 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. Via approval of the consent agenda, the Commission unanimously approved the modification to the delegation of authority as recommended and noted above.

* * * * *

PROPERTY ACQUISITION AND CONVEYANCES

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

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

On behalf of the Director, Tom Blair, St. Louis District Engineer, recommended conveyance of 1.469 acres of land located on the South of I-70 on the east side of Route Z between Interstate Drive and South Linn Drive in the City of Wentzville, to QuikTrip Corporations for a consideration of \$225,500.

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

* * * * *

-- REPORTS --

REPORTS

The Commission received the following written reports.

FINANCIAL ACCOUNTABILITY REPORT – QUARTERLY REPORT

Doug Hood, Financial Services Director, provided to the Commission the written Quarterly Financial Accountability Report for the period ending September 30, 2025.

* * * * *

MODOT BRIEFING REPORT

Ed Hassinger, Director, provided to the Commission the written monthly Issue Briefs that are sent from the department to the Governor since the previous MoDOT Briefing Report. There were no briefing reports to the Governor for the past month.

* * * * *

MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2026

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

* * * * *

CONSULTANT SERVICES CONTRACT REPORT

Sarah Kleinschmit, State Design Engineer, submitted a written report of consultant contracts executed in the month of October 2025, for both engineering and non-engineering related projects. The department utilizes consultants to efficiently manage workload and provide specialized expertise to supplement and support department staff. Expenditures for consultant services are funded from the Commission approved Statewide Transportation Improvement Program and MoDOT Operating Budget. There were 667 active contracts held by individual engineering consultant firms prior to October 1, 2025.

Thirteen engineering consultant services contracts were executed in October 2025, for a total of \$12,971,797. There were zero non-engineering consultant contracts executed in October 2025.

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

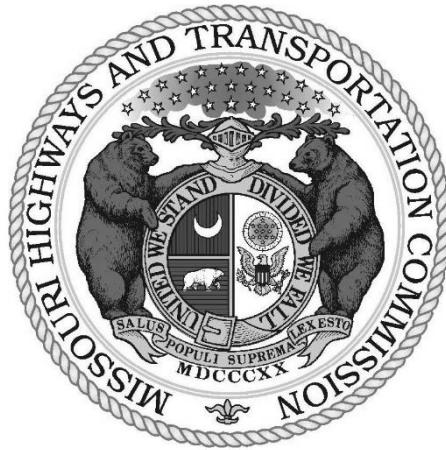
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The Mission of the Missouri Highways and Transportation Commission is to:

- Represent the citizens of Missouri pursuant to the Constitution by providing independent and nonpartisan governance of the Missouri Department of Transportation; and
- Establish policies, exercise oversight, and ensure accountability in developing and maintaining a world class transportation system in Missouri which fosters safety and economic development.

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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes

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November 5, 2025

VOTE TO CLOSE MEETING	4
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**MINUTES OF THE SPECIAL HIGHWAYS AND TRANSPORTATION
COMMISSION MEETING HELD IN KANSAS CITY, MISSOURI,
WEDNESDAY, NOVEMBER 5, 2025**

A special meeting of the Missouri Highways and Transportation Commission was held on Wednesday, November 5, 2025, at The Fontaine Hotel, McCoy B Conference Room, 901 West 48th Place Kansas City, Missouri. Warren K. Erdman, Chairman, called the meeting to order at 12:50 p.m. The following Commissioners were present: W. Dustin Boatwright, P.E., Gregg C. Smith, Daniel J. Hegeman, Francis G. Slay, and Ann Marie Baker.

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

* * * * *

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Ed Hassinger, Director of the Missouri Department of Transportation; Terri Parker, Chief Counsel; and Jennifer Jorgensen, Secretary to the Commission, were present on Wednesday, November 5, 2025.

* * * * *

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

-- CLOSED MEETING --

VOTE TO CLOSE MEETING

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

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

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

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

The Commission met in closed session on Wednesday, November 5, 2025, at 12:50 p.m. and adjourned at 2:45 p.m.

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

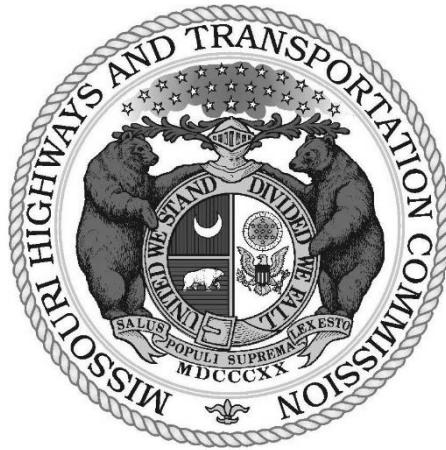
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes

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December 2, 2025

VOTE TO CLOSE MEETING	4
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**MINUTES OF THE SPECIAL HIGHWAYS AND TRANSPORTATION
COMMISSION MEETING HELD IN SPRINGFIELD, MISSOURI,
TUESDAY, DECEMBER 2, 2025**

A special meeting of the Missouri Highways and Transportation Commission was held on Tuesday, December 2, 2025, at Springfield Underground, Building 19 (Kraft) Conference Room, 2019 Le Compte Road, Springfield, Missouri. Warren K. Erdman, Chairman, called the meeting to order at 12:20 p.m. The following Commissioners were present: W. Dustin Boatwright, P.E., Gregg C. Smith, Daniel J. Hegeman, Francis G. Slay, and Ann Marie Baker.

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

* * * * *

* * * * *

Ed Hassinger, Director of the Missouri Department of Transportation; Terri Parker, Chief Counsel; and Jennifer Jorgensen, Secretary to the Commission, were present on Tuesday, December 2, 2025.

* * * * *

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

-- CLOSED MEETING --

VOTE TO CLOSE MEETING

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

1. Section 610.021(1) – Legal actions and attorney-client privileged communications.
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3. Section 610.021(11), (12) – Competitive bidding specs, sealed bids, or negotiated contracts.

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

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

The Commission met in closed session on Tuesday, December 2, 2025, at 12:20 p.m. and adjourned at 3:40 p.m.

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

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

- Represent the citizens of Missouri pursuant to the Constitution by providing independent and nonpartisan governance of the Missouri Department of Transportation; and
- Establish policies, exercise oversight, and ensure accountability in developing and maintaining a world class transportation system in Missouri which fosters safety and economic development.

* * * * *



Director's Report

Director's Report

JANUARY 8, 2026

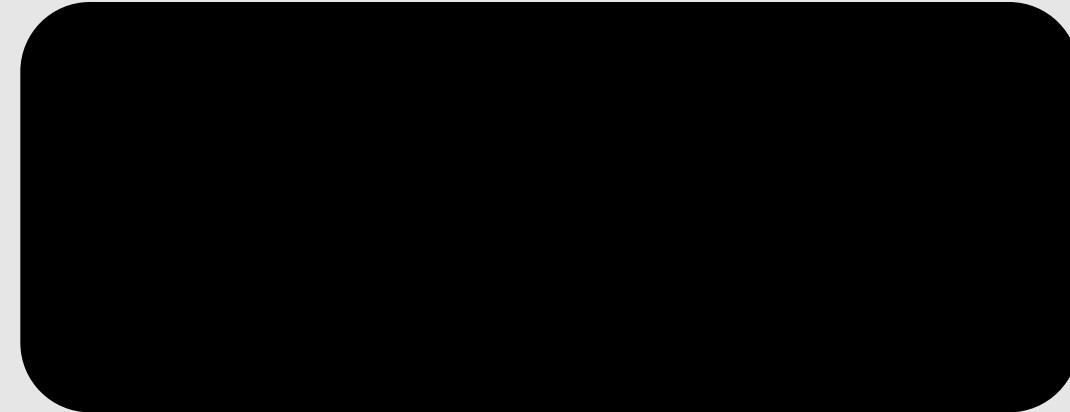


Improve I-70: Warrenton to Wentzville



Improve I-70: Warrenton to Wentzville

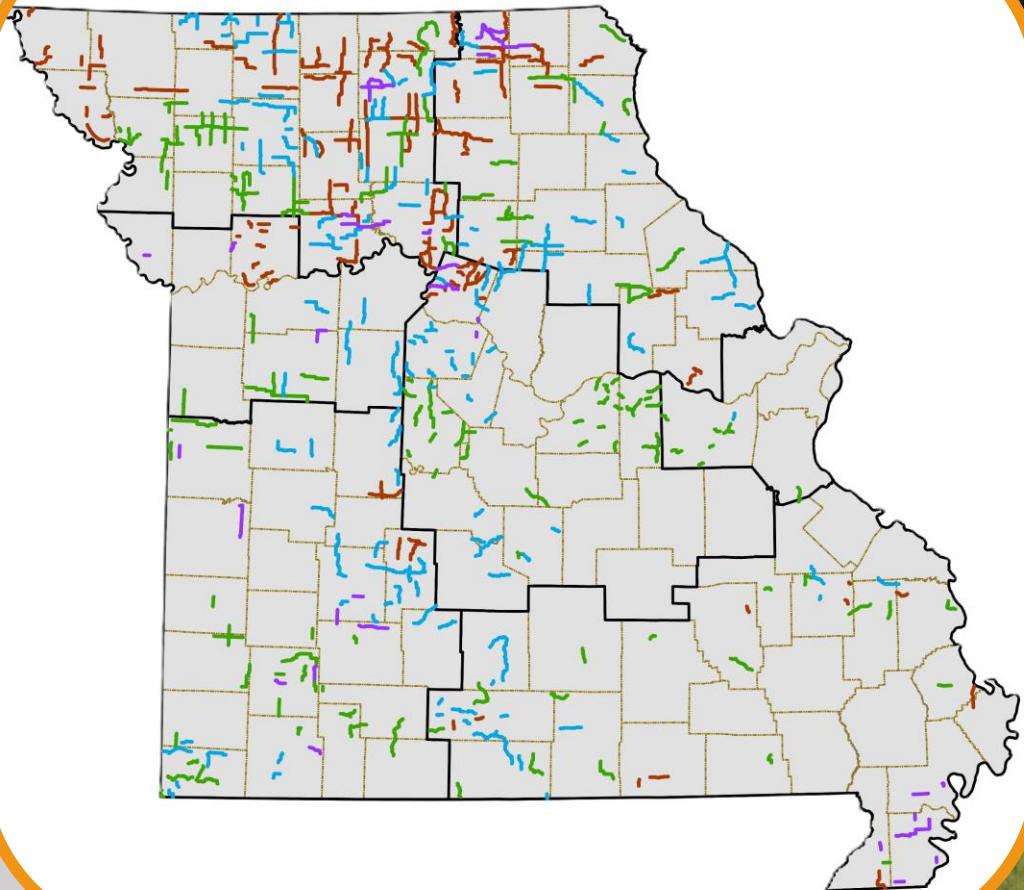
***Video to be played during the meeting.
The video can be viewed by playing the
recording of the entire meeting located at
[https://www.modot.org/past-meeting-
recordings.](https://www.modot.org/past-meeting-recordings)***



Improve I-70: Warrenton to Wentzville



Rural Routes Improvements



Director's Report

JANUARY 8, 2026





1

WINTER OPERATIONS OVERVIEW AND DECEMBER RESPONSE

-- Presented by Becky Allmeroth, Chief Safety and Operations Officer, 573-522-5301.

ISSUE: Winter operations is a critical service we provide to the traveling public. Our objective is to clear the State Highway System in an efficient and effective manner. This presentation is a high-level overview of planning for the 2025-2026 winter operations season along with the response to the early December storm. Included in the report is the overall cost, overview of planning for the season and for each specific storm, and some key takeaways/opportunities from the first storms of the season.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- MoDOT first addresses the continuous operations routes (also known as major routes) and then moves to the non-continuous/minor routes.
- Generally, continuous operations/major routes are improved to a "mostly clear" condition and non-continuous/ minor routes are plowed and treated as need be focusing on hills, intersections, and curves to get them to a passable condition.
- MoDOT holds planning calls 48 hours and 24 hours before the start of the storm and holds situational awareness calls every 6 hours during the storm.
- Every available operator plows and treats the roadways.
- A driver shortage prevents use of all available vehicles. Over three thousand (3,200) drivers are needed for continuous road clearing operations.
- For a typical winter season, winter operations cost \$50 million dollars. This amount includes equipment, material, and labor costs.
- After action reviews are used to identify improvements in winter operations. The key takeaways from the after action review of the early December storm will be shared.

OTHER VIEWS:

- The public expects roads to be cleared as quickly as possible.

MHTC POLICY:

- Emergency Operations.
- Employees – General.

OTHER PERTINENT INFORMATION:

- None.

SOURCE OF FUNDING: Maintenance and Operations funding.



Winter Operations December Storm Response

Becky Allmeroth, Chief Safety and Operations Officer

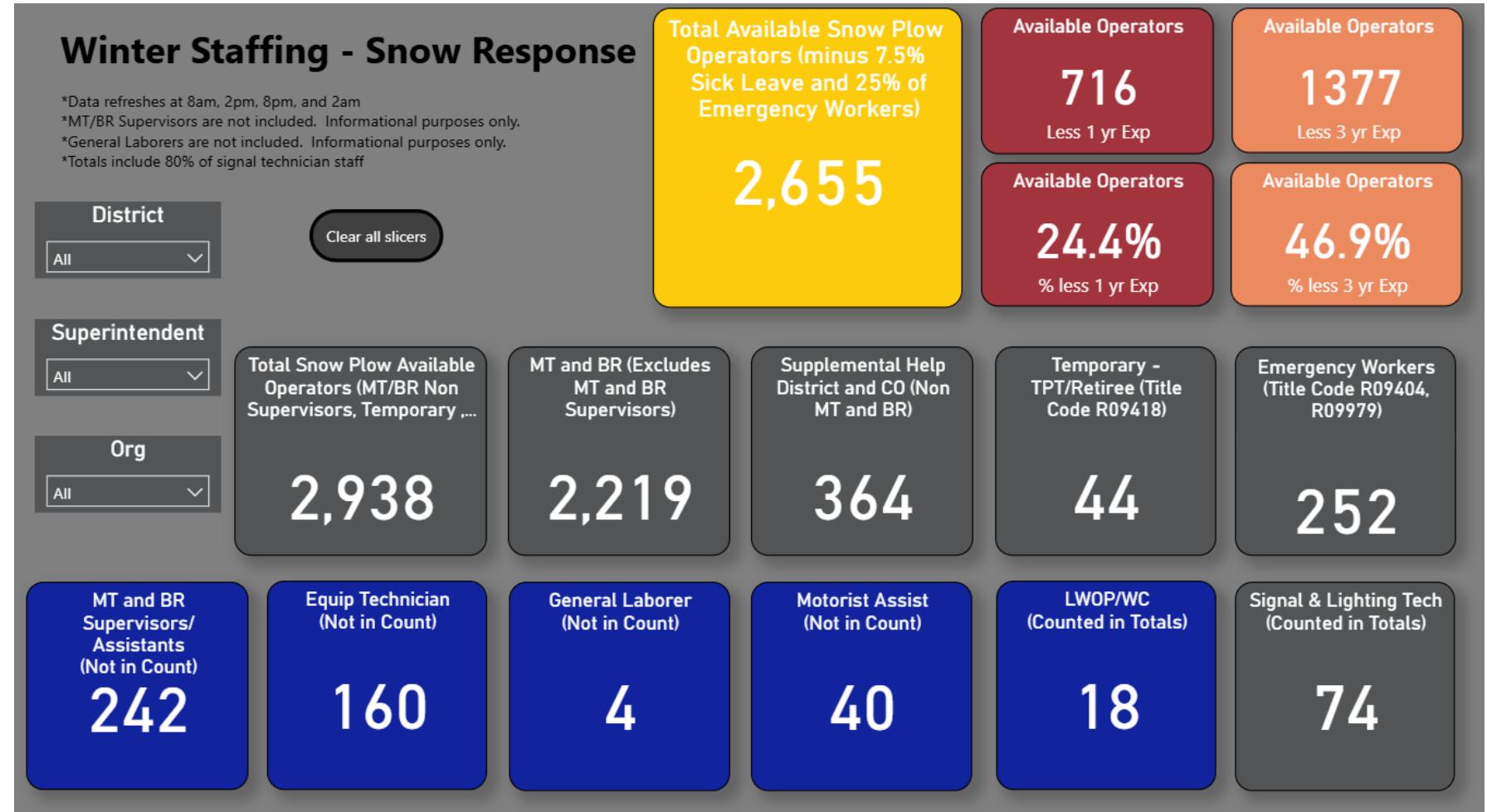


Winter Operations

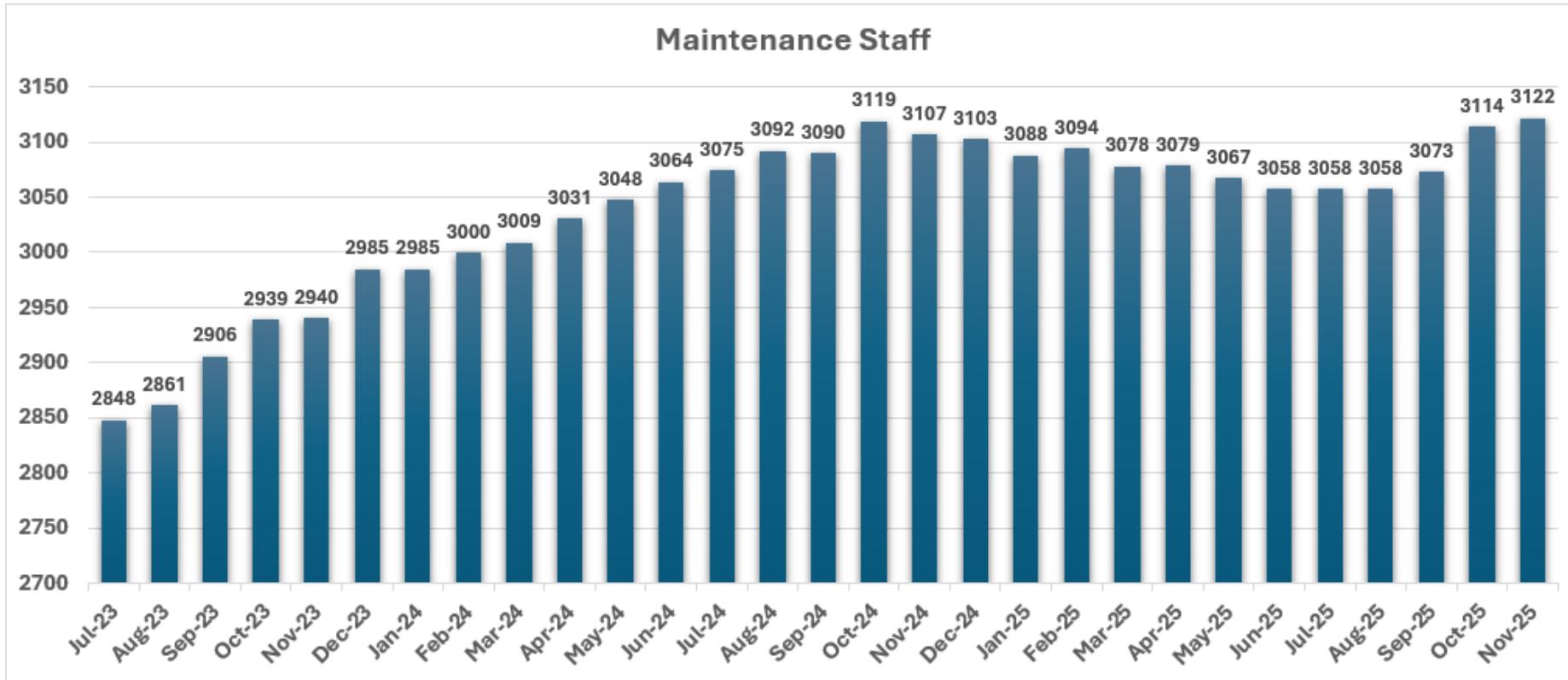
- Preparation and Training
- First Storm of the Season
- Lessons Learned

Staffing

- Approximately 3400 operators are needed to fill all trucks for two shifts
- MoDOT utilizes Emergency Equipment Operators and Supplemental Help
- More than 24% of operators have less than 1 year experience
 - Around 500 of those have never plowed



Maintenance Staffing



Restoring Operations

- Additional almost 100 positions added in July
- Almost 150 drivers more than this time 2 years ago



Winter Storm Planning

Statewide Planning Calls

- 48 hours before the storm
- 24 hours before the storm
 - Situational awareness calls every 6 hours during the storm
- Calls include representatives from
 - MSHP
 - SEMA
 - NWS

Initial Situational Awareness Conference Call

Date: _____ Time: _____ *

Roll Call

<input type="checkbox"/> Director's Office	<input type="checkbox"/> Interstate Teams	<input type="checkbox"/> SEMA
<input type="checkbox"/> Incident Commander	<input type="checkbox"/> I-70	<input type="checkbox"/> Highway Patrol – Field
<input type="checkbox"/> NW District	<input type="checkbox"/> I-44	Operations
<input type="checkbox"/> NE District	<input type="checkbox"/> I-55	<input type="checkbox"/> Troop A
<input type="checkbox"/> KC District	<input type="checkbox"/> Maintenance	<input type="checkbox"/> Troop B
<input type="checkbox"/> CD District	<input type="checkbox"/> Motor Carrier Services	<input type="checkbox"/> Troop C
<input type="checkbox"/> SL District	<input type="checkbox"/> Transportation Planning	<input type="checkbox"/> Troop D
<input type="checkbox"/> SW District	<input type="checkbox"/> TMCs	<input type="checkbox"/> Troop E
<input type="checkbox"/> SE District	<input type="checkbox"/> KC Scout	<input type="checkbox"/> Troop F
<input type="checkbox"/> Communications	<input type="checkbox"/> Gateway Guide	<input type="checkbox"/> Troop G
<input type="checkbox"/> General Services	<input type="checkbox"/> Ozark Traffic	<input type="checkbox"/> Troop H
<input type="checkbox"/> Highway Safety & Traffic	<input type="checkbox"/> Safety & Emergency	<input type="checkbox"/> Troop I
<input type="checkbox"/> Information Systems	<input type="checkbox"/> Management	
	<input type="checkbox"/> NWS	

Agenda:

- NWS Report
- MSHP Field Ops Status (Troop updates if FOB doesn't report for all troops)
- SEMA
- District Status Reports
 - # of trucks available/ # down long term / needs
 - # of operators available / # operators needed
 - Resources needed from other districts / Resources available to send to other districts
 - Strike team update (will you be sending or receiving plus status)
 - Strike team items to remember (no report needed on these items, just reminders)
 - Ensure lists are accurate, double check before each event.
 - Ensure time is entered and approved on time.
 - Remind supervisors to double check time sheets to ensure accuracy.
 - Months with holidays can be challenging for accurate time reporting – please ensure time is entered correctly and on-time.
 - Other needs?
 - Special resource needs (i.e. contractors for rest areas, special equipment)
 - % of salt available
 - Anticipated EOC activation time
 - Communications Plan (When and How many Customer Service Reps on duty)
 - Any incident management needs/concerns or specific construction project impacts (long-term work zones)?
 - Division Status Updates
 - Include updates from Traffic Management Centers (TMC) and Interstate Improvement Teams
 - Director's Office
 - Incident Commander – Close out call.

