



**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION**  
**Official Minutes**

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**January 8, 2026**

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**MINUTES OF THE REGULARLY SCHEDULED  
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING  
HELD IN JEFFERSON CITY, MISSOURI  
THURSDAY, JANUARY 8, 2026**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Thursday, January 8, 2026, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri, and was available via live stream. Warren K. Erdman, Chair, called the meeting to order at 9:00 a.m. The following Commissioners were present: W. Dustin Boatwright, P.E., Gregg C. Smith, Daniel J. Hegeman, Francis G. Slay, and Ann Marie Baker.

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

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Ed Hassinger, Director of the Missouri Department of Transportation; Terri Parker, Chief Counsel to the Commission; and Jennifer Jorgensen, Secretary to the Commission, were present on Thursday, January 8, 2026.

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

**-- OPEN MEETING --**

**COMMISSION/DIRECTOR ITEMS**

**APPROVAL OF MINUTES**

Upon motion by Commissioner Smith, seconded by Commissioner Hegeman, a quorum of Commission members present approved the minutes of the regular meetings held on November 6, 2025, and December 3, 2025, and the special meetings held November 5, 2025, and December 2, 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 January 8, 2026, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Slay, seconded by Commissioner Smith, 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 January 8, 2026, meeting.

**Audit Committee** – Commissioner Slay stated the audit committee met on January 7, 2026. The team identified one proposal as the most responsive to the Request for Proposal and best aligned with the needs of MoDOT and the Missouri Highways and Transportation Commission (MHTC). This recommendation will be presented to the Commission in February for approval. The next audit committee meeting is scheduled for March 31, 2026.

**Legislative Committee** – Commissioner Boatwright reported that over 1,000 bills have been pre-filed in the House, almost 700 bills have been pre-filed in the Senate, and over 400 fiscal notes have been requested. Even though session just started yesterday, it is obvious by the numbers that both chambers are getting down to business.

At the state level, passage of the supplemental budget request of \$642.7 million will be the primary focus this session. This year the department has two safety proposals that will save lives if passed this session. One is related to ignition interlock, and the other is related to child passenger restraint systems.

Alcohol-impaired driving accounted for 12 percent of the 2024 traffic fatalities in Missouri. Laws requiring all impaired driving offenders to install alcohol interlocks reduce the number of impaired drivers in fatal crashes by 16 percent. More than 500 lives could be saved each year, if all states without such laws adopted them. There are four bills that were filed related to ignition interlock: House Bill 1740 by Representative Griffith, House Bill 1804 by Representative Sharp, House Bill 2191 by Representative Sassman, and House Bill 2352 by Representative Gallick.

When used properly, car seats reduce fatal injury by 71 percent for infants and 54 percent for toddlers. In the past five years, 14 children under the age of 2 were killed and 58 were seriously injured in traffic crashes in Missouri. For children aged 4 through 7, there were 24 fatalities and 197 serious injuries in Missouri in the past five years. There are three bills that were filed related to child passenger restraint system: House Bill 2170 by Representative Sassman, Senate Bill 1007 by Senator Burger, and Senate Bill by Senator Nurrenbern.

With regard to the memorial highway designation process, Representative Sassman filed House Bill 2411, which will simplify the committee process and encourage memorial designations to go through the joint committee process rather than the legislative process. This provision will remove the requirement that an individual be deceased for two years and eliminate the 100-signature requirement to apply for a designation. It will also expand the Missouri Medal of Honor Recipient Fund to include honorees killed in the line of duty who served in the Armed Forces, law enforcement, or emergency personnel. The fund would be renamed the Fallen Heroes Memorial Sign Fund. While not part of the department's official legislative agenda, there is a department supported proposal filed by Representative Gallick, House Bill 1843 that will remove a barrier to litter enforcement by changing the level of the offense from a misdemeanor to a minor offense, making it easier for law enforcement to issue tickets and deter littering.

On the federal side, Congress reconvened this week as well. Their focus is anticipated to be on the budget as the continuing resolution expires at the end of this month. Meanwhile, the department continues to prepare for the next federal reauthorization for transportation and are hopeful that Congress can pick this back up yet this 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 there was no report. The next board meeting is scheduled for February 20, 2026.

**Missouri Coalition for Roadway Safety Executive Committee** – Commissioner Boatwright reported some good news regarding traffic fatalities in Missouri. While the numbers are not yet finalized, 2025 represents the third year in a row traffic fatalities have decreased in the state, with the final numbers estimated to be 3 to 5 percent less than 2024, and 12 to 14 percent less than three years ago. This is the first time Missouri has experienced a reduction three years in a row since 2019, and it is rewarding to see the investment and the work of so many paying off. While the progress is encouraging, the loss of life on Missouri roads remains substantial, and the Coalition remains committed to working across multiple disciplines with partners throughout the state to keep the momentum going.