Weather Forecasting

MoDOT utilizes multiple forecasting services

- National Weather Service
- ClearPath by DTN
- BAM Clarity (pilot)
- Multitude of Others

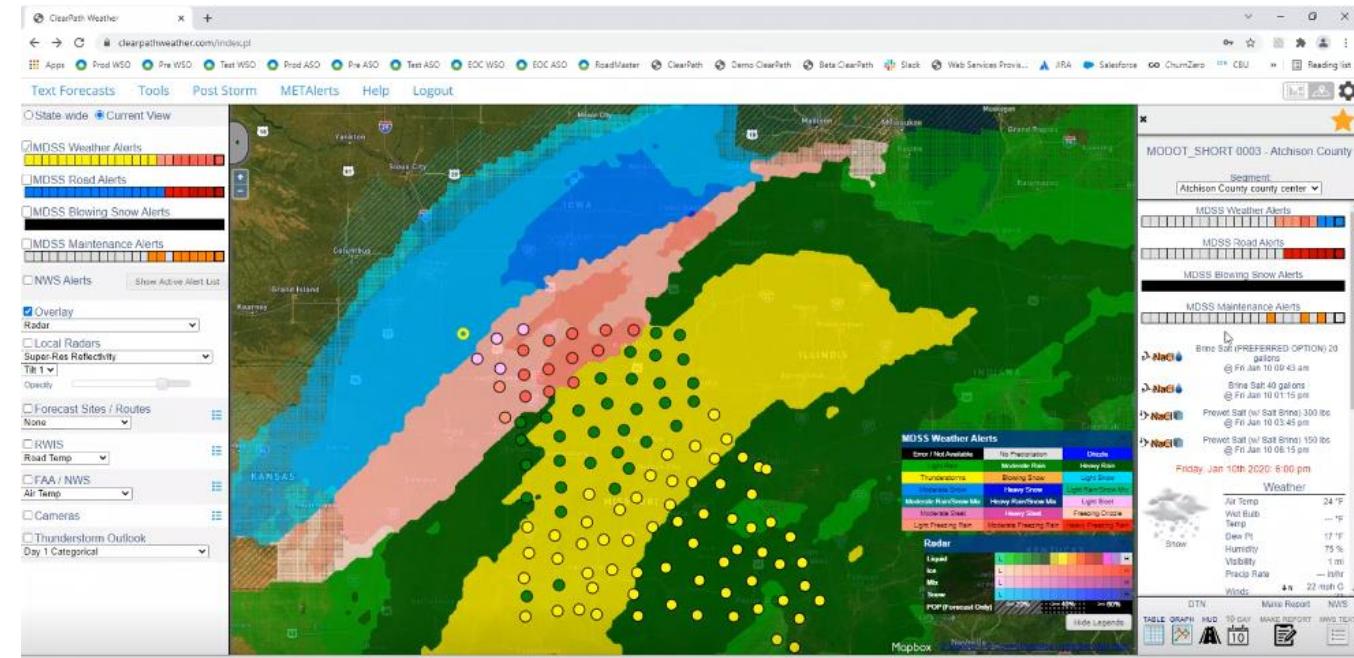
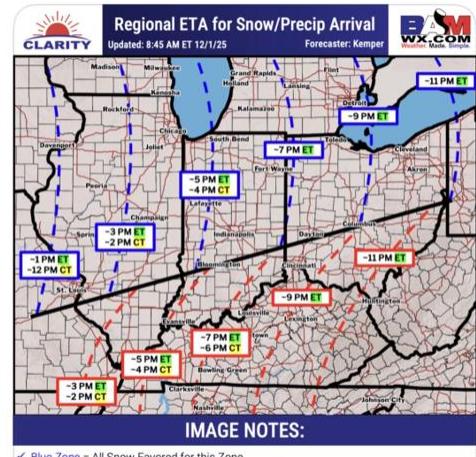


Table View

MODOT_SHORT 0003 (Atchison County)
Atchison County – county center

Time (AM/ET)	Temp	Point Count	Front Prob	Maintenance	Rate	Temp	Point Count	Front Prob	Maintenance	Rate	Wind			Precipitation												
											Air Temp	Dir PT	Humidity	Wind Direction	Wind Speed (mi/h)	Wind Count (Y)	Type	Precip Prob (%)	Liquid Acc (in)	Snow Acc (in)	Cloud Cover	Visibility	Time (AM/ET)			
Fri 5am	30	0	dry	15	—	31	0	dry	15	—	30	27	60	4 NNE	7	—	23	—	0	0.00	0.00	0.0	10.00	—	Fri 5am	
Fri 6am	29	0	dry	15	—	31	0	dry	15	—	28	25	59	4 NNE	9	—	10	—	10	0.00	0.00	0.0	10.00	—	Fri 6am	
Fri 7am	29	0	dry	15	—	30	0	dry	10	—	28	25	50	4 NNE	10	—	19	—	10	0.00	0.00	0.0	10.00	—	Fri 7am	
Fri 8am	29	0	dry	15	—	30	0	dry	5	—	30	26	86	4 NNE	11	—	21	—	20	trace	0.00	0.00	0.0	10.00	—	Fri 8am
Fri 9am	31	0	dry	0	—	33	0	dry	0	—	31	26	82	4 NNE	13	—	21	—	30	0.01	0.00	0.0	10.00	—	Fri 9am	
Fri 10am	33	0	dry	0	—	35	0	dry	0	—	31	26	82	4 NNE	13	—	21	—	30	0.01	0.00	0.0	10.00	—	Fri 10am	
Fri 11am	33	0	dry	0	—	35	0	dry	0	—	31	26	80	4 NNE	13	—	21	—	30	0.01	0.00	0.0	10.00	—	Fri 11am	
Fri 12pm	31	0	dry	5	—	36	0	dry	0	—	32	25	76	4 NNE	15	—	22	—	30	0.34	0.00	0.0	5.00	—	Fri 12pm	
Fri 1pm	32	0	dry	0	—	36	0	dry	0	—	32	23	70	4 NNE	16	—	21	—	30	0.37	0.00	0.0	5.00	—	Fri 1pm	
Fri 2pm	32	0	dry	0	—	36	0	dry	0	—	32	22	67	4 NNE	16	—	20	—	30	0.11	0.00	0.0	5.00	—	Fri 2pm	
Fri 3pm	31	0	dry	5	—	36	0	dry	5	—	30	22	73	4 NNE	17	—	20	—	30	0.17	0.00	0.0	5.00	—	Fri 3pm	
Fri 4pm	31	0	dry	5	—	36	0	dry	0	—	29	20	70	4 NNE	18	—	19	—	30	0.22	0.00	0.0	0.50	—	Fri 4pm	
Fri 5pm	29	0	dry	10	—	36	0	dry	10	—	30	19	73	4 NNE	18	—	19	—	30	0.22	0.00	0.0	0.50	—	Fri 5pm	
Fri 6pm	24	0	dry	5	—	—	25	0	dry	5	—	24	17	75	4 NNE	19	—	17	—	30	0.02	0.00	0.0	1.00	—	Fri 6pm
Fri 7pm	23	0	dry	5	—	—	24	0	dry	5	—	22	15	74	4 NNE	20	—	16	—	30	0.22	0.00	0.0	1.00	—	Fri 7pm
Fri 8pm	20	0	dry	5	—	—	21	0	dry	5	—	20	13	74	4 NNE	21	—	14	—	30	0.52	0.00	0.0	1.00	—	Fri 8pm
Fri 9pm	20	0	dry	10	—	—	21	0	dry	5	—	20	13	74	4 NNE	21	—	14	—	30	0.22	0.00	0.0	2.00	—	Fri 9pm
Fri 10pm	18	0	dry	10	—	—	19	0	dry	10	—	18	12	76	4 NNE	21	—	13	—	30	0.22	0.00	0.0	2.00	—	Fri 10pm
Fri 11pm	17	0	dry	10	—	—	19	0	dry	10	—	17	11	77	4 NNE	21	—	12	—	30	0.22	0.00	0.0	2.00	—	Fri 11pm
Sat 12am	15	0	dry	10	—	—	17	0	dry	10	—	15	10	79	4 NNE	20	—	13	—	30	0.22	0.00	0.0	2.00	—	Sat 12am
Sat 1am	15	0	dry	10	—	—	16	0	dry	10	—	14	9	80	4 NNE	20	—	13	—	30	0.22	0.00	0.0	2.00	—	Sat 1am

Planning for Permanent Work Zones

- Held at SEMA on October 21st
- Coordinated tabletop exercises
 - MSHP
 - Local EMS
 - Project Leadership
 - MoDOT Operations leadership

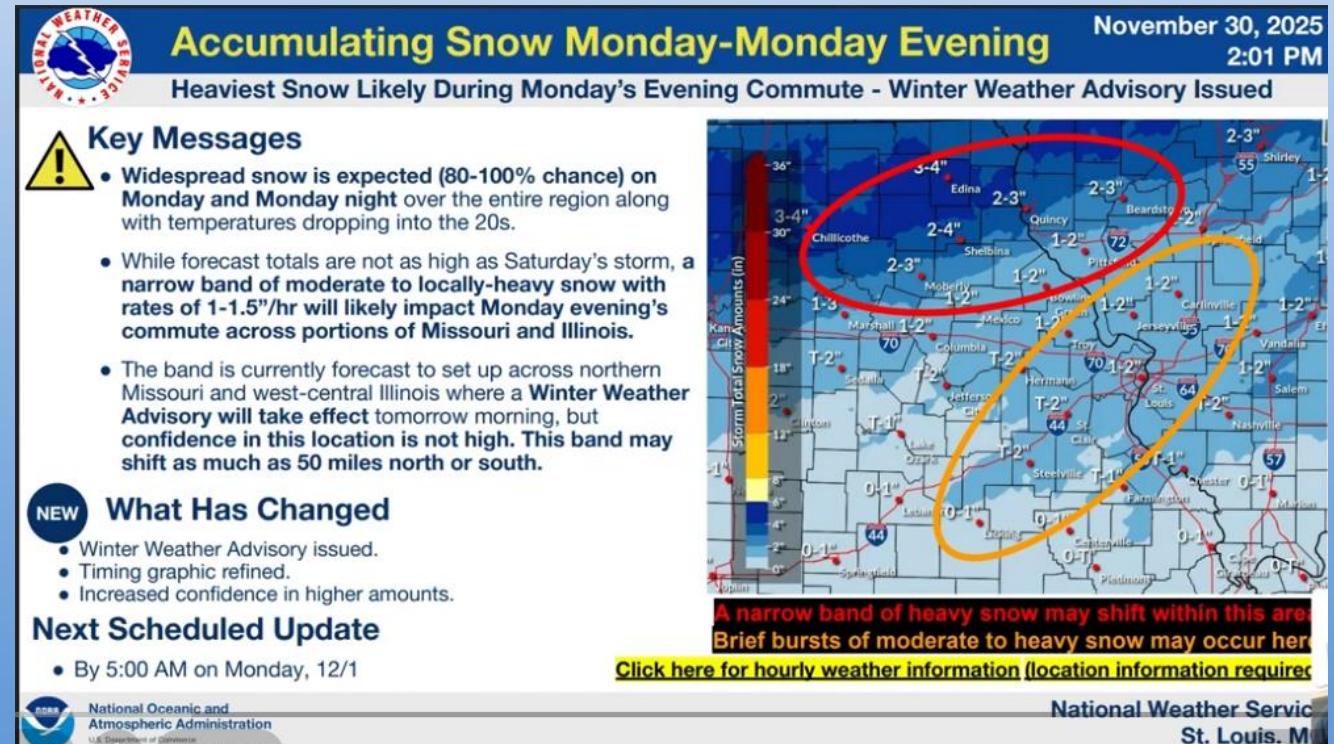


Winter Storm Planning – December 1st



Statewide Planning Calls

- 48 hours before the storm – Saturday, November 29th – 9 a.m.
 - During active event situational awareness call
- 24 hours before the storm – Sunday, November 30th – 2 p.m.
 - Forecast shown but still opportunity for brief burst

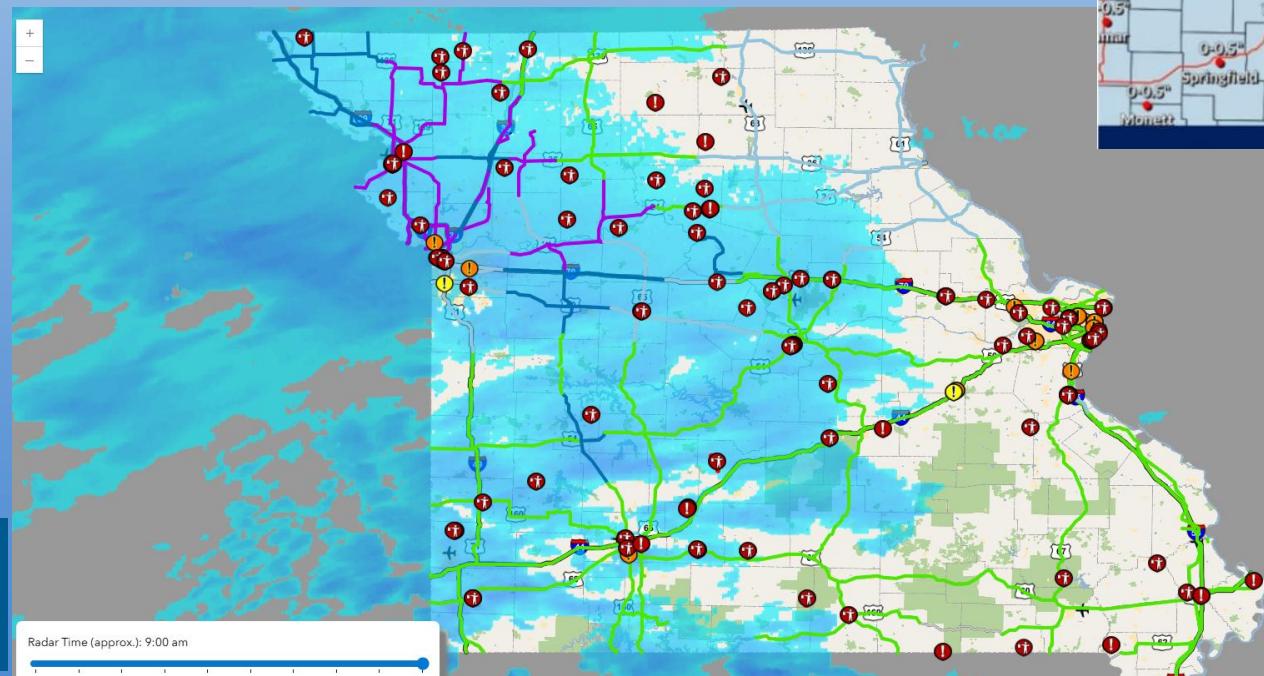


Winter Storm Response – December 1st



Statewide Situational Awareness Calls

- Every 6 hours for the duration of the response
- KC was the first EOC to activate at 6am
- All Districts were holding calls prior to the Statewide 9 a.m. call

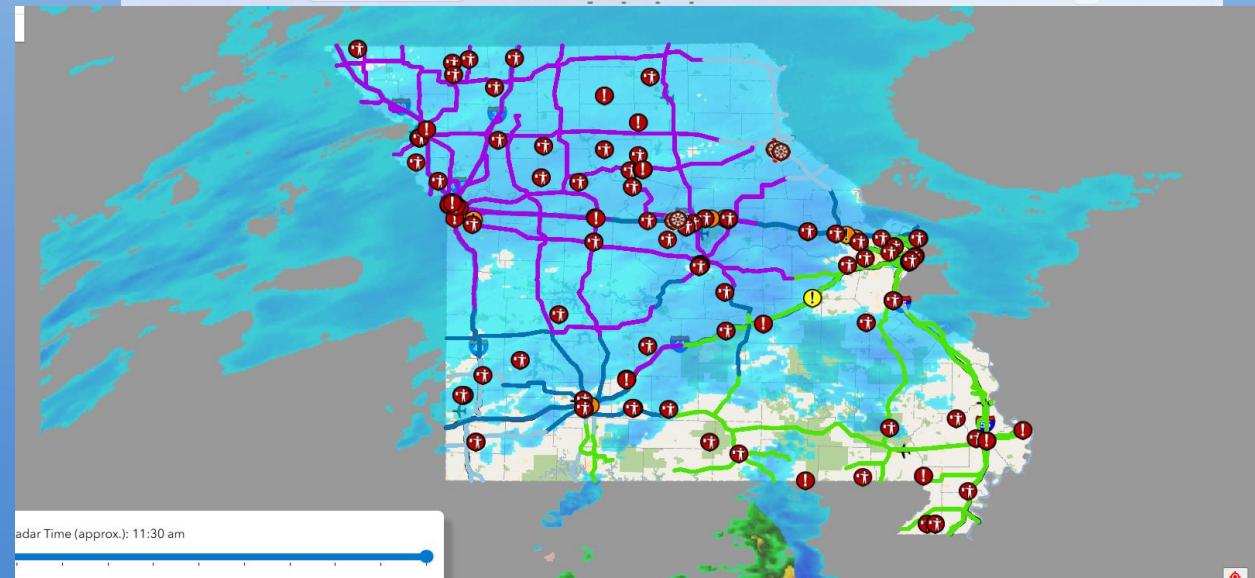
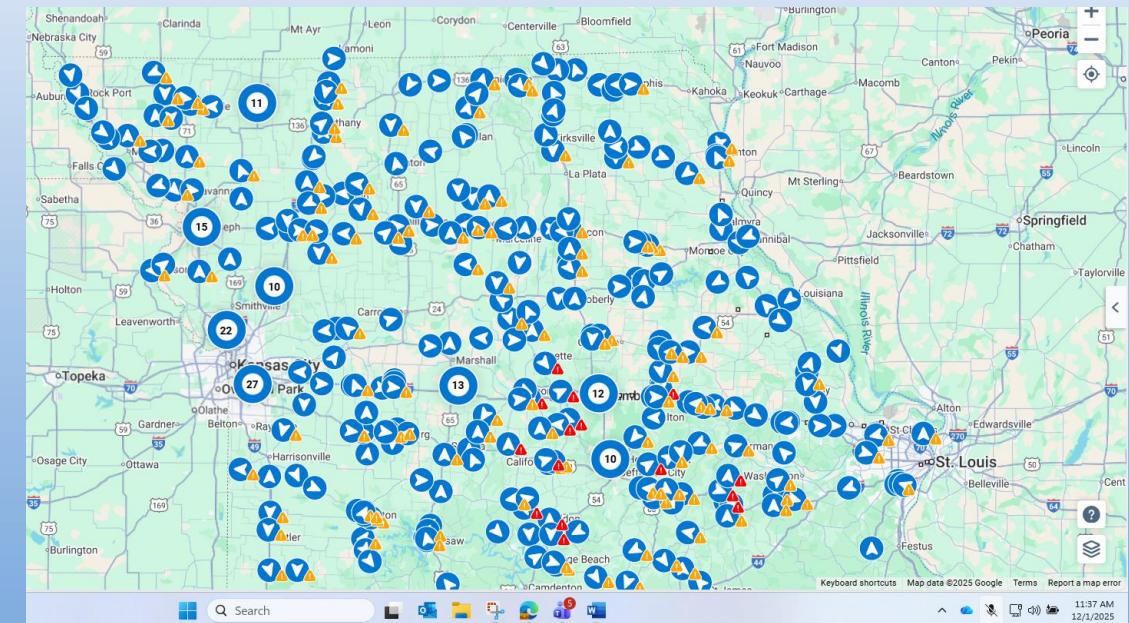
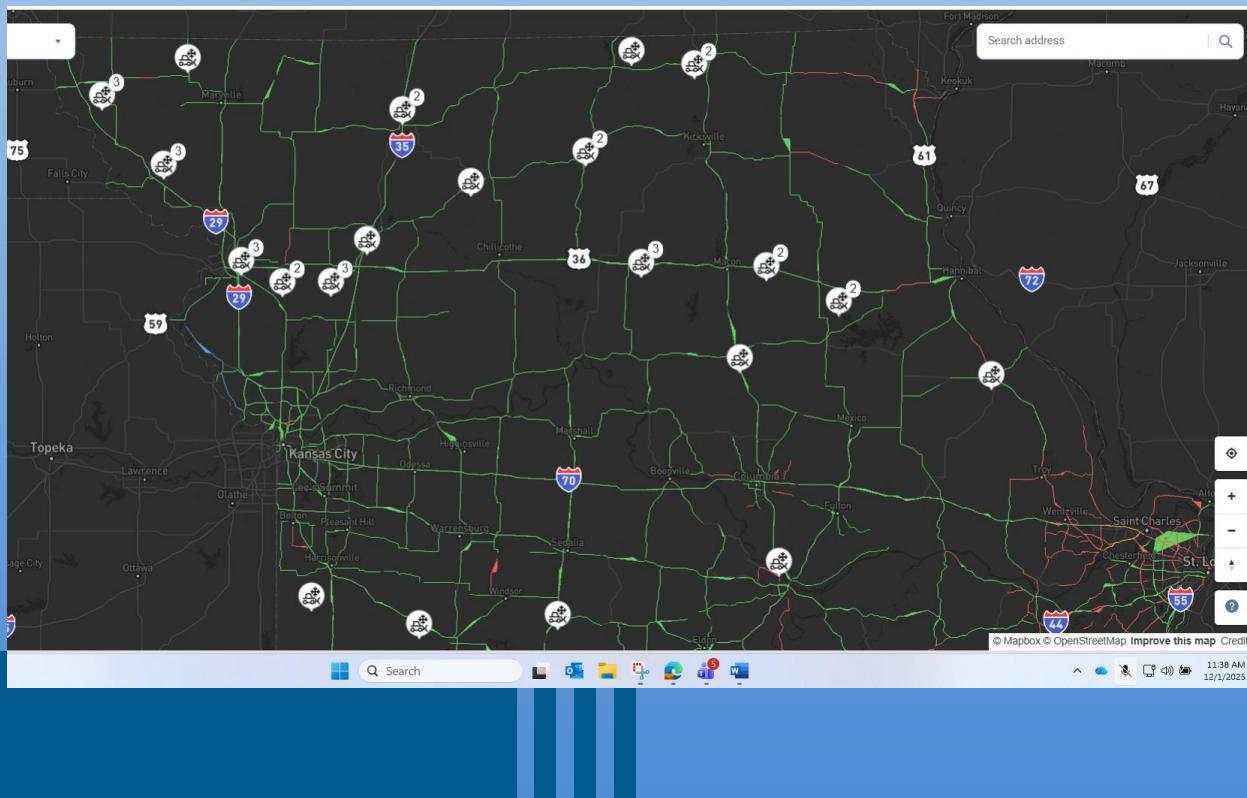


Winter Storm Response – December 1st



Statewide Situational Awareness Calls

- Record screen shots of truck locations every 2 hours
- Response at 11:30 a.m.

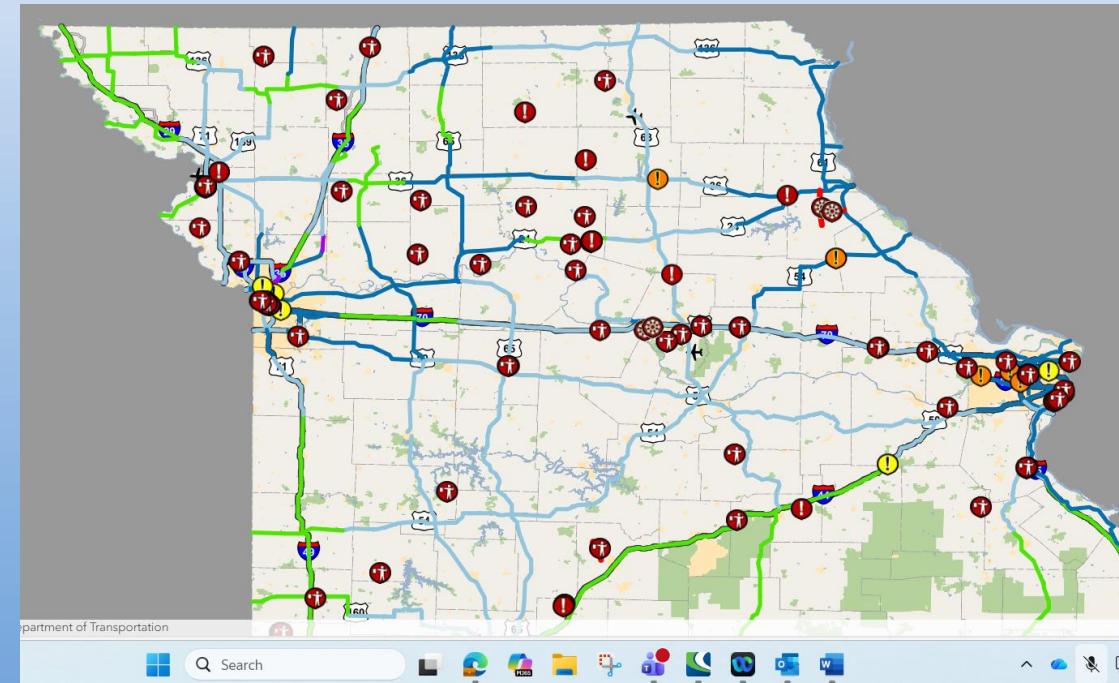
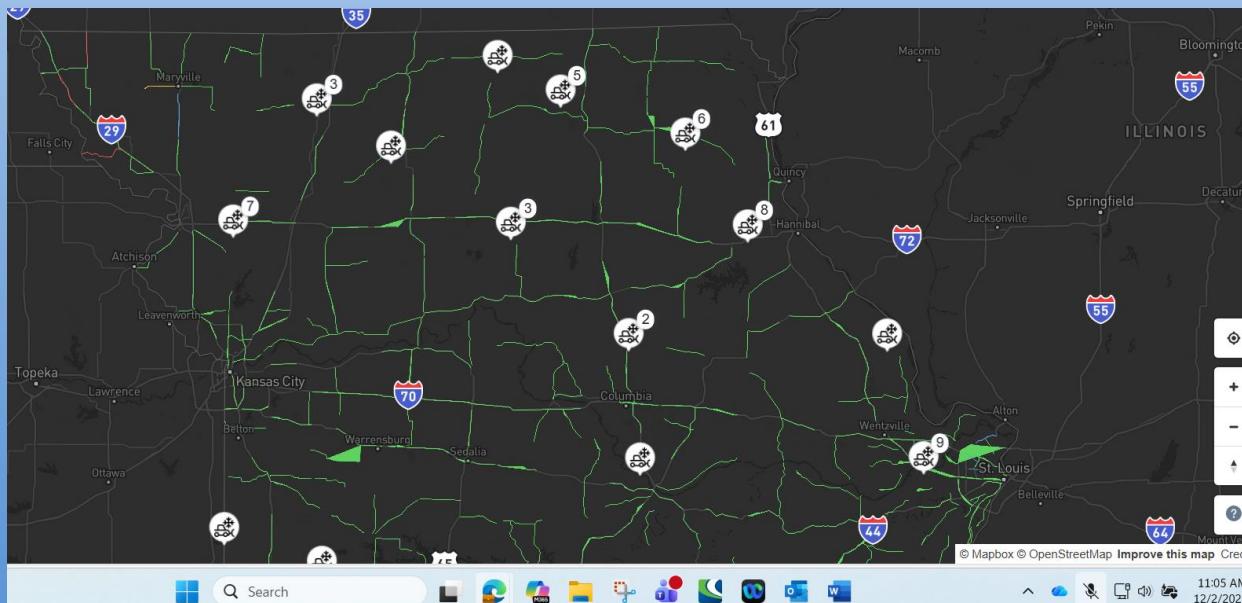


Winter Storm Response - December 2nd

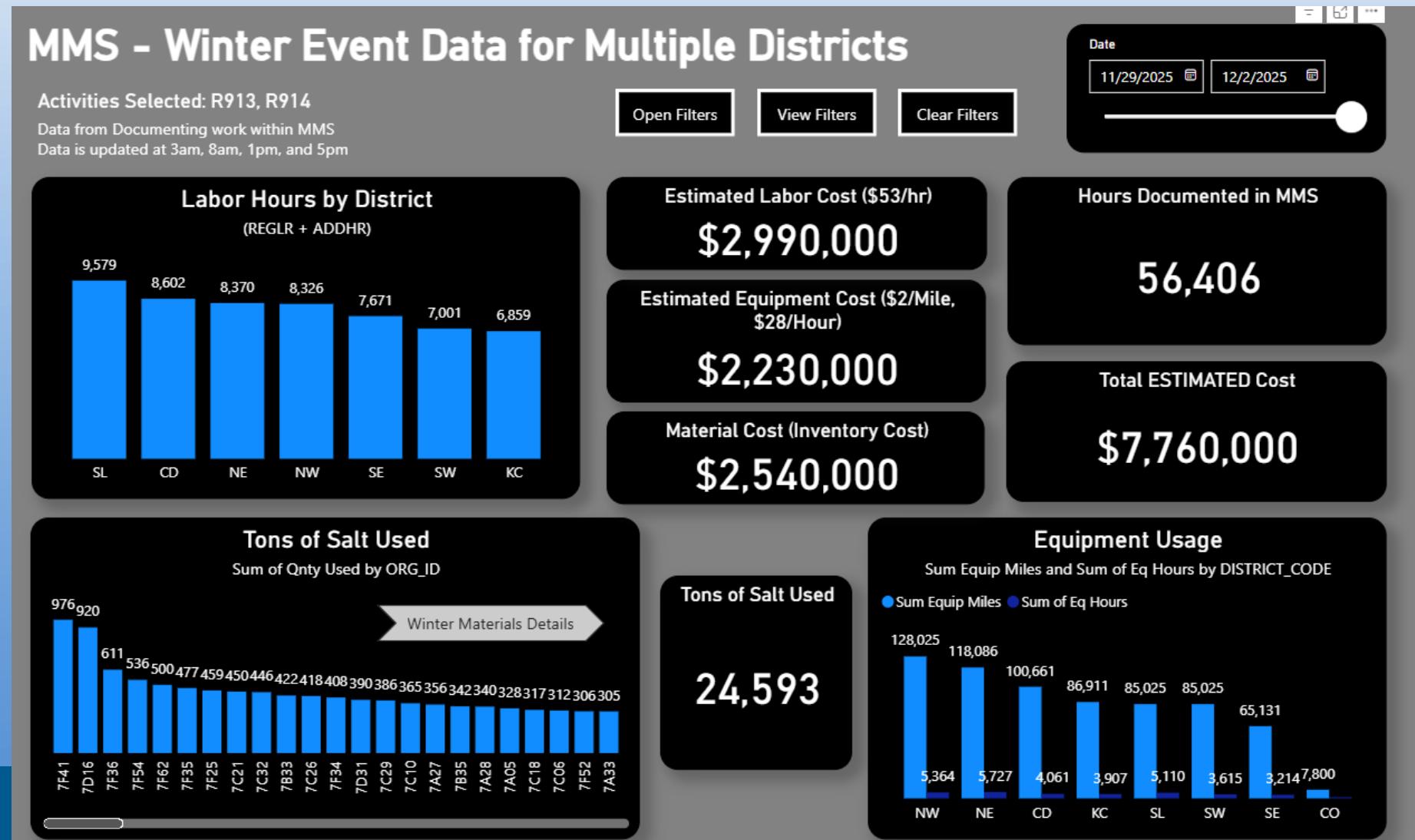


Roadway Conditions

- Within 24 hours road conditions improved to mostly clear across most impacted areas – all major roads hit within last 4 hours



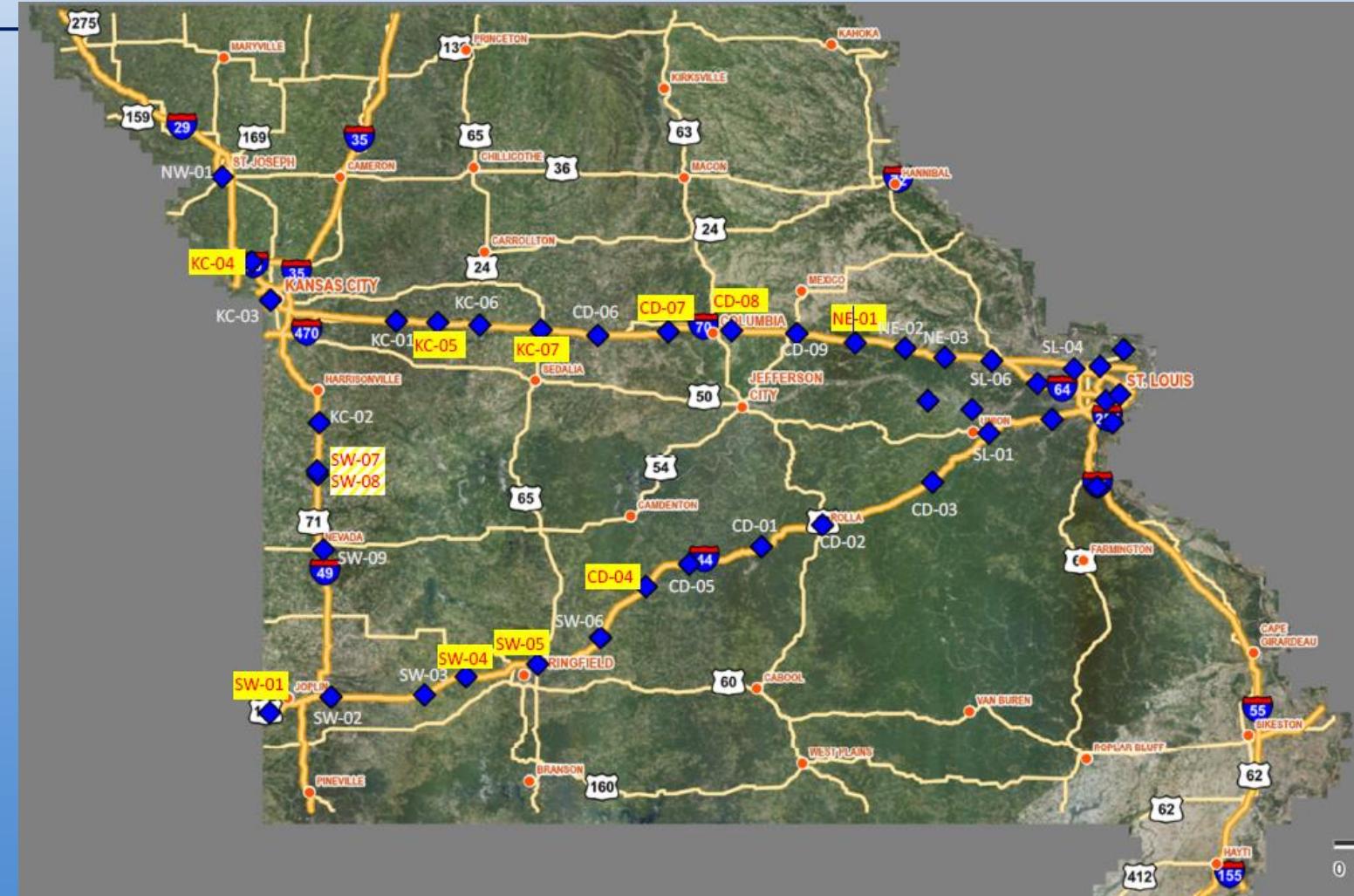
Winter Storm Response – December 1st



Restoring Operations

Remote Weather Information Stations

- Obtain data from the roadway surface
 - Temperature (including subsurface)
 - Grip or friction
 - Salinity
 - Frost





Magna Wing

- Piloting in the Gray Summit Maintenance Building
- Replaces a truck and operator
- Will be used on I-44 in Franklin County to clear the entire width of highway

Enhanced Messaging

- Set expectations on a per storm basis
- Encourage motorists to stay home if possible
- Safety is a shared responsibility between MoDOT and travelling public





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 December 12, 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

December 12, 2025

CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
	A01 MERCER, PUTNAM PUTNAM	136 136	J1S3442 JNW0043	1,825 4,032	RESURFACE RESURFACE		23.918 17.300		80% 80%			
NW	LOW MAGRUDER PAVING, LLC EMERY SAPP & SONS, INC. ABOVE AND BELOW CONTRACTING, LLC NORRIS ASPHALT PAVING CO., LC HERZOG CONTRACTING CORP. CAPITAL PAVING & CONSTRUCTION, LLC W. L. MILLER COMPANY					\$12,045,798.10 \$12,594,977.55 \$12,636,725.56 \$12,780,901.45 \$12,958,558.33 \$14,051,386.12 \$14,878,668.09				\$12,303,000.00	7	0
NW	A02 MERCER, PUTNAM, SULLIVAN	E, FF, JJ, OO	JNW0014	93 - 493	4 BRIDGE DECK REPLACEMENTS		0.000		80%			
NW	LOW E & C BRIDGE, LLC COMANCHE CONSTRUCTION, INC.					\$2,849,029.37 \$3,417,543.48				\$2,446,000.00	2	0
NW	A03 MERCER	136	JNW0049	1,927	BRIDGE DECK REPLACEMENT		0.158		80%			
NW	LOW LOUIS-COMPANY, LLC					\$4,025,797.74				\$2,885,000.00	1	0
NE	B02 RANDOLPH	BU 63	JNE0038	9,322	COLDMILL AND RESURFACE		1.789		80%			
NE	LOW MAGRUDER PAVING, LLC CAPITAL PAVING & CONSTRUCTION, LLC EMERY SAPP & SONS, INC.					\$448,607.21 \$495,080.00 \$509,939.40				\$681,000.00	3	0
NE	B03 LINCOLN	J	JNE0051	1,710	BRIDGE REPLACEMENT		0.167		80%			
NE	LOW MAGRUDER CONSTRUCTION CO., INC. BLEIGH CONSTRUCTION COMPANY E & C BRIDGE, LLC PACE CONSTRUCTION COMPANY, LLC CAPITAL PAVING & CONSTRUCTION, LLC					\$1,899,071.22 \$1,974,288.19 \$2,022,877.39 \$2,075,000.00 \$2,151,739.36				\$2,210,000.00	5	0
NE	B04 LINCOLN	47	JNE0248	15,553 - 24,744	COLDMILL AND RESURFACE		2.098		80%			
NE	LOW MAGRUDER PAVING, LLC PACE CONSTRUCTION COMPANY, LLC					\$1,185,483.92 \$1,347,015.00				\$1,340,000.00	2	0
KC	C01 PLATTE	COOKINGHAM RD	J4S3489	2,443	BRIDGE REPLACEMENT		0.179		90%			
KC	LOW PYRAMID CONTRACTORS, INC. CLARKSON CONSTRUCTION COMPANY					\$7,687,791.50 \$8,305,740.35				\$9,007,000.00	2	0
KC	C02 JACKSON	71	J4S3490	86,000	GRADING, PAVEMENT, 2 BRIDGE REPLACEMENTS, 2 CULVERT REHABILITATIONS, AND ADA IMPROVEMENTS		1.176		80%			
KC	LOW CLARKSON CONSTRUCTION COMPANY					BASE BID PC,PC,PC,PC	LCCA FACTOR \$18,957,368.32	BASIS OF AWARD \$18,957,368.32		\$21,101,000.00	1	0

SUMMARY OF BID OPENING

December 12, 2025

CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
KC	C03 RAY	Z	JKR0103	450	BRIDGE REPLACEMENT		0.114		80%			
KC	LOW WIDEL, INC. EPIC CONCRETE CONSTRUCTION, INC. REALM CONSTRUCTION INC. MERA EXCAVATING, LLC					\$1,068,605.25 \$1,111,291.62 \$1,320,365.45 \$1,403,233.15				\$1,021,000.00	4	0
KC	C04 JACKSON	STADIUM DRIVE	JKU0012	119,500	BRIDGE PAINTING		0.085		80%			
KC	LOW INTERNATIONAL RIGGING GROUP, LLC OMEGA COATINGS & CONSTRUCTION, LLC OLYMPUS PAINTING CONTRACTORS, INC. SOUTHERN ROAD & BRIDGE, LLC THOMAS INDUSTRIAL COATINGS, INC. EXTREME SANDBLASTING AND PAINTING, INC.					\$674,930.00 \$940,566.00 \$1,113,656.00 \$1,475,129.00 \$1,860,000.00 \$2,453,700.00				\$1,312,000.00	6	0
KC	C05 JACKSON	F	JKU0110	6,400	BRIDGE REPLACEMENT		0.152		80%			
KC	LOW WIDEL, INC. EPIC CONCRETE CONSTRUCTION, INC. LOUIS-COMPANY, LLC REALM CONSTRUCTION INC.					\$960,345.50 \$963,101.16 \$1,222,486.55 \$1,294,578.39				\$1,000,000.00	4	0
KC	C06 PLATTE	I-635	JKU0095	57,000	BRIDGE REHABILITATION		0.801		90%			
KC	LOW SOUTHERN ROAD & BRIDGE, LLC COMANCHE CONSTRUCTION, INC. GEMSTONE, LLC DBA GEMSTONE, LLC MO					\$1,989,827.40 \$2,269,806.59 \$2,744,833.20				\$1,920,000.00	3	0
FUNDING BY KDOT - 50/50												
CD	D01 CAMDEN	7	J5P3538	2,014	2 BRIDGE DECK REPLACEMENTS		0.172		80%			
CD	LOW E & C BRIDGE, LLC WEST PLAINS BRIDGE & GRADING, LLC DON SCHNIEDERS EXCAVATING COMPANY, INC. GENE HAILE EXCAVATING, INC. GEMSTONE, LLC DBA GEMSTONE, LLC MO					\$1,099,994.73 \$1,416,500.00 \$1,423,737.20 \$1,625,014.90 \$1,848,865.27				\$1,354,000.00	5	0
CD	D02 COLE	OR 50	J5S3418	20,034	PAVEMENT WIDENING, SIGNALS, AND ADA IMPROVEMENTS		0.366		80%			
CD	LOW SAM GAINES CONSTRUCTION, INC. DON SCHNIEDERS EXCAVATING COMPANY, INC. APELEX, INC.					\$1,552,567.30 \$1,725,616.12 \$2,046,338.30				\$1,542,000.00	3	0
CD	D03 COLE	AA	J5S3551	1,220	BRIDGE DECK REPLACEMENT		0.090		80%			
CD	LOW E & C BRIDGE, LLC WIDEL, INC. WEST PLAINS BRIDGE & GRADING, LLC GENE HAILE EXCAVATING, INC. DON SCHNIEDERS EXCAVATING COMPANY, INC. GEMSTONE, LLC DBA GEMSTONE, LLC MO					\$755,964.75 \$978,637.70 \$1,116,500.00 \$1,171,817.60 \$1,292,558.92 \$1,864,320.10				\$922,000.00	6	0

SUMMARY OF BID OPENING

December 12, 2025

CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
D04	COLE	179	JCD0074	1,560	BRIDGE DECK REPLACEMENT		0.112		80%			
CD	LOW	E & C BRIDGE, LLC WIDEL, INC. GENE HAILE EXCAVATING, INC. DON SCHNIEDERS EXCAVATING COMPANY, INC. WEST PLAINS BRIDGE & GRADING, LLC MERA EXCAVATING, LLC GEMSTONE, LLC DBA GEMSTONE, LLC MO				\$492,321.66 \$591,661.35 \$626,984.50 \$663,895.15 \$725,000.00 \$815,639.64 \$997,527.70				\$669,000.00	7	0
	D05	BOONE	VARIOUS	JCD0227	VARIOUS	PAVEMENT MARKING	25.768		80%			
	LOW	ROAD RUNNER SAFETY SERVICES, INC. TRAMAR CONTRACTING, INC. AMERICA'S PARKING REMARKING, LLC STREETWISE, INC.				\$490,881.74 \$537,809.00 \$565,981.70 \$598,362.95				\$746,000.00	4	0
	D06	CRAWFORD, LACLEDE, PHELPS, PULASKI	I-44	JCD0265	38,522	PAVEMENT MARKING	222.793		90%			
	LOW	STREETWISE, INC. AMERICA'S PARKING REMARKING, LLC REYNOLDS SEALING AND STRIPING, INC. TRAMAR CONTRACTING, INC.				\$831,815.92 \$920,761.13 \$1,035,285.88 \$1,138,425.12				\$922,000.00	4	0
	F01	ST LOUIS	I-270	J6I3618	38,700	CULVERT IMPROVEMENTS	0.187		90%			
SL	LOW	CONCRETE STRATEGIES, LLC ABOVE AND BELOW CONTRACTING, LLC MILLSTONE WEBER, LLC PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC KOZENY-WAGNER, INC.				\$652,999.00 \$759,177.22 \$848,525.00 \$976,932.00 \$1,025,000.00				\$1,094,000.00	5	0
	FUNDING BY METROPOLITAN ST. LOUIS SEWER DISTRICT - \$150,000.00											
	H01	WAYNE	34	J9P3816	3,308	BRIDGE DECK REPLACEMENT	0.109		80%			
	LOW	JOE'S BRIDGE & GRADING, INC. ROBERTSON CONTRACTORS, INC. WEST PLAINS BRIDGE & GRADING, LLC PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC GEMSTONE, LLC DBA GEMSTONE, LLC MO				\$1,041,263.30 \$1,064,742.61 \$1,220,000.00 \$1,234,888.88 \$1,501,149.75				\$1,237,000.00	5	0
	H03	SCOTT CAPE GIRARDEAU	C BB	J9S3727 J9S3776	633 412	BRIDGE REPLACEMENT BRIDGE DECK REPLACEMENT	0.054 0.040		80% 80%			
	LOW	ROBERTSON CONTRACTORS, INC. JOE'S BRIDGE & GRADING, INC. PENZEL CONSTRUCTION COMPANY, INC. PLATTIN CREEK EXCAVATING, LLC DBA PCX CONSTRUCTION, LLC PACE CONSTRUCTION COMPANY, LLC				\$1,634,668.03 \$1,719,856.64 \$1,789,354.90 \$1,967,228.97 \$2,170,000.00				\$2,008,000.00	5	0

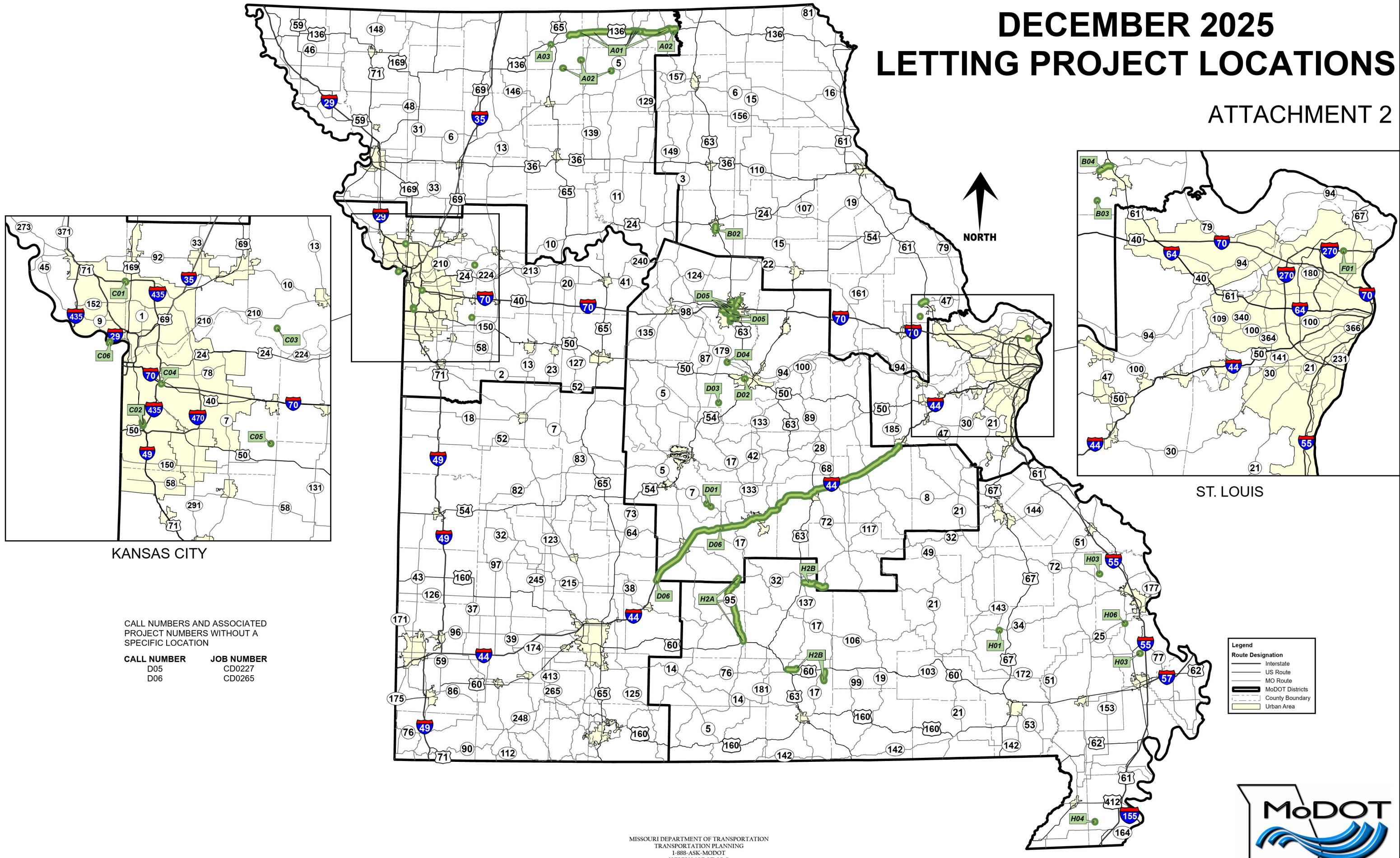
SUMMARY OF BID OPENING

December 12, 2025

CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
	H04 PEMISCOT	C	J9S3770	283	BRIDGE REPLACEMENT		0.091		80%			
SE	LOW JOE'S BRIDGE & GRADING, INC. KEITH SIMPSON CONTRACTING, LLC ROBERTSON CONTRACTORS, INC.					\$577,971.59 \$683,927.50 \$686,609.43				\$740,000.00	3	0
	H06 CAPE GIRARDEAU, SCOTT	77	J9M0283	3,829	CULVERT REPLACEMENT		0.010		STATE			
SE	LOW PUTZ CONSTRUCTION, LLC RL PERSONS CONSTRUCTION, INC.					\$1,298,162.36 \$1,445,875.00				\$200,000.00	2	0
	H2A LACLEDE, WRIGHT H2B DENT, TEXAS HOWELL HOWELL	95 VV WW DD	J9S3696 JSE0007 JSE0008 JSE0009	9,310 790 925 650	RESURFACE AND BRIDGE REHABILITATION RESURFACE RESURFACE RESURFACE		28.650 9.790 3.737 3.726		80% STATE STATE STATE			
SE	LOW PACE CONSTRUCTION COMPANY, LLC MAGRUDER PAVING, LLC APAC-CENTRAL, INC. APEX PAVING CO. CAPITAL PAVING & CONSTRUCTION, LLC					\$4,482,000.00 \$4,844,379.60 \$5,184,012.88 \$5,456,540.70 \$5,888,383.37				\$6,176,000.00	5	0
					LOW BID TOTAL	\$68,703,265.91				\$74,836,000.00	94	
	NOTE: AWARD AMOUNT FOR JOB ORDER CONTRACTS (PROGRAM CAP)											
	\$0.00											
	NOTE: TOTAL AWARD AMOUNT CHANGED TO REFLECT PROGRAM CAP ON JOB ORDER CONTRACTS											
	\$68,703,265.91											
	% DIFFERENCE											
	-8.2%											

DECEMBER 2025 LETTING PROJECT LOCATIONS

ATTACHMENT 2



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.