With the roll out of the department's new strategic highway safety plan, *Show-Me Zero*, the team is looking forward to the implementation of both proven and new strategies that support the five core elements of the plan: **Safer People, Safer Vehicles, Safer Speeds, Safer Infrastructure, and Safer Response**. Achieving a fourth year in a row of reduced fatalities is a rare opportunity. The work to get there begins now, and everyone needs to help to do so. Buckle Up and Phone Down.

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## **DIRECTOR'S REPORT**

During the January 8, 2026, Commission meeting, Director Ed Hassinger provided the following report:

**I-70/64 Ribbon Cutting** – Director Hassinger reported last month, the I-70 team once again celebrated a milestone, this time on the Warrenton to Wentzville project. On December 9, the team joined the project contractors, St. Charles leaders, and local elected officials to cut the ribbon on the first five miles of completed pavement on I-64. As a reminder, this project is the largest single project in the department's history and includes the addition of a third lane in both directions along I-64 between I-70 and Route K. Although this first stretch is complete, crews plan to continue working toward the I-70 interchange

throughout this year. The department cannot stress enough how critical it is that drivers work with crews and slow down and pay attention.

**Rural Routes Update** – Director Hassinger provided an updated on the Rural Routes program. This program to address low-volume rural routes is made possible by continued investments of General Revenue by the General Assembly and the governor. This past construction season, MoDOT worked to deliver on \$100 million of work invested in fiscal year 2025. That equates to improvements on 2,100 lane miles at 149 locations across the state. This is just the latest progress since this program was created in 2023. The department delivered improvements to about 5,700 lane miles since then, with even more lined up for the next construction season. These projects are being delivered in every corner of the state. While it may not be as flashy as a widened interstate, these improvements are just as critical to local communities, and the department wanted to showcase the progress that has been made to bring that to life.

**Charitable Campaign** – Director Hassinger reported that MoDOT truly paved the way during the most recent Missouri State Employees Charitable Campaign. Working together, the department pledged more than \$110,000 to charities, a 32 percent increase over the last year and more than any other state department. This generosity really reflects the team’s dedication to service. Director Hassinger gave credit to the MoDOT staff who led, organized, and promoted this important effort in every building across the state. The creativity of the team helped make this possible, and he thanked all of those who decided to give. Every mile, every project, and every act of service reflects positively on everyone’s work to build a better Missouri. The department should be proud and grateful to be part of a team that cares.

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## **PUBLIC COMMENTS**

### **CONCERNS ABOUT BIDDING AND LIFE CYCLE COST ASSESSMENT**

Darryl Winegar, Vice President and General Manager of Construction Services for Capital Paving, stated the department has a unique I-70 project on next week’s bid letting. He echoed the Commission’s comments about the I-70 project and the fortunate nature that any contractors have in this state to really compete, deploy capital, grow businesses, and invest in their equipment and plants. He expressed appreciation for the positive relationships and opportunities contractors have experienced with MoDOT projects, particularly on I-70. He noted that his comments were prompted by a recent development regarding the life cycle cost assessment for the current project included in the letting. After months of discussions and expectations that the assessment would decrease, MoDOT published figures that were 40 to 50 percent higher than anticipated. This unexpected change, occurring just one week before bids are due, could increase estimates by 5 to 10 percent on a project valued at over \$140 million. Mr. Winegar

emphasized that the late release of this information has created uncertainty for contractors preparing bids and requested that the Commission consider delaying the project in the bid letting to let the contracting community to review and understand the calculation methodology. He reiterated his appreciation for the partnership with MoDOT and stressed the importance of consistency and predictability in such significant projects.

Commissioner Erdman thanked Mr. Winegar for his comments and for bringing his concerns to the Commission. Director Hassinger noted this is routine but is close to the bid letting deadline. He acknowledged that a commitment to industry was made that the department would issue bid build work on I-70. This was an opportunity for contractors not in design build to have an opportunity to bid on projects on I-70. This is the first one of those projects and there are a couple more planned. He appreciated the feedback and will consider it. Commissioner Boatwright made a few inquiries about the implication of the change. Commissioner Erdman requested staff provide an update or briefing at the next meeting.