November 14, 2025 Lettings (December 3, 2025 Awards, SFY 2026)				
	Number of Projects	Program Construction Estimate with Contingencies	Award Amount with Contingencies	% Difference
TOTAL ALL PROJECTS	76	\$258,595,500	\$221,623,216	-14.3
STIP PROJECTS	73	\$257,795,820	\$220,728,998	-14.4
FUNDING BY OTHERS	5	\$7,177,492		

	Number of Projects	Program Construction Estimate	Award Amount	% Difference
DESIGN BUILD PROJECTS	1	\$425,000,000	\$425,000,000	0.0
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	212	\$1,185,525,380	\$1,078,629,733	-9.0
STIP PROJECTS	195	\$1,168,317,980	\$1,060,362,392	-9.2
FUNDING BY OTHERS	16	\$19,097,966		

* Includes Design Build Projects

Completed Projects Year-to-Date for SFY 2026				
	Program Constr. Est.	Final Project Cost	Difference	% Difference
STIP PROJECTS	\$561,186,000	\$601,635,000	\$40,449,000	7.2

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

FINANCIAL FORECAST UPDATE

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

ISSUE: MoDOT prepares an annual financial forecast to estimate future revenues and disbursements. The forecast is the basis for MoDOT's budget, and the funding targets provided to planning partners and MoDOT staff to select projects for the Statewide Transportation Improvement Program (STIP).

The financial forecast estimates the various components of state revenue, including the state motor fuel tax, motor vehicle sales taxes, motor vehicle and drivers' licensing fees, and federal funds from the federal motor fuel tax, and other sources as provided by Congress and the Missouri legislature.

RECOMMEND that the Commission:

- This item is for information only. No action is required.

DEPARTMENT VIEW:

- Detailed financial projections and assumptions for state fiscal years 2026 through 2032 are shown on Attachments 1 and 2. Contractor awards are projected to be \$2.4 billion in 2026, \$2.7 billion in 2027, \$2.2 billion in 2028, \$1.5 billion in 2029, \$1.4 billion in 2030, and beyond.
- Based on current financial projections, MoDOT will be able to match all anticipated federal funds in the forecast period.

OTHER VIEWS:

- Citizens, contractors, consultants, planning partners, and cities and counties are interested in transportation funding and Missouri's ability to adequately maintain and improve transportation infrastructure.

MHTC POLICY:

- Statewide Transportation Improvement Program – Funding Allocation.

OTHER PERTINENT INFORMATION:

- Fiscal year 2025 highway user fees from the state motor fuel tax, motor vehicle sales tax, and motor vehicle and drivers' licensing fees were \$3.8 million (0.2 percent) more than projected. Projections of user fee revenues are in part based on growth trends from prior years.
 - The state motor fuel tax assumption (excludes SB 262) is -0.20 percent decline for 2026 and beyond as vehicles with greater fuel economy and the use of alternative fuels will off-set increases in vehicle miles traveled.
 - The assumptions for the state motor fuel taxes and decal fees for SB 262 are based on fiscal year 2025 gallons with a -0.20 percent decline for 2026 and beyond. The assumption for refunds is 0.5 percent for 2026 and beyond.
 - The motor vehicle sales tax growth assumption is 3.0 percent for 2026 and subsequent years.

- The motor vehicle and drivers' licensing fees starts with the historical four-year average with a 1.0 percent increase for 2026 and beyond.
- Because of the changes in these revenue assumptions, state revenues from these sources for 2026-2031 are projected to be \$66.5 million less than the forecast prepared last year. The decrease is mostly attributable to the decline in motor fuel tax and motor vehicle and drivers' licensing fees.
- The financial forecast includes \$57.1 million from the Budget Stabilization Fund for the Governor's Transportation Cost Share Program approved in fiscal year 2023. This funding allowed MoDOT to work collaboratively with the Department of Economic Development to create a Transportation Cost Share Program focusing on projects that create economic benefits. This program is separate from MoDOT's Cost Share Program.
- The financial forecast includes \$45.2 million of General Revenue for annual debt service payments for two years for the Focus on Bridges Program with the final debt service payment being made in fiscal year 2027. The debt service pays for the \$301.0 million of Commission State Road Bonds for this program.
- The financial forecast includes for the Improve I-70 Program, \$1.2 billion of cash (deposited into the Office of Administration I-70 Project Fund) and \$1.0 billion of bond proceeds. In addition, the forecast includes \$136.0 million of General Revenue for the annual debt service payments associated with the bonds sold in fiscal year 2024, 2026, and 2028 for this program.
- The financial forecast includes for the Forward 44 Program, \$201.0 million of cash (deposited into the Office of Administration I-44 Project Fund) and \$363.8 million of bond proceeds. In addition, the forecast includes \$44.0 million of General Revenue for the annual debt service payments associated with the bonds to be sold in fiscal year 2027 for this program.
- The financial forecast includes \$302.2 million for other General Assembly Designated and Funded projects which include the following projects: Low Volume Roads, US 67 in Butler County, I-70 Interchange in Warren County, US 65 from Buffalo to Warsaw, I-49 and US 58 in Cass County, Platte County road replacement, I-44 Environmental Study, I-55 Outer Service Road in Jefferson County, Jefferson Avenue Community Footbridge in Springfield, US 65 and Route B in Sedalia, US 63 in Columbia, LeCompte Road, Highway BB Engineering Study in Cameron, and Kirbyville School District.
- The financial forecast includes Amendment 3 bond issuances of \$654.4 million in 2026, \$579.6 million in 2028, \$507.8 million in 2030, and \$465.1 million in 2032. These issuances are needed to fully utilize the revenue being deposited into the State Road Bond Fund.
- The financial forecast includes the estimated federal apportionments from the Infrastructure Investment and Jobs Act (IIJA) approved by Congress. IIJA expires on September 30, 2026. Estimated federal apportionments beyond IIJA are held constant with no increases.
- The financial forecast includes the MoDOT Cost Share Program funds of \$45.0 million for 2026 and 2027 and \$30.0 million for 2028 and beyond.
- For the 2026-2032 period, the forecast relies on deficit spending. The average deficit spending is \$116.8 million per year. On June 30, 2025, the combined balance of the State Road Fund, State Road Bond Fund, and State Highways and Transportation Department

Fund was \$1,564.8 million. Deficit spending will reduce the balance amount from an estimated \$1,714.9 million on July 1, 2026, the beginning of state fiscal year 2027, to \$747.5 million on June 30, 2032, the end of state fiscal year 2032. Of the \$747.5 million projected to be in the state treasury at that time, \$687.5 million is the projected State Road Fund balance.

- The financial forecast includes the following personal services and fringe benefits budget increases:
 - \$11.0 million to continue implementing the market plan and to provide tenure pay increases.
 - \$8.4 million to hire an additional 100 maintenance employees in Safety and Operations.
 - A 2.0 percent annual cost of living adjustment in 2028 and beyond. Raises are contingent each year on Commission action depending on action taken by the legislature.
 - The retirement contributions are 37.0 percent in 2026 and 33.0 percent in 2027 and beyond per the actuarial report.
 - Medical benefits include a \$1.9 million increase for retirees and \$900,000 for the additional employees in 2027 for the Commission's portion of the expense. Medical benefits for 2028 and beyond include a 9.0 percent annual growth rate in the Commission's portion of the expense.
- The expense and equipment portion of the budget includes increases of \$1.4 million for asphalt and concrete repairs on roadways; \$1.5 million for several items including support tasks for the World Cup, roadside management activities, and safety measures; and \$3.0 million for inflationary costs associated with fleet. Expense and equipment for 2028 and beyond includes a 2.5 percent annual growth rate for inflation.
- The forecast includes only road and bridge revenues and disbursements. The available funding for other modes totals \$427.1 million per year. The funds are passed through to local governments and providers and, when required, most of the matching funds are provided by the entities receiving the funds.

SOURCE OF FUNDING: Not applicable.



Financial Forecast Update

MHTC Meeting
Missouri Department of Transportation
January 8, 2026

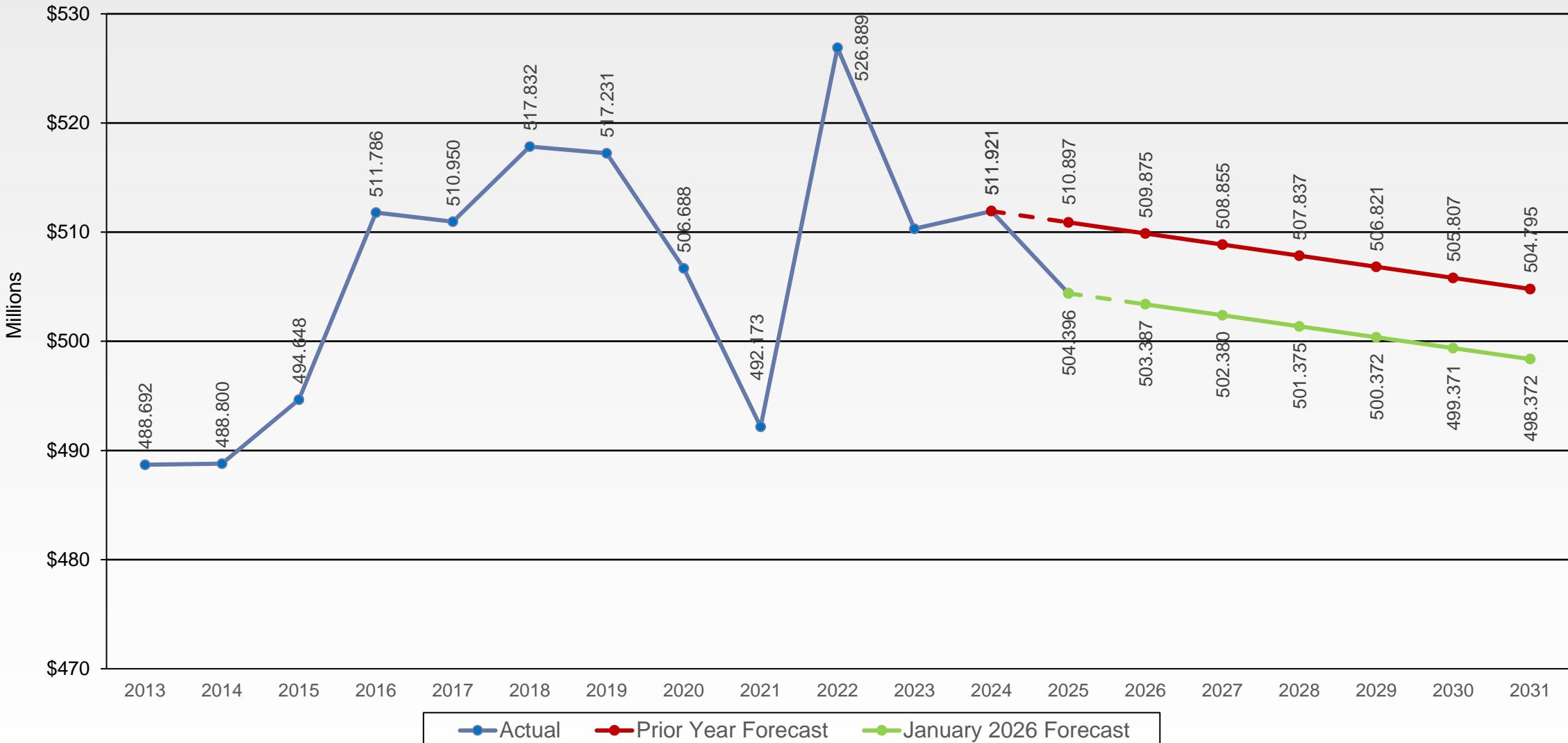
Additional Revenue and Debt



- Improve I-70 Program
- Forward 44 Program
- General Assembly Designated and Funded Projects
- Amendment 3 Bond Proceeds

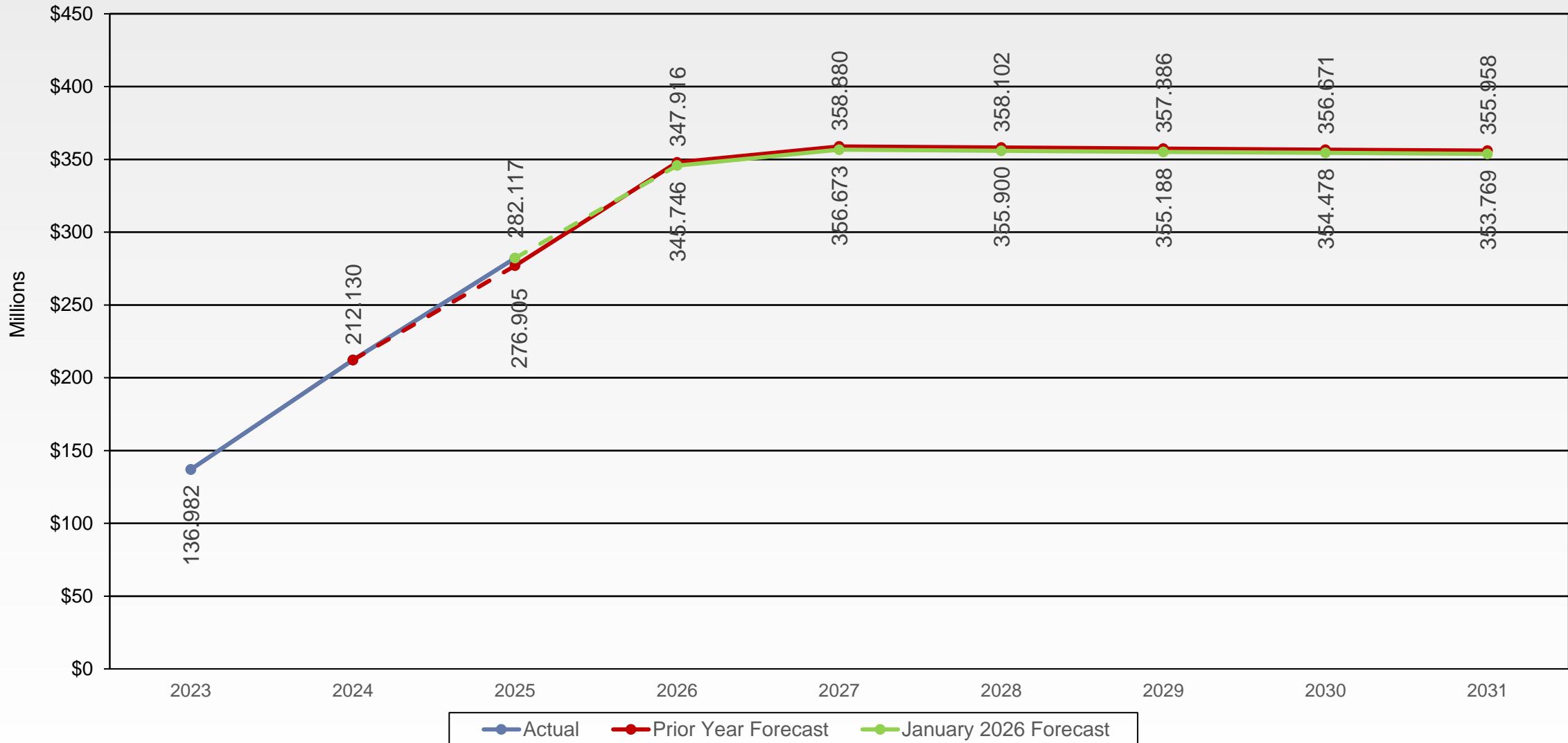


Motor Fuel Taxes (Excludes SB-262)



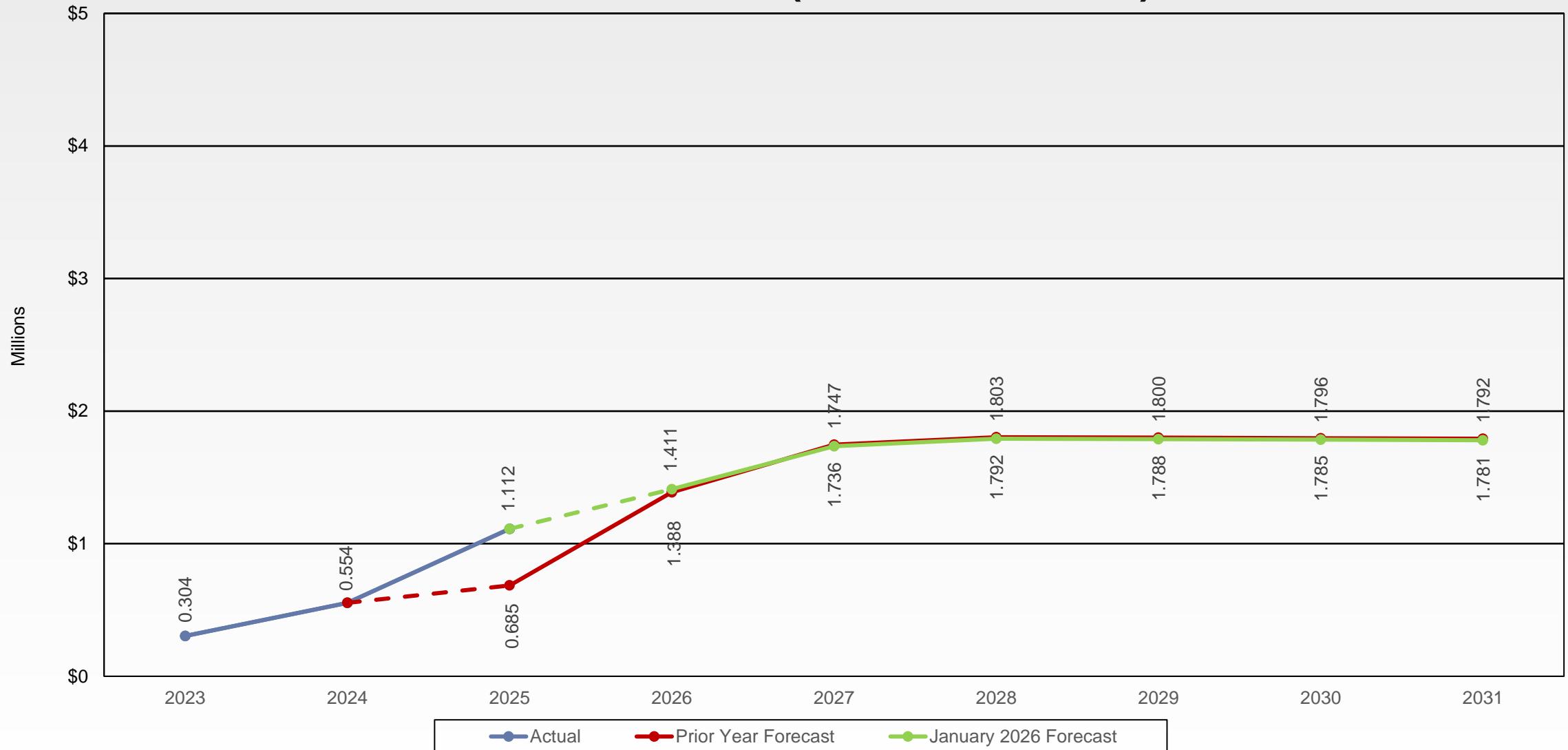


Motor Fuel Taxes (SB-262)



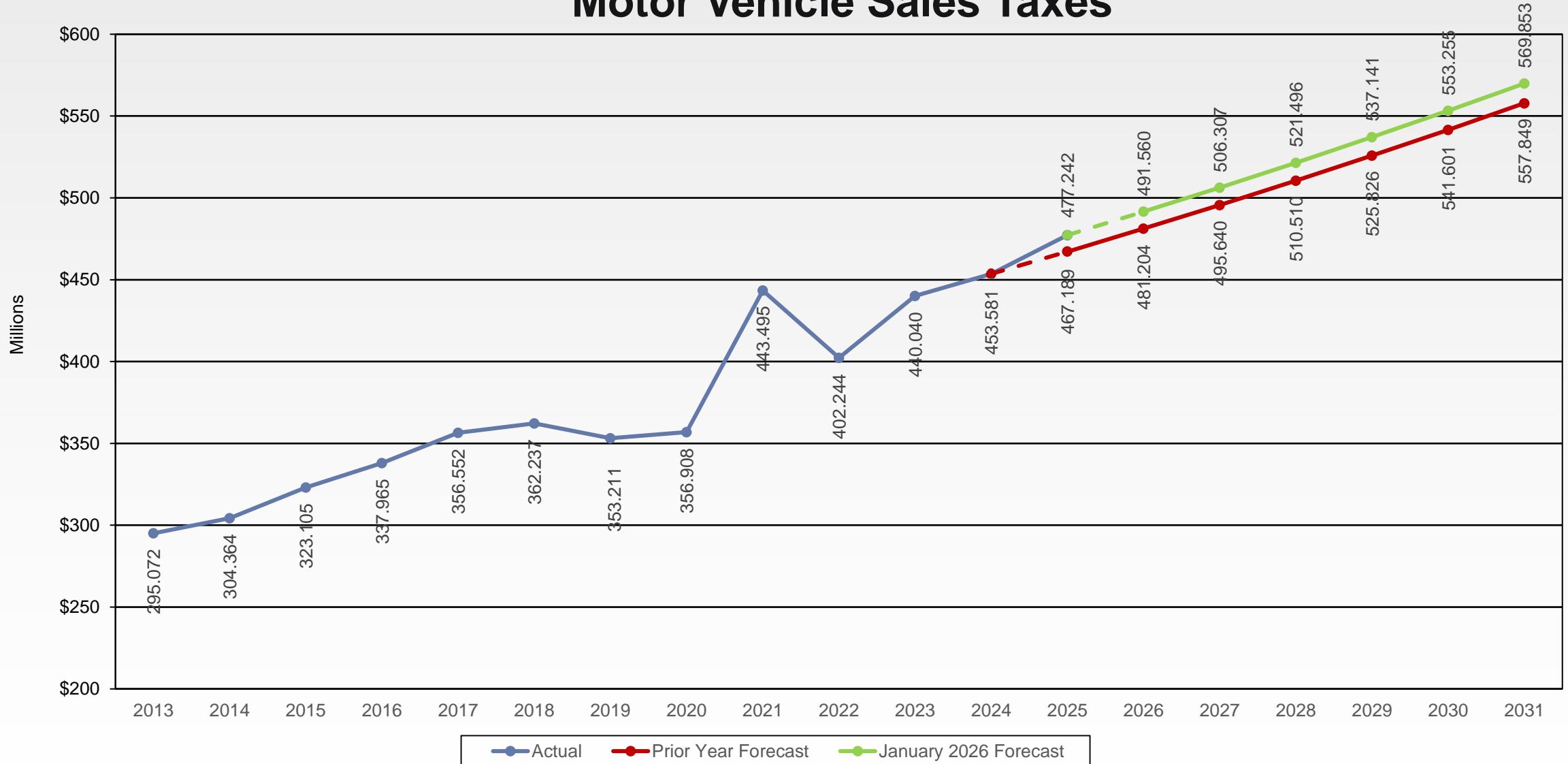


Motor Fuel Taxes (SB-262 Refunds)

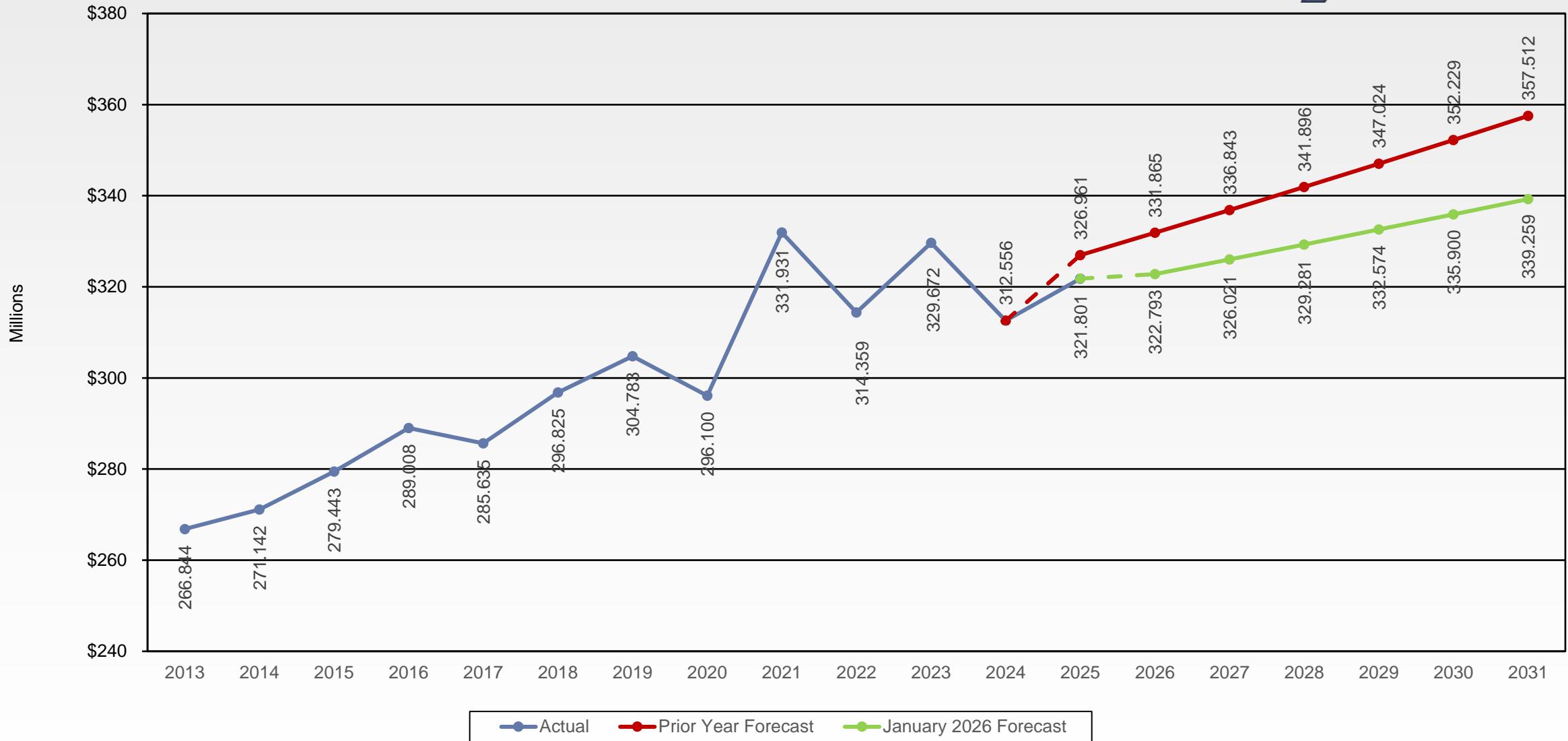




Motor Vehicle Sales Taxes

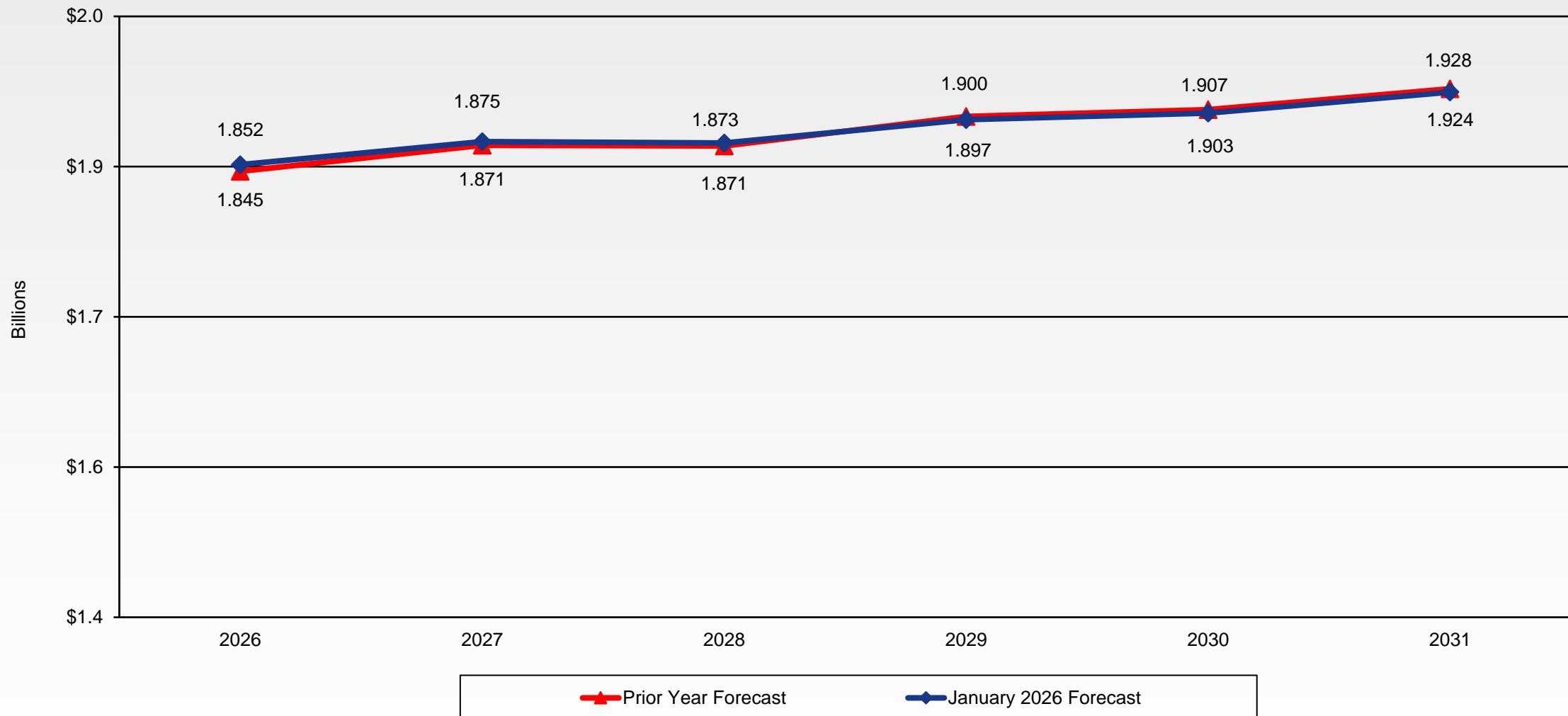


Motor Vehicle & Drivers Fees



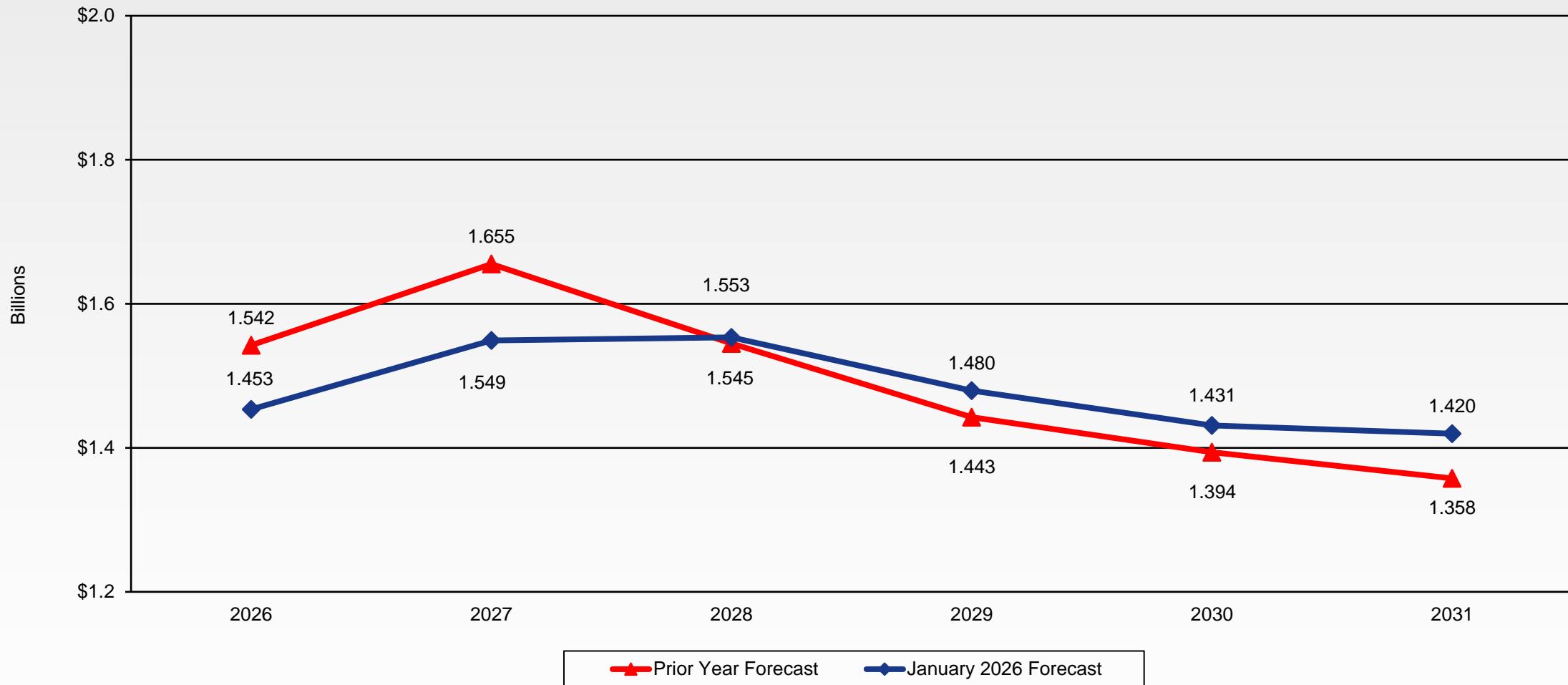


Financial Forecast – State Revenue



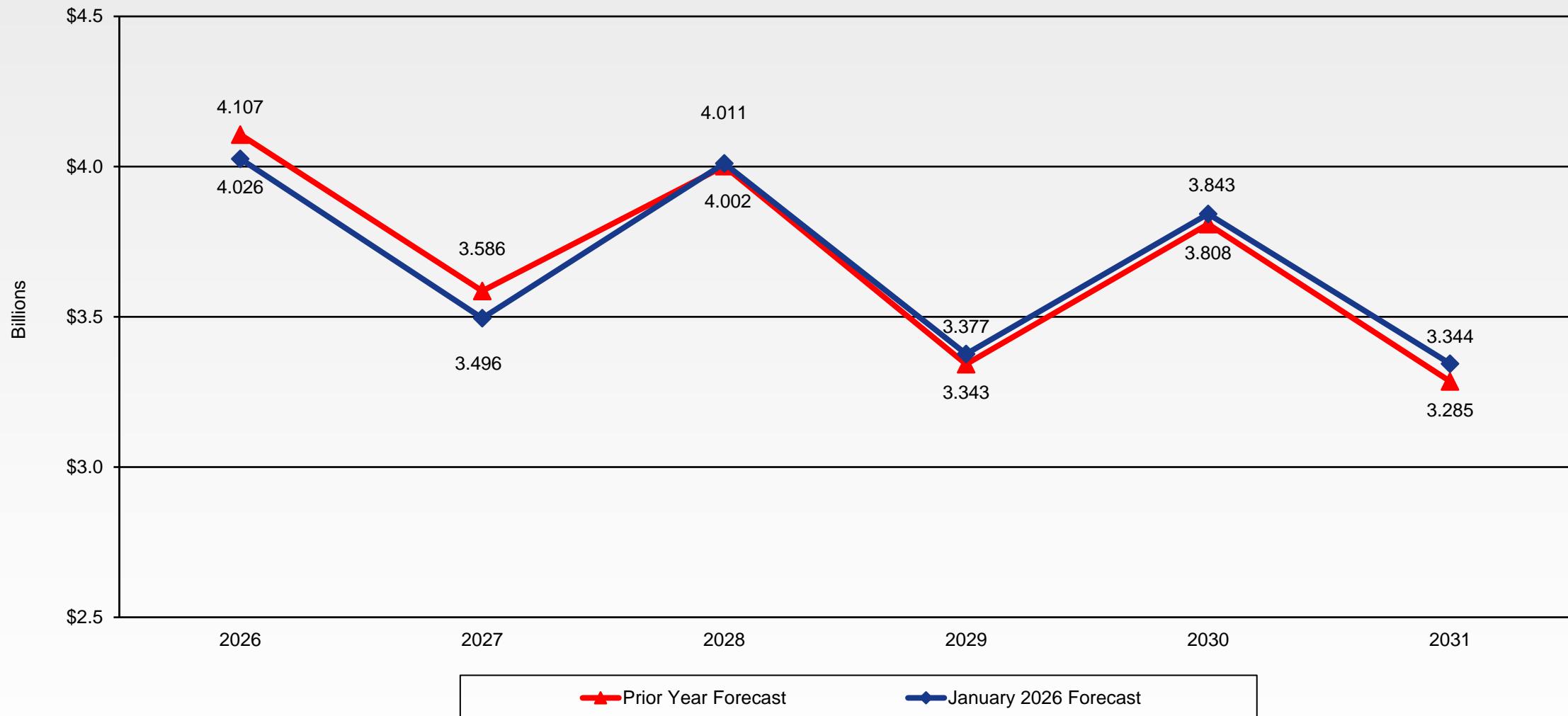


Financial Forecast – Federal Revenue



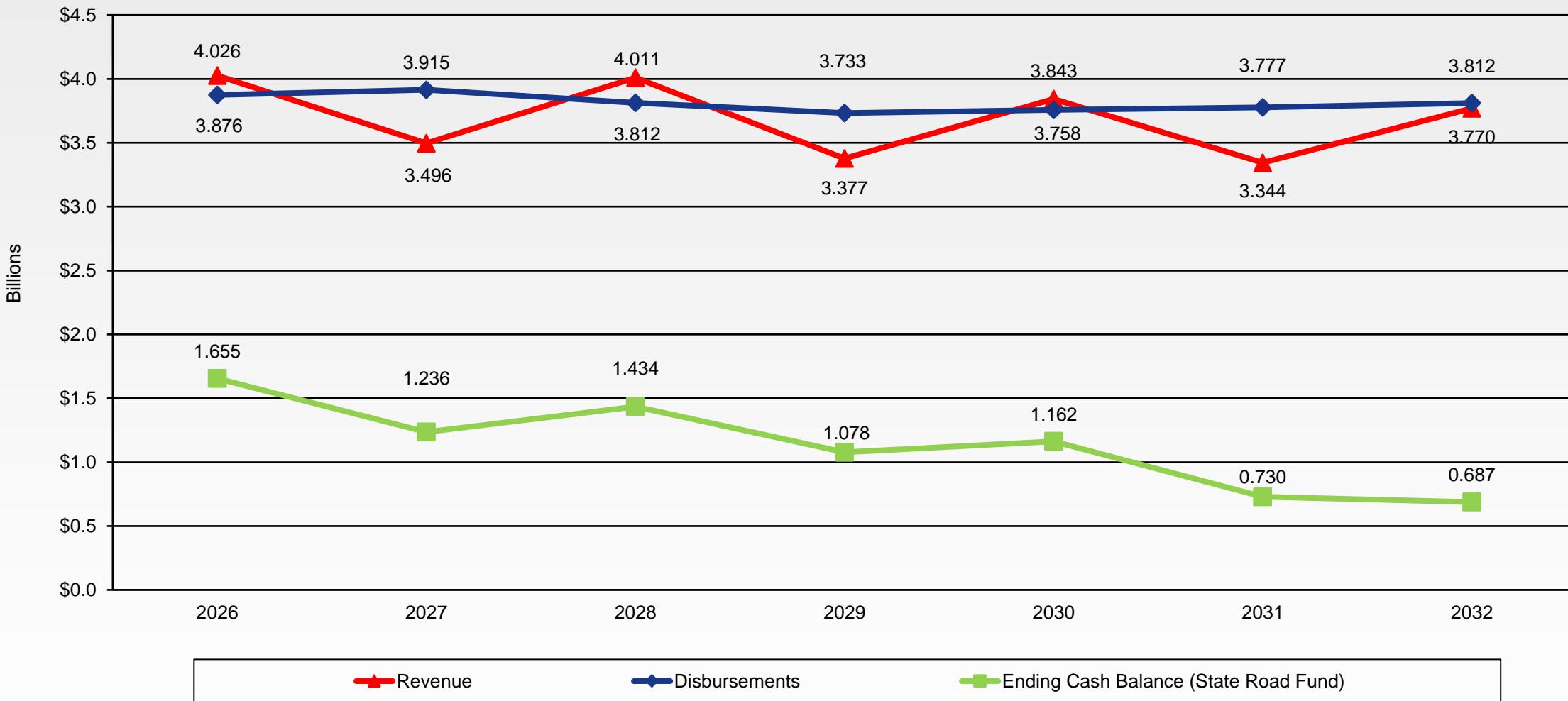


Financial Forecast – Total Revenue

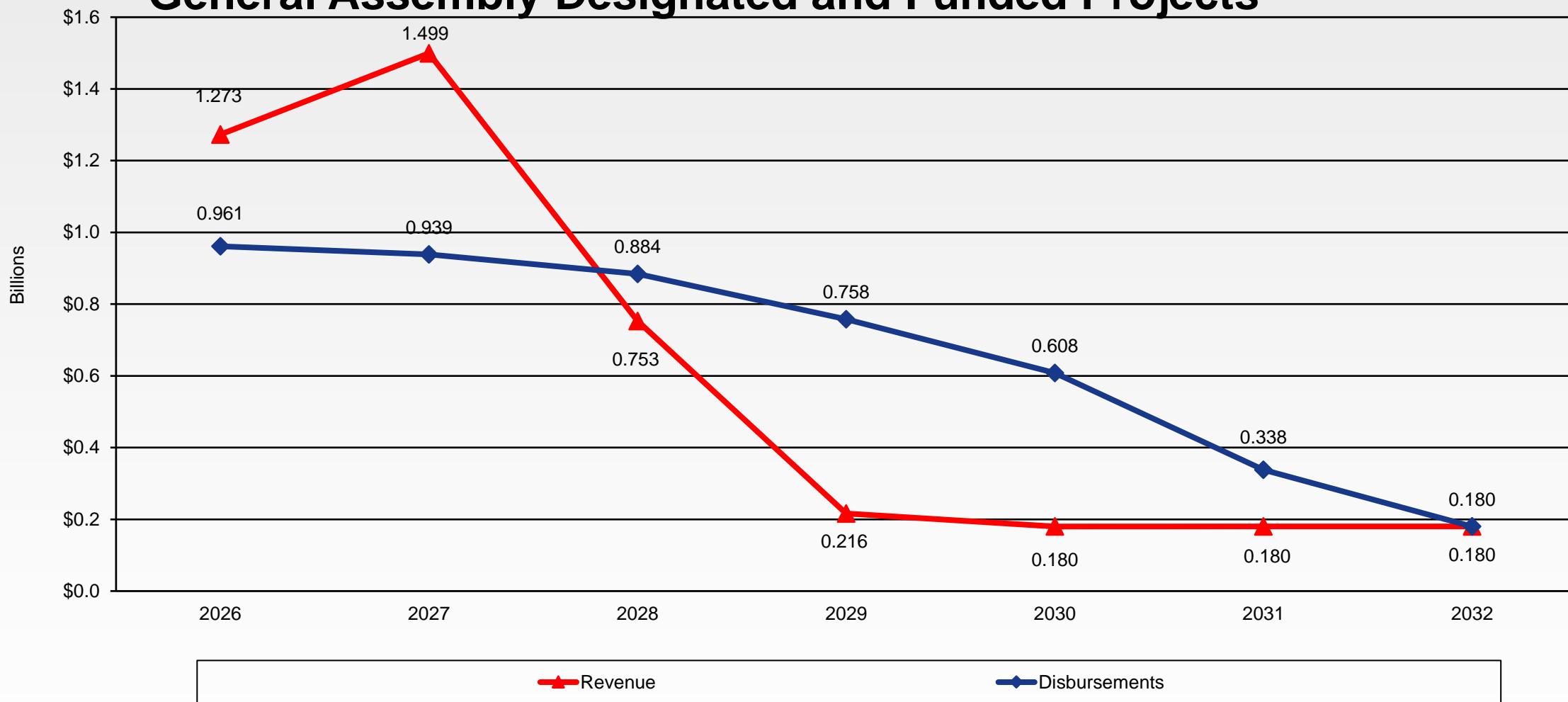




Financial Forecast

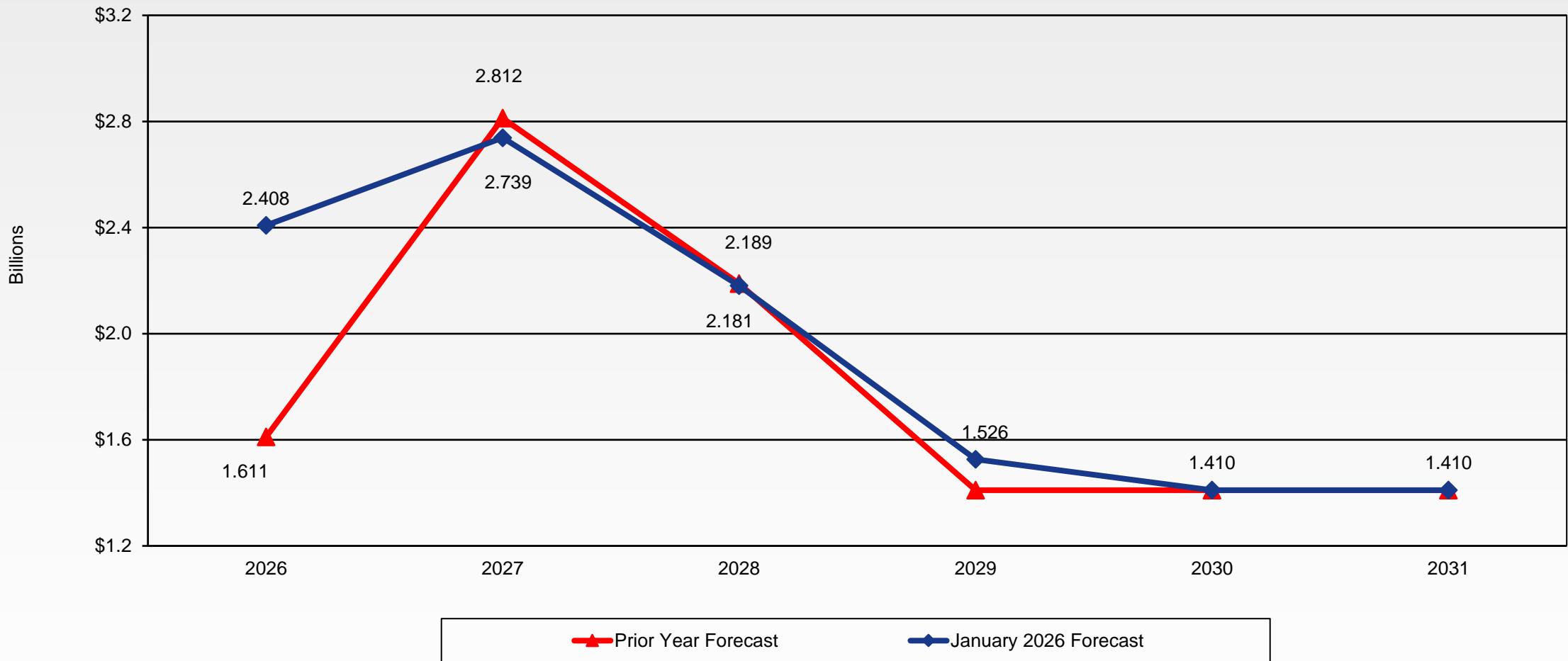


Improve I-70, Forward 44, and General Assembly Designated and Funded Projects



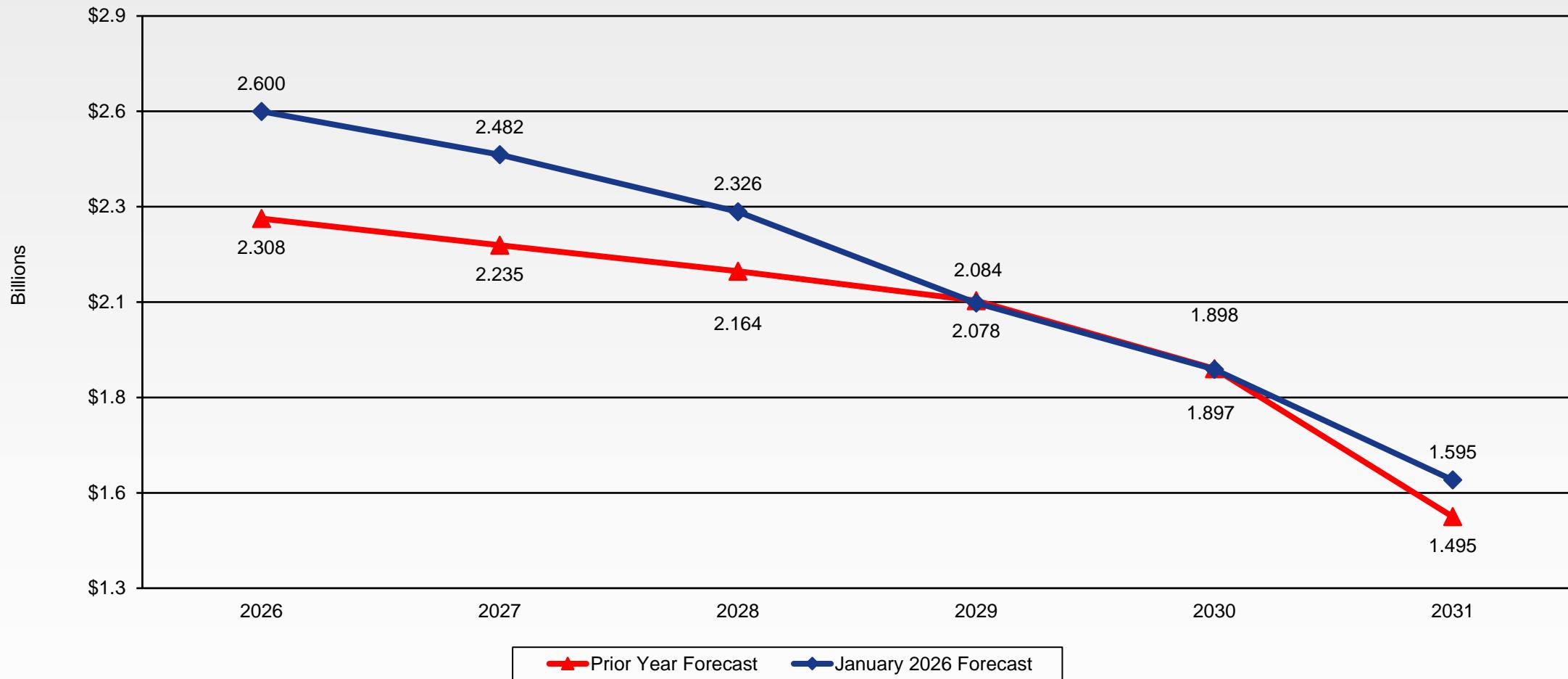


Contractor Awards

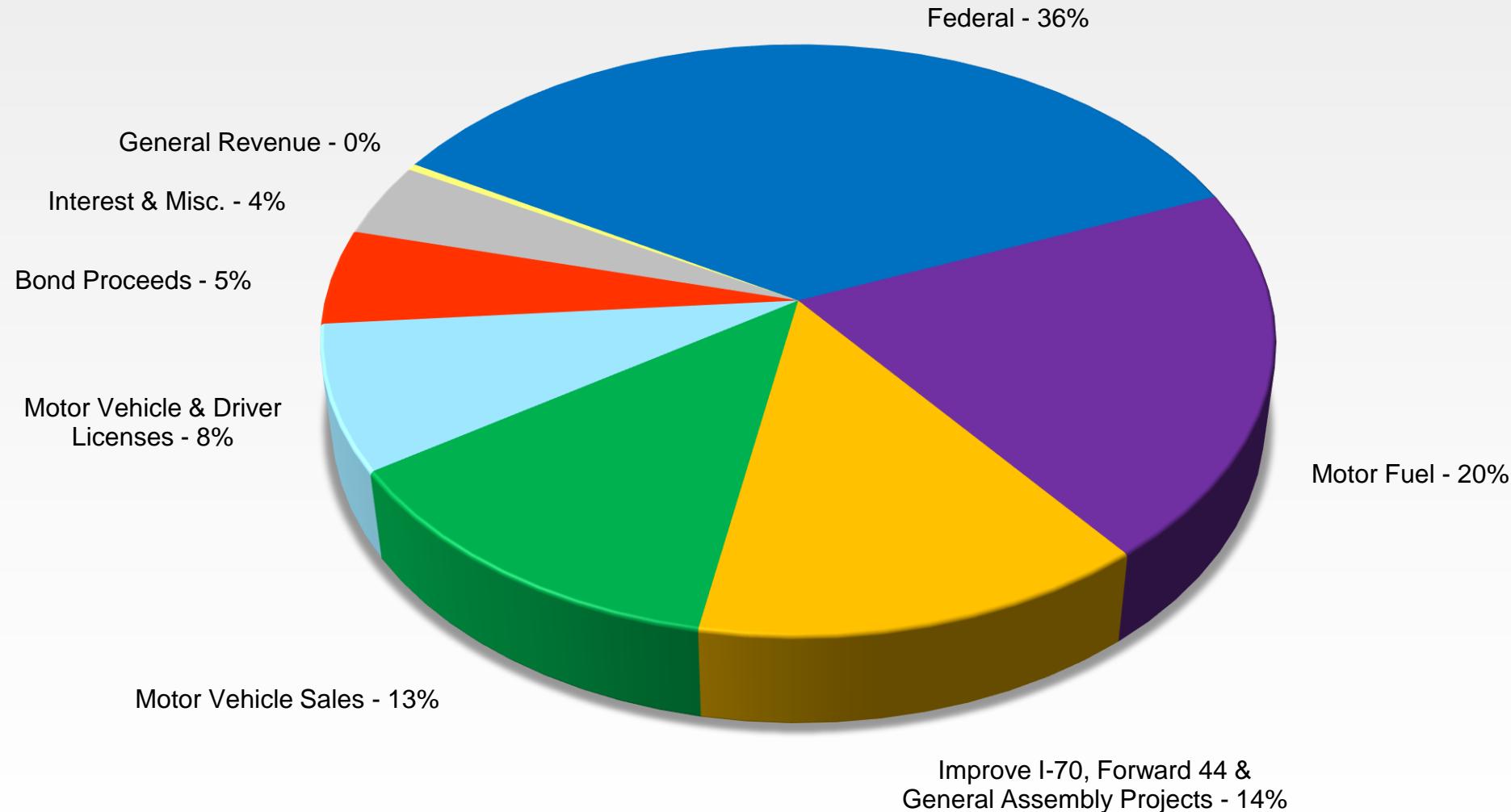




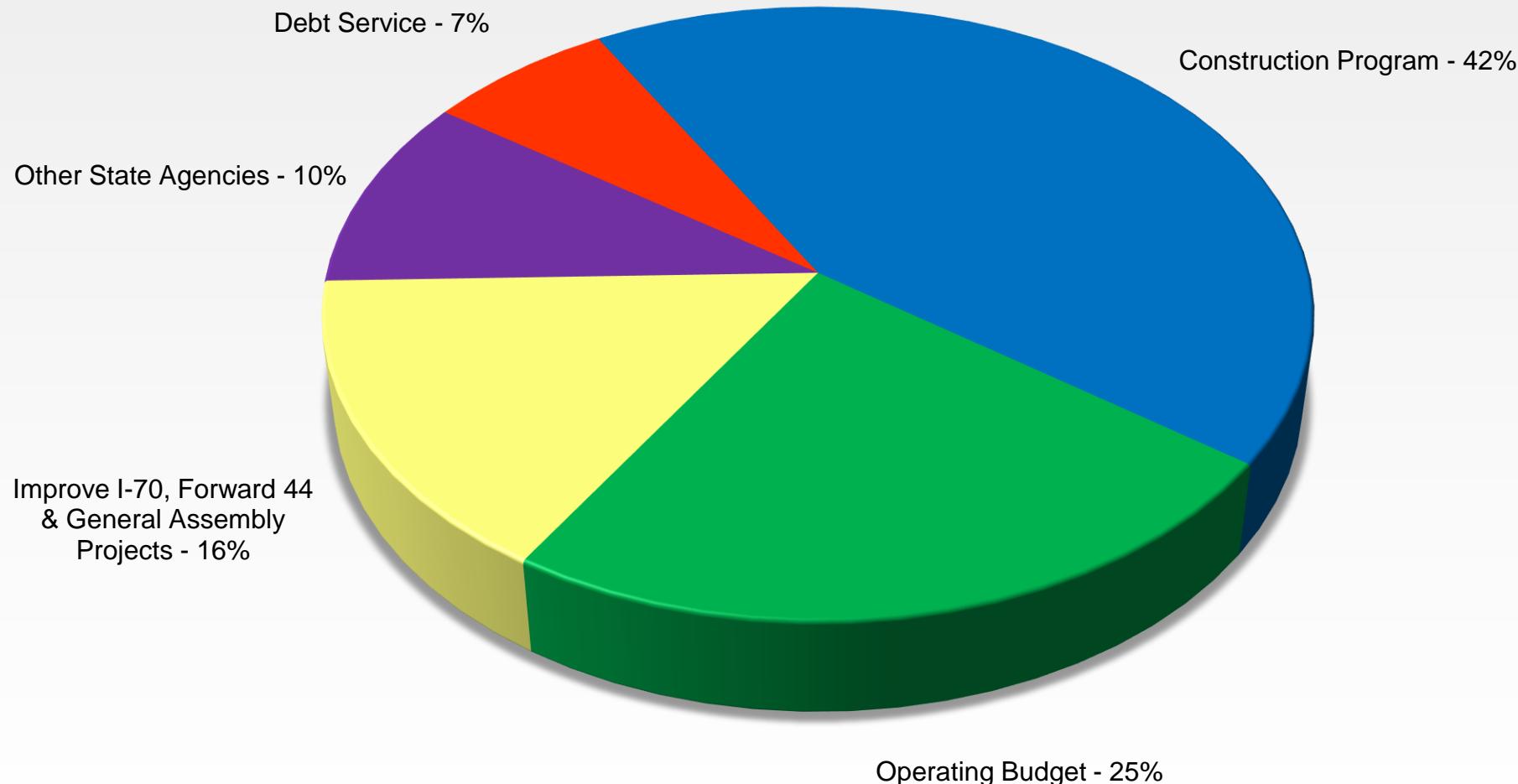
Contractor Payments

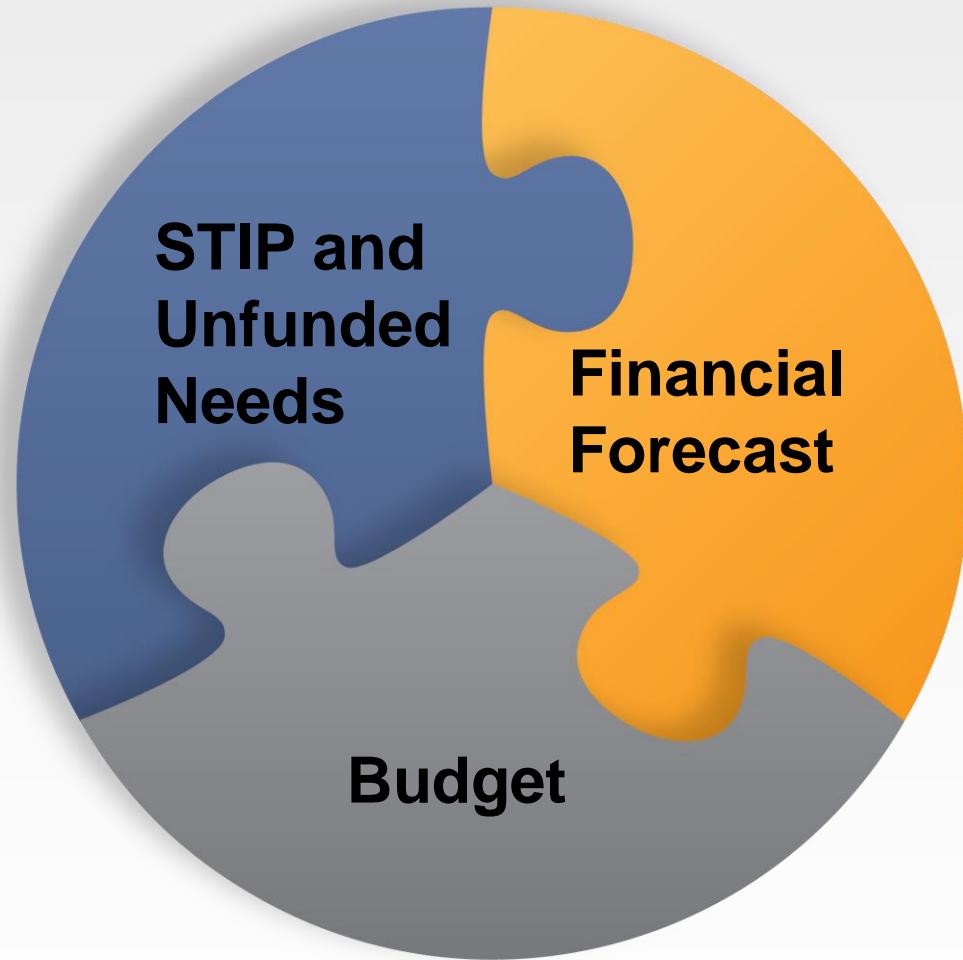


Financial Forecast 2027-2031 – Revenue



Financial Forecast 2027-2031 – Disbursements





2027-2031 STIP Financial Forecast Assumptions

Revenues

- Motor Fuel Taxes (excludes SB 262)
 - Annual decline of -0.20 percent for 2026 and beyond
 - Assumes greater fuel economy (Corporate Average Fuel Economy - CAFE standards) will off-set increases in vehicle miles traveled
 - Based on historical data and fuel consumption projections from the U.S. Energy Information Administration's Annual Energy Outlook 2025 (AEO 2025) for the region
- Motor Fuel Taxes and Decal Fees (SB 262)
 - Based on 2025 gallons with a decline of -0.20 percent for 2026 and beyond
 - Refunds of 0.5 percent for 2026 and beyond
- Motor Vehicle Sales Taxes
 - Annual growth rate of 3.0 percent for 2026 and beyond
 - Based on historical data and projections from the AEO 2025
- Motor Vehicle and Driver Licensing Fees
 - Annual growth rate of 1.0 percent for 2026 and beyond
 - Based on the 4-year average historical data, population over the age of 16 projections from the AEO 2025, and driver licensing renewal data from the Department of Revenue
- Interest and Miscellaneous
 - Interest projections are based on monthly cash balances with a 3.12 percent earnings rate
 - Miscellaneous revenue is based on average annual receipts of \$40.0 million for incidentals and other fees, plus reimbursements for partnering projects
- Federal Reimbursements
 - Based on Infrastructure Investment and Jobs Act (IIJA) Federal-aid Highway Apportioned Programs and General Fund Supplemental Appropriations for Bridge Replacement, Rehabilitation, Preservation, Protection & Construction, and National Electric Vehicle Formula Programs
 - \$1,357.6 million for 2026 and beyond
 - Highway Infrastructure Bridge Program allocation of \$296.6 million
 - Assumptions:
 - Local public agencies will utilize annual allocations and \$29.0 million of carry-over balances
 - Preventative maintenance reimbursements of \$90.0 million, annually
 - Preliminary engineering (in-house) reimbursements of \$20.0 million, annually
 - Construction engineering (in-house) reimbursements of \$55.0 million, annually
 - Statewide planning and research (in-house) reimbursements of \$25.0 million, annually
- General Revenue, Budget Stabilization, and Other Funds
 - \$45.2 million (General Revenue) for the Governor's Focus on Bridges Program annual debt service payments for two years ending in fiscal year 2027

Revenues (cont'd)

- \$57.1 million (Budget Stabilization) for the Governor's Transportation Cost Share Program (Round 2) approved by the General Assembly in 2022
- \$1.2 billion (State Road I-70 Project Fund) for the Improve I-70 Program
- \$136.0 million (General Revenue) for the Improve I-70 Program annual debt service payments
- \$201.0 million (State Road I-44 Construction Project Fund) for the Forward 44 Program
- \$44.0 million (General Revenue) for the Forward 44 Program annual debt service payments
- \$91.0 million (Budget Stabilization and General Revenue) for Low Volume Roads
- \$58.5 million (General Revenue) for US 67 in Butler County
- \$35.7 million (Budget Stabilization) for I-70 Interchange in Warren County
- \$38.0 million (Budget Stabilization) for US 65 from Buffalo to Warsaw
- \$19.9 million (General Revenue) for I-49 and US 58 in Cass County
- \$17.0 million (General Revenue) for Platte County
- \$13.1 million (General Revenue) for I-44 Environmental Study
- \$9.5 million (General Revenue) for I-55 Outer Service Road in Jefferson County
- \$6.3 million (General Revenue) for Jefferson Avenue Community Footbridge in Springfield
- \$4.7 million (General Revenue) for US 65 and Route B in Sedalia
- \$4.1 million (General Revenue) for US 63 in Columbia
- \$3.4 million (Budget Stabilization) for LeCompte Road
- \$0.9 million (General Revenue) for Highway BB Engineering Study in Cameron
- \$0.1 million (General Revenue) for Kirbyville School District
- Bond Proceeds
 - Amendment 3 bond issuances of \$654.4 million in 2026, \$579.6 million in 2028, \$507.8 million in 2030, and \$465.1 million in 2032 to fully utilize the revenue in the State Road Bond Fund
 - Improve I-70 Program bond issuances of \$517.3 million in 2026 and \$492.5 million in 2028
 - Forward 44 Program bond issuance of \$363.8 million in 2027

Disbursements

- Operating Budget
 - Personal services include the appropriation spending authority of \$334.5 million for 2026. The 2027 personal services include increases of \$7.9 million to continue implementing the market plan and to provide tenure increases; and \$5.3 million to hire an additional 100 maintenance employees in Safety & Operations.
 - Annual cost of living adjustments of 2.0 percent starting in 2028.
 - Retirement contributions of 37.0 percent of personal services in 2026 and 33.0 percent of personal services in 2027 and beyond
 - Medical benefits include the appropriation spending authority of \$80.2 million for 2026. The 2027 medical benefits include a \$1.9 million increase for retiree benefits and \$900,000 related to the additional employees. Medical benefits for 2028 and beyond include a 9.0 percent annual growth rate.

Disbursements (cont'd)

- Other fringe benefits for 2026 include 7.72 percent of personal services for social security and Medicare, \$9.4 million for workers' compensation, and \$3.5 million for the Governor's deferred compensation match program. The 2027 other fringe benefits include 7.72 percent of personal services for social security and Medicare, \$9.4 million for workers' compensation, \$168,000 for workers' compensation for additional employees, and \$3.5 million for the Governor's deferred compensation match program. Other fringe benefits for 2028 and beyond include 7.72 percent of personal services for social security and Medicare, \$9.4 million for workers' compensation, and \$168,000 for workers' compensation for additional employees.
- Expense and equipment for 2027 include the appropriation spending authority of \$431.5 million plus requested increases of \$1.4 million for asphalt and concrete repairs on roadways, \$1.5 million for several items including support tasks for the World Cup, roadside management activities and safety measures, and \$3.0 million for inflationary costs associated with fleet. Expense and equipment for 2028 and beyond include an annual growth rate of 2.5 percent for inflation.
- Program Delivery
 - Contractor Awards
 - \$2,408.2 million for 2026
 - \$2,738.6 million for 2027
 - \$2,181.3 million for 2028
 - \$1,526.0 million for 2029
 - \$1,410.0 million for 2030 and beyond
 - Design/Bridge Consultant Engineering (DBC)
 - \$110.0 million for 2026 and beyond
 - Right of Way Acquisitions
 - \$30.0 million for 2026 and beyond
 - Debt service
 - Based on current annual debt service payments
 - Governor's Focus on Bridges Program of \$45.2 million annually for two years ending in fiscal year 2027
 - Improve I-70 Program of \$136.0 million annually
 - Forward 44 Program \$44.0 million annually
 - MTFC loan payments for the Rocheport Bridge and Mineola Hill INFRA Grant project of \$9.2 million annually for five years ending in fiscal year 2030
 - Amendment 3 debt service payments
 - \$119.3 million for 2027
 - \$166.9 million for 2028
 - \$174.7 million for 2029
 - \$203.7 million for 2030 and beyond
- Other State Agencies (Highway Patrol and Department of Revenue)
 - Based on historical data
 - Highway Patrol (93 percent) and Department of Revenue (7 percent) is 78.0 percent of 2026 appropriation spending authority
 - Annual growth rate of 5.7 percent for 2027 and beyond



January 8, 2026
Financial Forecast
(In Thousands)

	State Fiscal Year						
	2026	2027	2028	2029	2030	2031	2032
Beginning Cash Balance	1,564,805	1,714,923	1,295,769	1,494,038	1,137,627	1,222,233	789,744
Motor Fuel Taxes (Excludes SB-262)	503,387	502,380	501,375	500,372	499,371	498,372	497,375
Motor Fuel Taxes and Decal Fees (SB-262)	345,746	356,673	355,900	355,188	354,478	353,769	353,061
Motor Vehicle Sales Taxes (Excludes Amendment 3)	243,620	250,929	258,457	266,211	274,197	282,423	290,896
Motor Vehicle Sales Taxes (Amendment 3)	247,940	255,378	263,039	270,930	279,058	287,430	296,053
Motor Vehicle & Driver Licensing Fees	322,793	326,021	329,281	332,574	335,900	339,259	342,652
Interest	53,465	53,506	40,428	46,614	35,494	38,134	24,640
Miscellaneous	135,000	130,000	125,000	125,000	125,000	125,000	125,000
Total State Revenue	1,851,951	1,874,887	1,873,480	1,896,889	1,903,498	1,924,387	1,929,677
Budget Stabilization for Gov. Transp. Cost Share	20,997	31,838	4,233	0	0	0	0
General Revenue for Focus on Bridges Debt Service	45,234	40,042	0	0	0	0	0
Bond Proceeds for Amendment 3	654,429	0	579,630	0	507,809	0	465,112
Federal Reimbursements	1,453,404	1,549,077	1,553,400	1,479,617	1,431,265	1,419,684	1,374,766
Total Revenue	4,026,015	3,495,844	4,010,743	3,376,506	3,842,572	3,344,071	3,769,555
Operating Budget ⁽¹⁾	1,009,674	1,023,755	1,048,536	1,077,968	1,108,620	1,140,571	1,173,906
Local Public Agency Program	235,672	279,872	250,172	235,672	235,672	235,672	235,672
Gov. Transp. Cost Share - Local	17,574	27,344	3,484	0	0	0	0
Gov. Transp. Cost Share - Let by Others	9,621	4,494	749	0	0	0	0
Design/Bridge Consultant Engineering	110,000	110,000	110,000	110,000	110,000	110,000	110,000
Right-of-Way Acquisitions	30,000	30,000	30,000	30,000	30,000	30,000	30,000
Utilities and Other Payments	5,094	5,094	5,094	5,094	5,094	5,094	5,094
Contractor Payments	1,774,673	1,723,145	1,622,470	1,500,000	1,468,500	1,437,000	1,410,000
Subtotal Construction Program	2,182,634	2,179,949	2,021,969	1,880,766	1,849,266	1,817,766	1,790,766
Debt Service	298,407	304,157	311,625	319,309	319,278	310,015	309,970
Subtotal Program Delivery - Program	2,481,041	2,484,106	2,333,594	2,200,075	2,168,544	2,127,781	2,100,736
Other State Agencies	385,182	407,137	430,344	454,874	480,802	508,208	537,176
Total Disbursements	3,875,897	3,914,998	3,812,474	3,732,917	3,757,966	3,776,560	3,811,818
(Deficit)	150,118	(419,154)	198,269	(356,411)	84,606	(432,489)	(42,263)
Ending Cash Balance	1,714,923	1,295,769	1,494,038	1,137,627	1,222,233	789,744	747,481
Less: State Road Bond Fund	40,000	40,000	40,000	40,000	40,000	40,000	40,000
Less: State Hwys. & Transp. Dept. Fund	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Ending Cash Balance - State Road Fund	1,654,923	1,235,769	1,434,038	1,077,627	1,162,233	729,744	687,481
Contractor Awards	1,410,000	1,500,000	1,500,000	1,500,000	1,410,000	1,410,000	1,410,000
Improve I-70 Project:							
Beginning Cash Balance	347,238	570,931	893,799	802,677	391,062	72,987	-
Cash	259,200	955,493	-	-	-	-	-
General Revenue for Debt Service	135,996	135,997	135,995	135,996	135,997	135,999	136,000
Bond Proceeds	517,293	-	492,503	-	-	-	-
Total Revenue	912,489	1,091,490	628,498	135,996	135,997	135,999	136,000
Contractor Payments	552,800	632,625	583,625	411,615	318,075	72,987	-
Debt Service Payments- 4494/0320	135,996	135,997	135,995	135,996	135,997	135,999	136,000
Total Disbursements	688,796	768,622	719,620	547,611	454,072	208,986	136,000
Ending Cash Balance	570,931	893,799	802,677	391,062	72,987	-	-
Contractor Awards	759,200	955,500	509,800	-	-	-	-
Forward 44 Project:							
Beginning Cash Balance	12,658	100,805	365,270	325,000	195,000	85,000	-
Cash	141,313	-	59,730	-	-	-	-
General Revenue for Debt Service	-	44,000	44,000	44,000	44,000	44,000	44,000
Bond Proceeds	-	363,750	-	-	-	-	-
Total Revenue	141,313	407,750	103,730	44,000	44,000	44,000	44,000
Contractor Payments	53,166	99,285	100,000	130,000	110,000	85,000	-
Debt Service Payments	-	44,000	44,000	44,000	44,000	44,000	44,000
Total Disbursements	53,166	143,285	144,000	174,000	154,000	129,000	44,000
Ending Cash Balance	100,805	365,270	325,000	195,000	85,000	-	-
Contractor Awards	141,160	282,320	141,160	-	-	-	-
General Assembly Designated and Funded Projects:							
General Revenue/Budget Stabilization	219,238	26,728	20,334	35,945	-	-	-
Contractor Payments	219,238	26,728	20,334	35,945	-	-	-
Ending Cash Balance	-	-	-	-	-	-	-
Contractor Awards	97,838	828	30,334	26,000	-	-	-
Total Contractor Awards	2,408,198	2,738,648	2,181,294	1,526,000	1,410,000	1,410,000	1,410,000

⁽¹⁾ Personal Services, Fringe Benefits and Expense & Equipment for Administration; Safety and Operations; Program Delivery; and Information Systems; and Multimodal. (State Road Fund, only)



4

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

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

ISSUE: The Statewide Transportation Improvement Program (STIP) development for state fiscal years 2027 through 2031 (July 1, 2026, through June 30, 2031) begins with the approval of the financial forecast. The STIP is MoDOT's proposed list of transportation projects for the next five years. This document is developed through collaboration with MoDOT's planning partners and is an essential part of communication with customers. The STIP tells citizens how transportation dollars are being invested.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- The draft STIP is developed in coordination with the Long Range Plan, Financial Forecast, Operating Budget, Asset Management Plan, and Missouri's Show-Me Zero – Driving Missouri Toward Safer Roads.
- The department and Commission value the importance of public input and the established planning framework that utilizes Regional Planning Commissions and Metropolitan Planning Organizations to select and prioritize needs and projects.

OTHER VIEWS:

- MoDOT works with planning partners, transportation stakeholders, and customers to identify road and bridge improvement projects.
- Once developed, the draft STIP is brought to the Commission at the May Commission meeting.
- The draft STIP is shared with various audiences during the public comment period. Input from public audiences and the final STIP will be presented to the Commission at the July Commission meeting.

MHTC POLICY:

- Statewide Transportation Improvement Program – Approval – Statewide Transportation Improvement Program Approval.
- Statewide Transportation Improvement Program – Funding Allocation – STIP Funding Allocation.
- Statewide Transportation Improvement Program – Planning Framework – Statewide Transportation Improvement Program Planning Framework.

OTHER PERTINENT INFORMATION:

- The STIP requires MHTC, Federal Highway Administration and Federal Transit Administration approval.
- Projects in Metropolitan Planning Organization (MPO) areas also require separate MPO, Governor, Federal Highway Administration, and Federal Transit Administration approval.

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

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM *DEVELOPMENT*

Llans Taylor
Transportation Planning Director

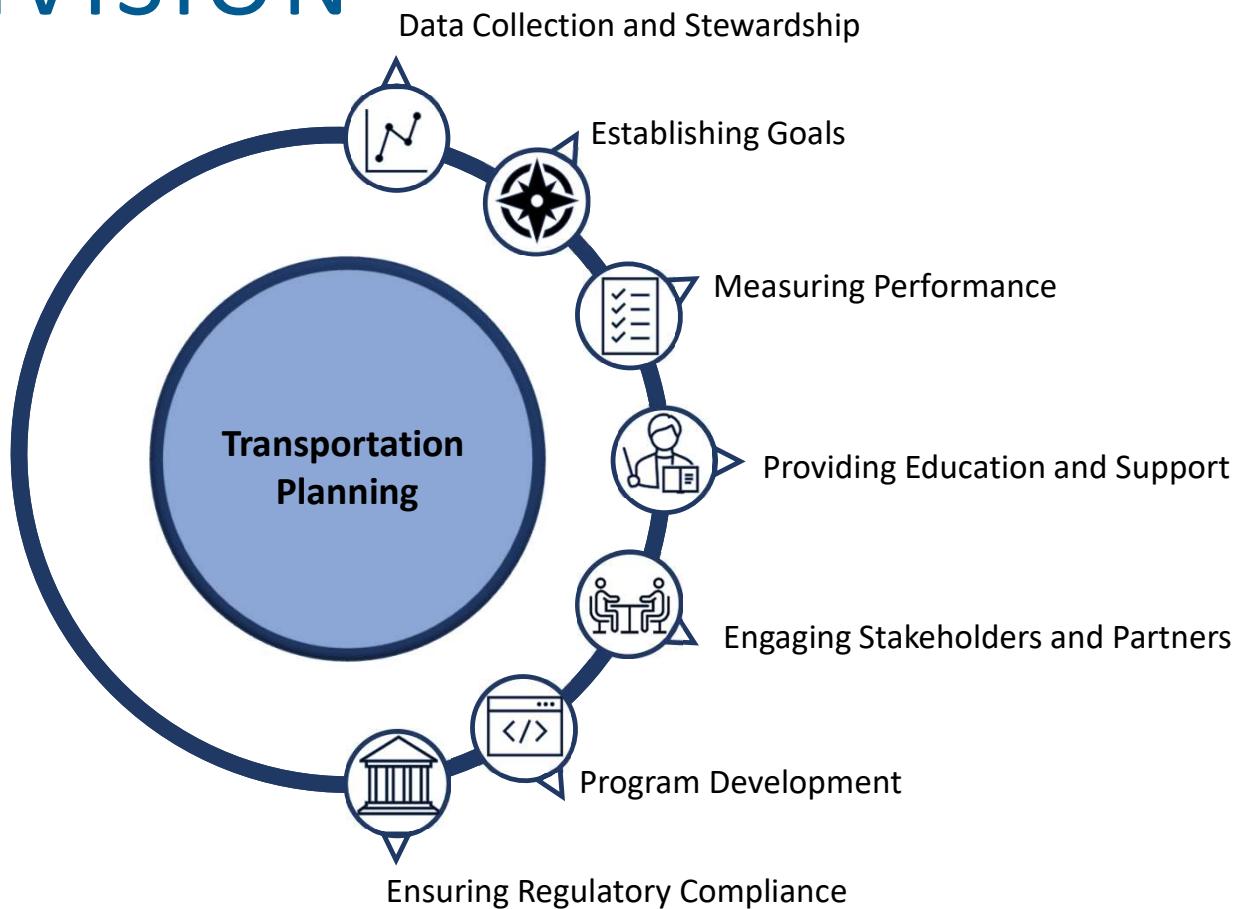


2026 - 2030 **STIP** STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Missouri
Department of
Transportation



TRANSPORTATION PLANNING DIVISION



*Connecting
stakeholder input to
data and needs to
deliver
improvements*



2026 - 2030
STIP
STATEWIDE
TRANSPORTATION
IMPROVEMENT
PROGRAM

Missouri
Department of
Transportation



Missouri
**HIGH-PRIORITY
UNFUNDED NEEDS**



Oct. 2025



St. Louis Region
**TRANSPORTATION
IMPROVEMENT
PROGRAM**

Fiscal Years 2026-2029
August 2025

EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

Transportation Planning Department





MoDOT'S TRANSPORTATION PLANNING APPROACH

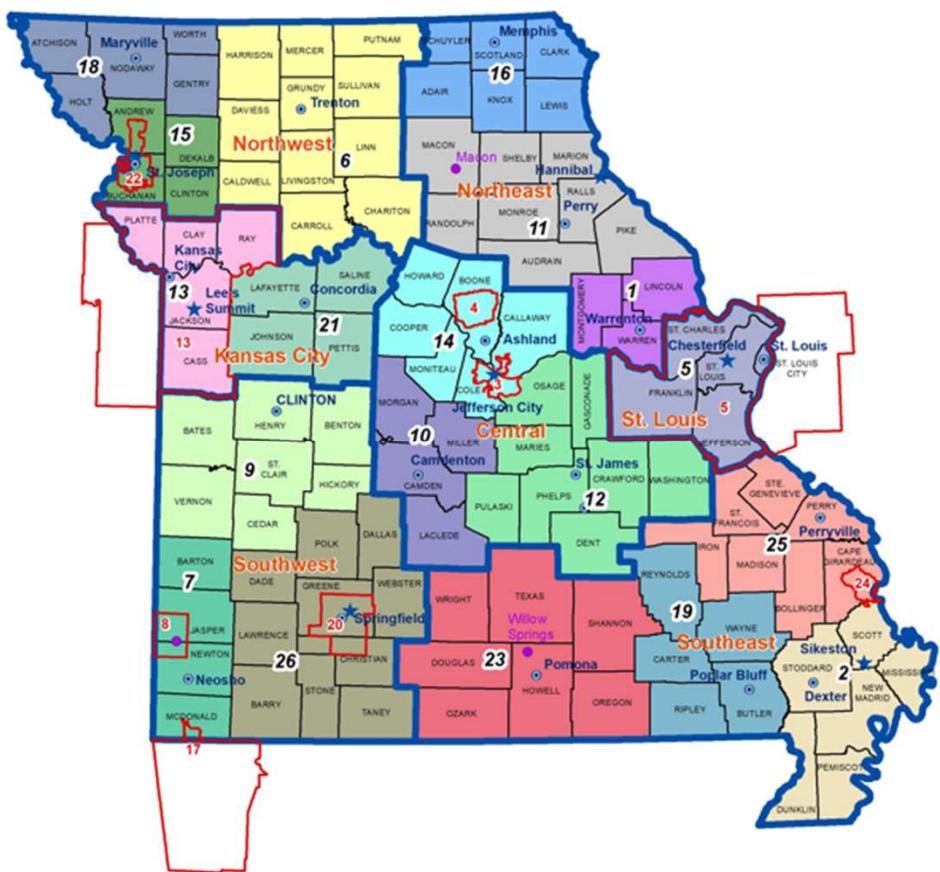
- A transparent, inclusive and flexible approach to identifying the right transportation solutions

THE PLANNING FRAMEWORK

- The planning framework relies on bottom-up decision-making, ensuring the correct stakeholders are actively engaged in determining each region's highest priority needs and projects



MoDOT's Planning Partners



- Establishes regional consensus on transportation issues
- Determines regional needs
- Works directly with MoDOT to prioritize needs to program projects





LONG RANGE TRANSPORTATION PLAN

Establishes goals and a 25-Year vision of transportation in Missouri

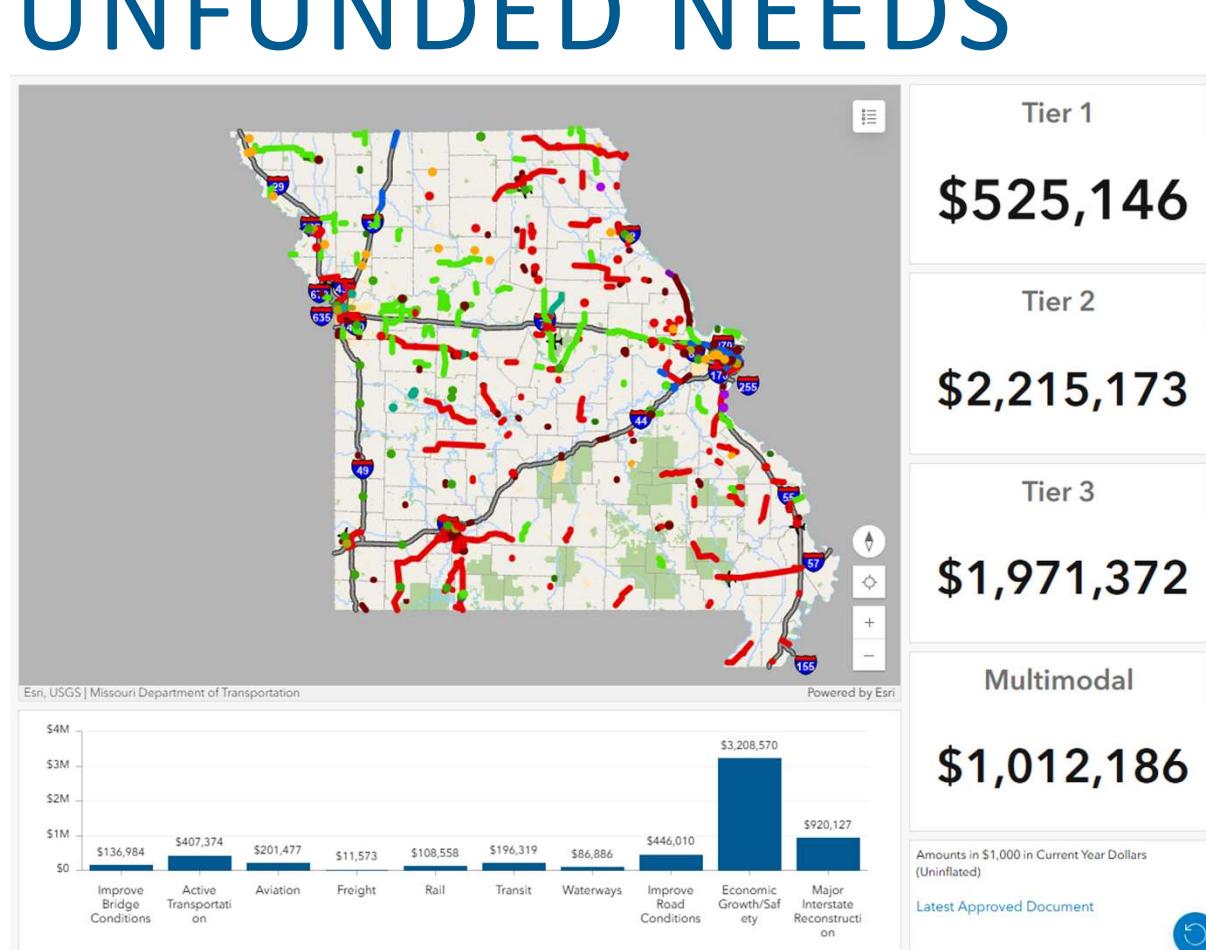
Goals:

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

Note: MoDOT has started the process of updating the Long Range Transportation Plan with a publishing goal of 2026



HIGH PRIORITY UNFUNDED NEEDS



October 2025 list includes:

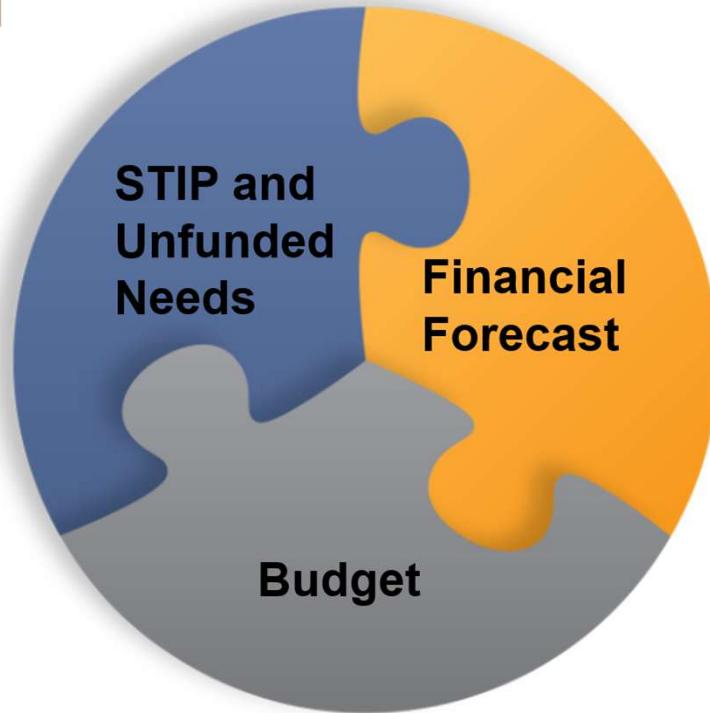
- \$5.7 billion in regional needs +
- \$5.7 in statewide and major bridge needs
- \$11.4 billion of identified needs



High Priority Unfunded Needs and the STIP

High Priority Unfunded Needs are some of the most important needs to each region, which supports the STIP development conversation!





FINANCIAL PLANNING MODEL



FUNDING DISTRIBUTION

Fiscal Year 2026 Amounts

Total Distributed
Construction Program
Funds
\$1,252 Million

Safety
\$58 Million

**Asset
Management**
\$887 Million

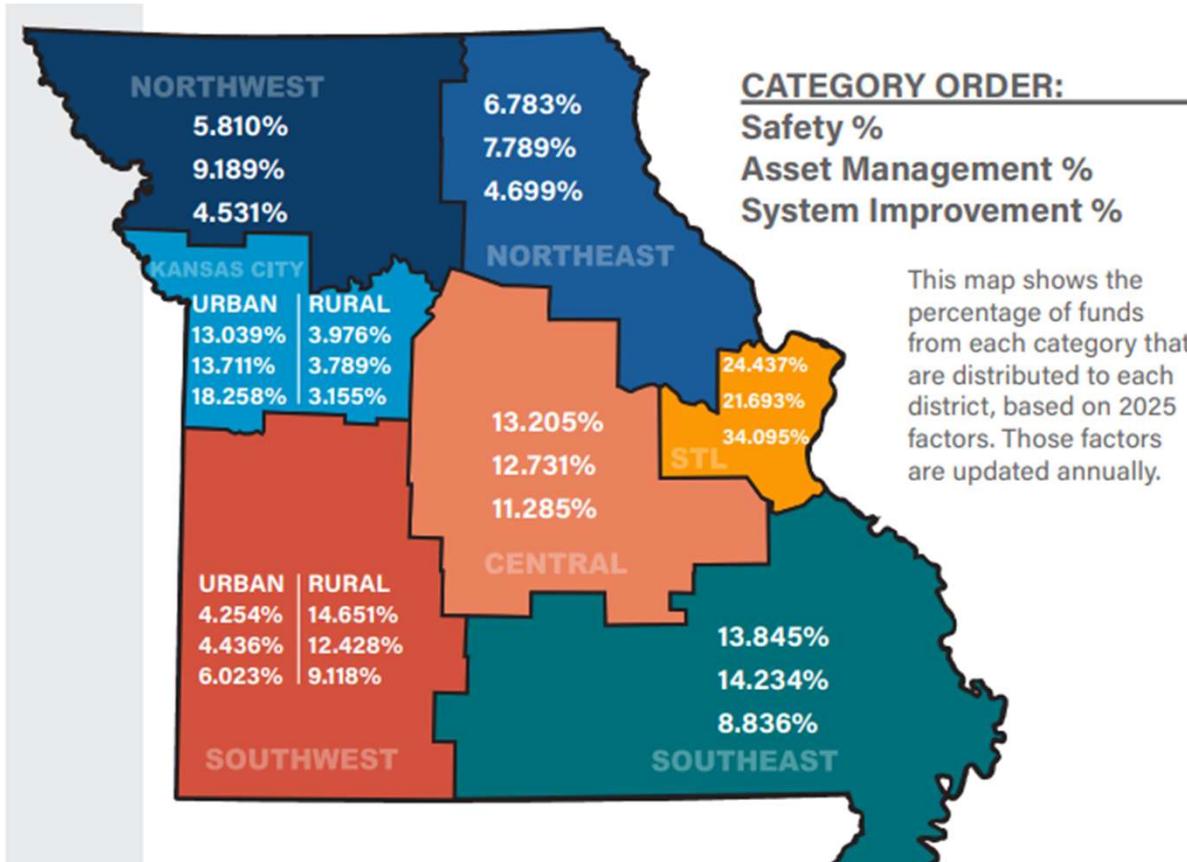
**System
Improvements**
\$307 Million

Distributed based on:

- System size
- System usage
- Fatalities/serious injuries
- Population
- Employment

*Does not include Legislatively Designated and Funded Initiatives

DISTRIBUTION APPROACH



ASSET MANAGEMENT



*Taking care of the
transportation system and
services we enjoy today*



WHAT'S NEXT

- No action today
- District planning staff will work with planning partners to prioritize projects
- Staff statewide will develop the project scopes, budgets, and timelines that come together to create the new STIP
- Targeting May for draft completion and presentation





1

2026-2030 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

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

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

RECOMMEND that the Commission:

- Approve the attached January 2026 project amendments to the 2026-2030 STIP.

DEPARTMENT VIEW:

- Highway and Bridge Projects:
 - MoDOT requests approval for nine projects (Attachment 1)
 - Eight new projects are being added to improve intersection, pavement, corridor, safety, bridge, reduce congestion, and repair slide.
 - One existing project budget is modified.

OTHER VIEWS:

- Section 6 Special Programs Projects:
 - MoDOT requests approval for six Department of Natural Resources projects (Attachment 2).
 - Six Recreational Trails projects are being added.

MHTC POLICY:

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

OTHER PERTINENT INFORMATION:

- A seven day public comment period will be provided from January 1, 2026 to January 7, 2026. MoDOT does not anticipate receiving public comments. If any are received, a summary will be provided.
- Projects in Metropolitan Planning Organization (MPO) areas also require separate MPO, Governor, and ONEDOT approval.

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

2026 - 2030 STIP
Highway and Bridge Construction Schedule
January Amendment

Attachment 1

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
NW	Nodaway	US 71	NW0165	2026 CN	Add J-turns at 340th Street. \$2,780,000 private entity funds.	\$2,500	\$280
<i>Contingent upon the execution of an agreement</i>					Reason: To add project to improve intersection.		
					Funding Source: Private entity funds.		
NE	Warren	MO 47	NE0247	2027 CN	Payment to Warren County R-III School District to add turn lanes and signals at Nina Drive and add turn lanes at Ash Road in Warrenton. \$1,416,805 Cost Share funds.	\$1,417	-\$142
					Reason: To add project to reduce congestion.		
					Funding Source: Cost Share funds.		
KC	Platte	CST RIVERWAY BLVD	KU0487	2026 CN	Payment to Riverside to add roundabouts, modify interchange ramps and extend sidewalks and streets at Riverway Boulevard. \$1,500,000 in Cost Share funds.	\$1,500	\$16
<i>Contingent upon the execution of an agreement</i>					Reason: To add project to improve corridor.		
					Funding Source: Cost Share funds.		
KC	Platte	IS 29	KU0455	2026 CN	Repair slides and guardrail 0.3 mile south of North American Avenue, 0.6 mile south of North American Avenue, and 0.2 mile south of Rte. 92.	\$2,772	\$330
					Reason: To add project to repair slides.		
					Funding Source: Available STIP funds.		

2026 - 2030 STIP
Highway and Bridge Construction Schedule
January Amendment

Attachment 1

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
SL	St. Charles	IS 70	SL0305	2027 CN	Bridge rehabilitation over 5th Street. Project involves bridges A3582 and A3583. Reason: To add project to improve bridges. Funding Source: Available STIP funds.	\$4,263	\$394
SL	Various	Various	SL0099	2026 CN	Job Order Contracting for concrete pavement repair at various locations in the St. Louis District. Reason: To modify existing project budget and description. Funding Source: Available STIP funds.	\$1,500	\$105
SE	Mississippi	IS 57	SE0332	2026 CN	Rebuild pavement from Big Lake Bayou to the Mississippi River. Reason: To add project to improve pavement. Funding Source: Available STIP funds.	\$4,081	\$380
ST	Various	Various	ST0139	2026 CN	Guardrail improvements at various locations in Audrain, Lincoln, Monroe, Montgomery, Pike, Randolph, Ralls, and Warren Counties. \$1,952,000 private entity funds. Reason: To add project to improve safety. Funding Source: Private entity for guardrail settlement.	\$1,952	\$179

2026 - 2030 STIP
Highway and Bridge Construction Schedule
January Amendment

Attachment 1

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in	Change in Engineering Funds
						Construction and Right of Way Funds	
ST	Various	Various	ST0139B	2026 CN	Guardrail improvements at various locations in Adair, Clark, Knox, Lewis, Macon, Marion, Schuyler, and Shelby Counties. \$1,311,000 private entity funds.	\$1,311	\$110
Reason: To add project to improve safety.							
Funding Source: Private entity for guardrail settlement.							
						Total:	\$21,296
						\$1,652	

Section 6 – Special Programs

January Amendment

Recreational Trails Program – FY2025 Grant Recipients

Attachment 2

Grant #	Project Sponsor and Scope of Work	Grant Awarded	Project Cost
2025-02	Owl Creek Park Water Trails – Motorized Trail Construction of a boat launch for motorized use into Big River and non-motorized use into Owl Creek. Development of 1/4 mile non-motorized water trail into Owl Creek. Rehabilitation & expansion of existing gravel parking lot to a 15,500 sq. ft. asphalt parking lot. Installation of a roof on an existing foundation to construct a shade structure. <i>St. Francois County</i>	\$ 202,255	\$40,451
2025-03	Dunnegan Park – Non-motorized Trail Rehabilitation and resurfacing of existing 8 ft. wide, 1.25 mile long, gravel trail to an ADA compliant, asphalt trail. Installation of 9 marker post and 1 exhibit sign. <i>City of Bolivar</i>	\$312,501	\$ 40,451
2025-04	Warsaw Trail Extension – Non-motorized Trail Construction of 4 miles, 10 ft. wide trail & installation of culverts. <i>City of Warsaw</i>	\$366,470	\$ 62,501
2025-05	Crane Community Trail – Non-motorized Trail Installation of trailhead amenities including a bike rack, signage, lighting, picnic table, rest stop areas, security cameras, & vehicle barriers. Construction of 200 ft. x 85 ft. gravel parking lot. Installation of pre-fab 10 ft x 20 ft ADA restroom. Construction of 1,166 ft., 6 in. wide gravel connector trail & rehabilitation of 1,320 ft., 6 in. wide concrete trail. Installation of fencing around the concrete trail. Throughout the project, trees will be planted & 10 ft. x 15 ft. butterfly gardens, benches, & rest stop areas will be installed. <i>City of Crane</i>	\$350,876	\$117,198

Section 6 – Special Programs
January Amendment
Recreational Trails Program – FY2025 Grant Recipients

Attachment 2

Grant #	Project Sponsor and Scope of Work	Grant Awarded	Project Cost
2025-06	Heartland Park: Southside Trail Extension – Non-motorized Trail Construction of .2 mile, 10 ft. wide concrete trail extension. Installation of trail amenities include signage, rest stations, benches, and distance markers. <i>City of Wentzville</i>	\$ 421,772	\$ 100,877
2025-07	Perry Park Trail – Non-motorized Trail Construction of an ADA 1,300 ft., 6 ft. wide concrete trail. Installation of signage, 3 benches, 3 tables, & lighting. Demolition & removal of water tower. Planting of trees & installation of four-season-interest landscaping. <i>City of Plattsburg</i>	\$ 356,980	\$ 221,772



2

APPROVAL OF PLANS FOR CONDEMNATION

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

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

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

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

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Highways – Right of Way – Acquisition.

OTHER PERTINENT INFORMATION:

<u>County</u>	<u>Route</u>	<u>Job Number</u>
St. Louis County	AC	J6S3569
St. Louis County	D	JSL0186

PROJECT DESCRIPTION:

- Route AC, St. Louis County – A highway improvement project including pavement resurfacing and upgrading pedestrian facilities to comply with the ADA Transition Plan, together with any incidental work on the above state road from I-270 to south of Lucas-Hunt Road.
- Route D, St. Louis County – A highway improvement project including upgrading pedestrian facilities to comply with the ADA Transition Plan, together with any incidental work on the above state road from US Route 67 (Lindbergh Blvd) to I-170.

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
J6S3569
ROUTE AC
ST. LOUIS COUNTY

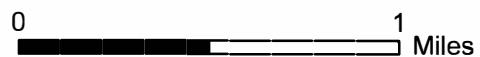
0 0.9 Miles





 **Project Location**

**CERTIFICATION OF
RIGHT OF WAY PLANS
JSL0186
ROUTE D
ST. LOUIS COUNTY**

0  1 Miles





1

IMPROVE I-70 PROGRAM REPORT

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

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

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

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

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

OTHER VIEWS:

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

MHTC POLICY:

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

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

OTHER PERTINENT INFORMATION:

- Not applicable.

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

January Commission Report
MoDOT Improve I-70 Program

Funding Summary

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

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

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

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

Schedule Update

MoDOT continues to keep an aggressive schedule for the Improve I-70 Program. By only having one contract procurement at a time, it allows the department to maximize competition with industry. For each project the Improve I-70 team performs a risk assessment and project delivery determination. Based on the findings from these two exercises, MoDOT determines if Design-Build or traditional design bid build is the method of project delivery. The Improve I-70 program remains on schedule to award all contracts for the statewide program by May 2027. A copy of the most recent statewide schedule for the program is included in Appendix B.

Review of 2025

There was much progress with the Improve I-70 program in calendar year 2025. Over \$800 million in contracts were awarded. In May the MHTC awarded the Blue Springs to Odessa project, and at December's MHTC Commission meeting the Rocheport to Columbia project was awarded. Each of the four I-70 projects awarded to date are some of the largest contracts ever awarded in the history of MoDOT.

Throughout 2025 the Improve I-70 Program issued \$350 million in contractor payment for work completed. The level of quality and safety for each project continues to be delivered with excellent results. The Improve I-70 team was able to celebrate the first seven miles of the corridor being completed. In November the Columbia to Kingdom City project was able to hold a milestone celebration for the work completed between Route J and Route M, in Callaway County. The remaining sections of I-70 continued with an accelerated schedule to ensure they are each completed on time and on budget.

Look Ahead for 2026

The Improve I-70 program has a busy year planned for calendar year 2026. Three additional projects are scheduled to be awarded. The Boonville to Rocheport project, Statewide I-70 truck parking project, and Kingdom City to Warrenton project are each scheduled to be awarded this year. Collectively between these three projects it is anticipated there will be over \$750 million in contract awards.

For the projects under construction there will be much progress in 2026. MoDOT is projecting there will be approximately \$500 million in improvements completed statewide by industry. As construction segments continue to make progress the Improve I-70 team is already beginning to plan for major events. In June and July there will be six FIFA World Cup soccer matches in Kansas City. Regular planning meetings and early action items have already been in motion by various MoDOT teams. Later in the Fall, Mizzou football will be back in action. There are seven home games for 2026 and a key away game in Kansas. The Kansas City Chiefs will also have eight home games. The Improve I-70 team will continue to coordinate for weekend football games to help keep everyone informed.

The Improve I-70 team is committed to continuing excellent communication throughout 2026. Several industry focused meetings have already been scheduled to help keep industry partners informed of opportunities. There have also been several more public meetings already scheduled for specific projects. Additionally, the Improve I-70 team continue throughout the year to meet with key stakeholders and respond to the several customer inquiries that come in daily.

Appendix A – Monthly Budget Report November 2025



Improve I-70 Program Financial Summary

As of November 30, 2025

Cash Basis (Dollars in Thousands)

	State Road Fund (0320)				I-70 Project Fund (0324) ^{1,2}			
	Budget	Obligated ⁵	Actual	Percentage Expended	Budget	Obligated ⁵	Actual	Percentage Expended
MoDOT Staff ⁶	\$ 29,241	\$ 36,270	\$ 5,870	20.1 %	\$ -	\$ -	\$ -	- %
Environmental Services - COE	460	460	169	36.7	-	-	-	-
Environmental Services - DNR	100	100	9	9.0	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Consultant Contracts	3,956	6,131	1,336	33.8	34,645	31,672	18,418	53.2
Construction Contracts ⁷								
Blue Springs to Odessa	42,988	43,588	3	0.0	158,000	158,000	19,118	12.1
Odessa to Boonville	9,387	-	-	-	676,431	-	-	-
Saline County Bridges	5,297	5,297	2,737	51.7	-	-	-	-
Boonville to Rocheport	2,129	-	-	-	71,000	-	-	-
Rocheport to Columbia	58,595	-	-	-	184,460	-	-	-
Columbia to Kingdom City	129,179	127,146	15,192	11.8	-	-	-	-
Kingdom City to Warrenton	22,846	-	-	-	275,464	-	-	-
Warrenton to Wentzville	153,894	153,844	4,211	2.7	-	-	-	-
Truck Parking	30,907	-	-	-	-	-	-	-
Total I-70 Disbursements	\$ 488,979	\$ 372,836	\$ 29,527	6.0 %	\$ 1,400,000	\$ 189,672	\$ 37,536	2.7 %



Improve I-70 Program Financial Summary

As of November 30, 2025

Cash Basis (Dollars in Thousands)

	I-70 Bond Proceeds Fund (0323) ³				Budget Stabilization Fund (0522) ⁴			
	Budget	Obligated ⁵	Actual	Percentage Expended	Budget	Obligated ⁵	Actual	Percentage Expended
MoDOT Staff ⁶	\$ -	\$ -	\$ -	- %	\$ -	\$ -	\$ -	- %
Environmental Services - COE	-	-	-	-	-	-	-	-
Environmental Services - DNR	-	-	-	-	-	-	-	-
Right of Way	1,500	1,500	1,467	97.8	-	-	-	-
Consultant Contracts	19,589	19,715	14,170	72.3	-	-	-	-
Construction Contracts ⁷								
Blue Springs to Odessa	162,012	152,684	56,517	34.9	-	-	-	-
Odessa to Boonville	-	-	-	-	-	-	-	-
Saline County Bridges	-	-	-	-	-	-	-	-
Boonville to Rocheport	74,000	7	14	0.0	-	-	-	-
Rocheport to Columbia	189,813	-	-	-	-	-	-	1.0
Columbia to Kingdom City	295,660	287,726	171,453	58.0	-	-	-	-
Kingdom City to Warrenton	271,081	-	-	-	-	-	-	-
Warrenton to Wentzville	386,345	369,327	142,547	36.9	40,000	40,000	5,681	14.2
Truck Parking	-	-	-	-	-	-	-	-
Total I-70 Disbursements	\$ 1,400,000	\$ 830,959	\$ 386,168	27.6 %	\$ 40,000	\$ 40,000	\$ 5,681	14.2 %

Appendix A (continued) – Monthly Budget Report November 2025

Improve I-70 Program Financial Summary
As of November 30, 2025
Cash Basis (Dollars in Thousands)

	Total				Percentage Expended
	Budget	Obligated⁵	Actual	Percentage Expended	
MoDOT Staff ⁶	\$ 29,241	\$ 36,270	\$ 5,870	20.1	%
Environmental Services - COE	460	460	169	36.7	
Environmental Services - DNR	100	100	9	9.0	
Right of Way	1,500	1,500	1,467	97.8	
Consultant Contracts	58,190	57,518	33,924	58.3	
Construction Contracts ⁷					
Blue Springs to Odessa	363,000	354,272	75,638	20.8	
Odessa to Boonville	685,818	-	-	-	
Saline County Bridges	5,297	5,297	2,737	51.7	
Boonville to Rocheport	147,129	7	14	0.0	
Rocheport to Columbia	432,868	-	-	-	
Columbia to Kingdom City	424,839	414,872	186,645	43.9	
Kingdom City to Warrenton	569,391	-	-	-	
Warrenton to Wentzville	580,239	563,171	152,439	26.3	
Truck Parking	30,907	-	-	-	
Total I-70 Disbursements	\$ 3,328,979	\$ 1,433,467	\$ 458,912	13.8	%

Appendix B – Current Project Schedule

Improve I-70 - Updated Schedule										
Project	Limits	Miles	GR Funds	STIP	Total	Procurement Method	Issue RFP/ Letting Process	Project Award	Completion	Duration
1	Columbia to Kingdom City	20	\$297m	\$129m	\$420M	DB	September 2023	February 2024	December 2027	46 Months
2	Warrenton to Wentzville	19	\$434m	\$200m	\$634M	DB	June 2024	November 2024	December 2028	49 Months
3	Blue Springs to Odessa (M/O)	25	\$324m	\$43m	\$367M	DB	December 2024	May 2025	December 2028	43 Months
4	Rocheport to Columbia	14	\$399m	\$41m	\$440M	DB	June 2025	December 2025	December 2029	48 Months
5	Boonville to Rocheport	13	\$150M	\$2M	\$152M	DBB	January 2026 Letting	February 2026	December 2027	22 Months
6	Statewide Truck Parking - INFRA Grant	0	\$0	\$0	\$30M	DB	January 2026	May 2026	December 2028	31 Months
7	Kingdom City to Warrenton	44	\$561m	\$22m	\$583m	DB	June 2026	November 2026	December 2030	49 Months
8	Odessa to Concordia	13	\$150m	\$0	\$150M	DBB	January 2027 Letting	February 2027	December 2029	34 Months
9	Concordia to Boonville	42	\$525m	\$15m	\$540m	DB	January 2027	May 2027	December 2030	43 Months
Total		190	\$2,840m	\$452m	\$3.32 Billion	Both	-	-	December 2030	7 Years
Under Contract										
Preliminary Engineering Ongoing										



2

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 November 30, 2025, with budget and prior year comparisons.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- This report is presented based on cash disbursements.
- During the 2025 legislative session, the general assembly proposed the creation of a new Federal Road Fund. In anticipation of the legislation being passed, the general assembly reduced the appropriations from the State Road Fund. The appropriation authority from the State Road Fund is only sufficient for seven to nine months of expenditures. The general assembly did not pass enabling legislation creating the mechanism to fund the Federal Road Fund and the Governor's Office later vetoed the related appropriations from the new fund. Once supplemental appropriations are received, a budget amendment will be presented to the Commission for approval, and the budget will increase to the necessary levels.
- Significant differences between the current and prior year Financial Report, Attachment 1, are described below:
 - Total MoDOT disbursements are \$299.9 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, Low Volume Roads, Program Delivery Program, and Improve I-70 Program, and decreased spending in Fringe Benefits and Program Delivery General Assembly Designated and Funded Projects
 - Personal Services disbursements are \$5.2 million more than the same period last fiscal year, and Fringe Benefits disbursements are \$9.3 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 \$35.2 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 \$58.6 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 \$92.5 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 \$162.1 million more than the same period last fiscal year due to the project just beginning in late fiscal year 2024. As of November 30, 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 \$47.8 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
Five Months Ended November 30, 2025 and 2024
Cash Basis (Dollars in Thousands)

	Fiscal Year 2026 <u>Budget¹</u>	Amended Fiscal Year 2026 <u>Budget²</u>	Fiscal Year 2026 <u>Actual</u>	Percentage of Budget-to- Date	Fiscal Year 2025 <u>Actual</u>
Administration					
Personal Services	\$ 19,277	\$ 19,277	\$ 9,731	50.5 %	\$ 9,399
Expense and Equipment	<u>5,162</u>	<u>5,162</u>	<u>1,393</u>	<u>27.0</u>	<u>1,345</u>
Total Administration	<u>24,439</u>	<u>24,439</u>	<u>11,124</u>	<u>45.5</u>	<u>10,744</u>
Safety and Operations					
Personal Services	150,946	150,946	72,636	48.1	70,318
Expense and Equipment	254,298	254,298	136,413	53.6	106,756
Program	31,401	31,401	13,982	44.5	13,418
Low Volume Roads	120,000	86,367	58,722	68.0	88
Total Safety and Operations	<u>556,645</u>	<u>523,012</u>	<u>281,753</u>	<u>53.9</u>	<u>190,580</u>
Program Delivery					
Personal Services	78,965	78,965	38,027	48.2	35,678
Expense and Equipment	30,755	30,755	8,953	29.1	8,545
Program	2,284,406	2,284,406	1,030,093	45.1	937,557
Improve I-70 Program	2,800,000	2,622,397	195,431	7.5	33,340
Forward 44 Program	577,500	577,500	259	0.0	---
Gen. Assembly Designated/Funded Projects	<u>392,363</u>	<u>308,050</u>	<u>9,090</u>	<u>3.0</u>	<u>56,907</u>
Total Program Delivery	<u>6,163,989</u>	<u>5,902,073</u>	<u>1,281,853</u>	<u>21.7</u>	<u>1,072,027</u>
Fleet, Facilities, and Information Systems					
Personal Services	15,356	15,356	5,817	37.9	5,555
Expense and Equipment	<u>117,457</u>	<u>117,457</u>	<u>32,220</u>	<u>27.4</u>	<u>27,085</u>
Total Fleet, Facilities, and Information	<u>132,813</u>	<u>132,813</u>	<u>38,037</u>	<u>28.6</u>	<u>32,640</u>
Multimodal					
Personal Services	3,358	3,358	1,074	32.0	1,089
Expense and Equipment	1,119	1,119	191	17.1	195
Program	281,853	275,123	59,824	21.7	59,770
Railroad Grade Crossing Safety Program	25,000	25,000	1,090	4.4	484
Gen. Assembly Designated/Funded Projects	<u>96,466</u>	<u>68,344</u>	<u>6,995</u>	<u>10.2</u>	<u>687</u>
Total Multimodal	<u>407,796</u>	<u>372,944</u>	<u>69,174</u>	<u>18.5</u>	<u>62,225</u>
Fringe Benefits					
Retirement and Long-Term Disability	193,706	193,706	46,898	24.2	61,928
Medical, Life Insurance, and EAP	59,769	59,769	22,980	38.4	21,005
Retiree Medical Insurance	21,865	21,865	8,505	38.9	7,874
Workers' Compensation	9,447	9,447	6,447	68.2	3,750
Other Fringe Benefits ³	<u>29,922</u>	<u>29,922</u>	<u>10,965</u>	<u>36.6</u>	<u>10,546</u>
Total Fringe Benefits	<u>314,709</u>	<u>314,709</u>	<u>95,795</u>	<u>30.4</u>	<u>105,103</u>
Subtotal MoDOT Disbursements	<u>7,600,391</u>	<u>7,269,990</u>	<u>1,777,736</u>	<u>24.5</u>	<u>1,473,319</u>
Motor Carrier Refunds	41,000	41,000	5,635	13.7	10,113
Total MoDOT Disbursements	\$ <u>7,641,391</u>	\$ <u>7,310,990</u>	\$ <u>1,783,371</u>	<u>24.4 %</u>	\$ <u>1,483,432</u>

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

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

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



Fiscal Year 2026 Financial Summary
ARPA¹ of 2021 and General Assembly
Designated and Funded Projects²
Five Months Ended November 30, 2025 and 2024
Cash Basis (Dollars in Thousands)

	Fiscal Year 2026	Fiscal Year 2026	Percentage of Budget-to- Date	Fiscal Year 2025
	Budget⁴	Actual		Actual
Projects³				
Waste Water Improvements ¹	\$ 6,690	\$ 3,061	45.8 %	\$ 1,187
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	2,011	33.5	---
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	\$ 67,722	\$ 8,727	12.9 %	\$ 4,137

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
Five Months Ended November 30, 2025
Cash Basis (Dollars in Thousands)

<u>Bonding</u>	<u>Budget</u>	<u>Bond Proceeds To Date</u>	<u>Prior Fiscal Year Disbursements</u>	<u>Fiscal Year 2026 Disbursements</u>	<u>Remaining</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	\$ 195,208	\$ 4,036

<u>Cash</u>	<u>Budget</u>	<u>Transfers To Date</u>	<u>Prior Fiscal Year Disbursements</u>	<u>Fiscal Year 2026 Disbursements</u>	<u>Remaining</u>
OA I-70 Project	\$ 1,400,000	\$ (189,672)	N/A	N/A	\$ 1,210,328
I-70 Construction from General Revenue Transfer		\$ 189,672	\$ 37,313	\$ 223	\$ 152,136



Fiscal Year 2026 Financial Summary
Forward 44 Program
Five Months Ended November 30, 2025
Cash Basis (Dollars in Thousands)

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

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

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

RECOMMEND that the Commission:

- This report is informational and requires no action.

DEPARTMENT VIEW:

- Fiscal Year 2026 DBC Budget Status as of December 1, 2025:
 Budgeted: \$110 million
 Expenditures: \$61.4 million
- Attachment 1 (DBC Budget Contracts Only) This attachment shows the active contracts held by individual engineering consultant firms prior to November 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 November 1-30, 2025.

OTHER VIEWS:

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

MHTC POLICY:

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

OTHER PERTINENT INFORMATION:

- Not applicable

SOURCE OF FUNDING: Expenditures from the Statewide Transportation Improvement 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
November 1, 2025

Consultant	DBE Firm Y/N?	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
Crawford, Murphy & Tilly (CMT)	N	51	\$53,705,277.00	\$41,420,228.00
HDR	N	33	\$52,620,248.00	\$18,521,736.00
Wilson & Company	N	25	\$34,372,266.00	\$25,556,176.00
Garver LLC	N	29	\$29,654,071.00	\$20,113,308.00
George Butler Associates, Inc. (GBA)	N	26	\$29,280,459.00	\$17,303,466.00
Burns & McDonnell	N	13	\$25,375,302.00	\$13,826,684.00
Olsson Assoc.	N	40	\$25,261,525.00	\$14,112,298.00
Bartlett & West	N	44	\$24,699,239.00	\$12,398,073.00
TREKK Design Group, LLC	Y	20	\$20,534,300.00	\$6,137,453.00
HNTB	N	27	\$18,598,807.00	\$9,564,062.00
CDM Smith	N	4	\$15,529,952.00	\$15,468,857.00
HR Green, Inc.	N	26	\$14,757,178.00	\$4,551,031.00
Hanson Professional Services, Inc.	N	9	\$13,964,639.00	\$7,529,374.00
Jacobs Engineering Group	N	5	\$13,028,380.00	\$11,434,059.00
AECOM Technical Services, Inc.	N	6	\$11,352,315.00	\$12,094,182.00
HG Consult, Inc.	Y	8	\$10,548,526.00	\$9,751,752.00
Horner & Shifrin, Inc.	N	20	\$10,091,722.00	\$7,702,045.00
Kapsch TrafficCom USA, Inc.	N	1	\$9,763,797.00	\$9,763,797.00
Oates Associates, Inc.	N	13	\$9,634,072.00	\$3,156,034.00
EFK Moen	Y	35	\$9,182,873.00	\$3,543,266.00
Gonzalez Companies, LLC	Y	12	\$9,096,115.00	\$6,650,485.00
Thouvenot, Wade & Moerchen, Inc.	N	9	\$8,401,957.00	\$2,553,505.00
WSP USA Inc.	N	13	\$7,281,017.00	\$6,026,331.00
Bacon Farmer Workman Engineering & Testing	N	20	\$7,232,754.00	\$3,090,498.00
TranSystems	N	13	\$7,046,300.00	\$4,890,007.00
Lochmueller Group	N	15	\$6,457,900.00	\$1,977,396.00
Engineering Design Source Inc. (EDSI)	Y	3	\$5,069,894.00	\$5,005,439.00
Alfred Benesch and Company	N	8	\$4,800,604.00	\$859,275.00
Civil Design	Y	7	\$4,145,837.00	\$598,423.00
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
Kimley-Horn and Associates	N	6	\$3,452,742.00	\$1,501,953.00
Klingner & Associates, P.C.	N	9	\$3,390,113.00	\$1,315,633.00

Consultant	DBE Firm Y/N?	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
Affinis	N	4	\$3,197,454.00	\$1,589,972.00
OWN, Inc.	N	6	\$2,979,362.00	\$1,714,186.00
CDG Engineers	N	4	\$2,062,192.00	\$1,530,755.00
Modjeski and Masters, Inc.	N	2	\$2,010,223.00	\$242,856.00
George L. Crawford & Associates dba CBB	N	8	\$1,583,010.00	\$1,324,446.00
EXP U.S. Services, Inc.	N	1	\$1,372,453.00	\$52,411.00
Prairie Engineers P.C.	Y	12	\$1,252,314.00	\$862,499.00
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
Terracon Consultants, Inc.	N	7	\$711,373.00	\$477,518.00
Wood Environment & Infrastructure Solutions	N		\$641,533.00	\$118,625.00
Quigg Engineering, Inc.	Y	4	\$535,971.00	\$150,600.00
Surveying and Mapping, LLC	N	6	\$496,582.00	\$152,462.00
Pickering Firm, Inc.	N	5	\$482,301.00	\$289,304.00
R. Hitt Consulting, LLC	N	1	\$453,886.00	\$453,886.00
CB Engineering, Inc. dba Cochran	N	3	\$409,651.00	\$243,275.00
Engineering Surveys & Services, LLC	N	3	\$360,197.00	\$179,991.00
HW Lochner	N	2	\$338,629.00	\$15,366.00
Powell CWM, Inc.	N	2	\$278,411.00	\$74,531.00
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	\$91,473.00
All Civil Engineering, LLC	N	2	\$232,000.00	\$105,331.00
GeoEngineers	N	3	\$230,594.00	\$45,688.00
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	\$182,586.00
Geotechnology, Inc.	N	4	\$142,737.00	\$71,294.00
ABNA Engineering, Inc.	Y	1	\$136,535.00	\$18,098.00
Kaskaskia Engineering	Y	2	\$136,340.00	\$127,054.00
West Engineers, Inc.	N	1	\$117,619.00	\$122.00
Toth & Associates, Inc.	N	1	\$114,182.00	\$114,182.00
Farnsworth Group Inc.	N	3	\$106,059.00	\$48,459.00
S.H. Smith & Co. Inc. (dba Smith & Co.)	N	1	\$99,705.00	\$10,042.00

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
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		683	\$533,841,270.00	\$318,951,750.00

Engineering Consultant Services
Contracts Utilizing the DBC Budget
Contracts Executed

Consultant	DBE Firm Y/N?	Number of Contracts	Current Budget Amount	Available Budget Amount
WSP USA Inc.	N	1	\$55,883	\$55,883
		1	\$55,883	\$55,883