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## **CONCERNS ABOUT COMMISSION TRANSPARENCY, ROADWAYS, AND REST AREAS**

Arnie Dienoff began his comments by verbally submitting an open records request for the following records: catering, commission packets, the letter to legislators about the December 1 storm referenced by the Director, the legislative report, the Audit Committee open and closed meeting material, the workshop meeting material, and the open and closed meeting material. He then expressed concern about safety in I-70 construction zones, noting excessive speeding and lack of enforcement. He referenced a recent accident involving a Missouri State Highway Patrol trooper and urged increased presence of law enforcement to protect workers and motorists. Additionally, he reported poor conditions at the Wright City westbound I-70 rest stop, describing the men's restroom and property as deplorable and in need of major renovation. He also noted objects in the roadway near mile marker 180 westbound I-70 and called for daily patrols to address hazards.



Mr. Dienoff criticized lobbying efforts by Tom Dempsey and First Capital Advisors, citing a contract with the City of Dardenne Prairie and other entities totaling significant taxpayer expenditures. He expressed opposition to lobbyists seeking special treatment and urged the Commission to reject such demands, warning that granting these requests would set a precedent for other communities. He concluded by reiterating his stance against hired lobbyists and emphasized accountability, leadership, and responsible use of taxpayer funds.

Commissioner Erdman thanked Mr. Dienoff for his comments and noted staff make note of the maintenance things observed and the Commission Secretary noted his records request.

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## **MODOT PRESENTATIONS**

### **WINTER OPERATIONS OVERVIEW AND DECEMBER RESPONSE**

On behalf of the Director, Becky Allmeroth, Chief Safety and Operations Officer, presented a brief overview of winter maintenance operations, a critical service the department provides to the traveling public. She provided a high-level overview of planning for the 2025-2026 winter operations season along with the response to the early December storm, including the overall cost, overview of planning for the season and for each specific storm, and some key takeaways from the first storms of the season.

Ms. Allmeroth discussed the department's preparation and training for the winter season. With the complexities of winter operations, preparations and training begin in the summer and continue through the fall. Approximately 3,400 operators are required to fully staff snowplows for day and night shifts. There are 2,655 total snowplow operators available, which is approximately 83 percent of the number of drivers needed. She noted that of those available operators, 716 have less than one year of experience. Despite progress in hiring, MoDOT continues to face a significant shortage of operators, even after supplementing with emergency equipment operators and non-maintenance personnel. Emergency operator resources have declined from nearly 1,000 a decade ago to about 252 this year, and supplemental

operators include engineers and inspectors, which impacts recruitment for those positions. Nearly 600 operators this season are new and inexperienced, requiring additional training during early storms.

Maintenance staffing remains a critical issue. In 2023, MoDOT experienced a deficit of over 600,000 maintenance labor hours compared to prior years. Although 735 employees were hired in 2025, the net gain was only 50 due to high turnover, particularly among employees with less than five years of experience. Entry-level snowplow operators earn less than \$20 per hour, which continues to pose recruitment challenges.

Winter storm planning was highlighted as a comprehensive process involving multiple calls at 48 hours, 24 hours, and every six hours during a storm. These calls include representatives from all districts, divisions, the Missouri State Highway Patrol (MSHP), the State Emergency Management Agency (SEMA), and the National Weather Service (NWS). Ms. Allmeroth noted that MoDOT utilizes multiple forecasting services, including the National Weather Service and ClearPath by DTN, to prepare for worst-case scenarios. ClearPath will contact department staff during the night with changes and provides surface forecasts.

Ms. Allmeroth discussed treatments ahead of the storm called anti-icing. Applied before a storm, liquid deicers or salt spread out and prevent the ice and snow from sticking to the surface. The treatment will work with the first snowflakes and will melt a small amount on contact. If a heavy treatment can be applied just before the storm, it would melt approximately half an inch. If applied too soon, only about a fourth of an inch or less would be mitigated. After anti-icing treatments are applied, it must be followed up with a plow, which is called de-icing.

Ms. Allmeroth highlighted the department's planning for permanent work zones that would be active during the winter months for projects like I-70, I-55, and I-44. Leaders met to review project staging and plan a response for winter weather. Additional staff along applicable routes were added, detour routes to continuous operation routes were elevated, and quick clearance of roadways when a crash occurred

were discussed. Several scenarios were discussed and planned. Additionally, the participants of the tabletop exercise, such as MSHP, local Emergency Medical Services (EMS), and project leadership, discussed the configuration of work zones through multiple expected phases this winter.

Ms. Allmeroth reviewed in detail the events of the December 1 winter storm. Initial forecasts predicted minor snowfall north of Highway 36, but conditions changed rapidly, resulting in 3.8 inches at Lambert Airport – a record for that date. Despite early messaging and planning, the storm intensified unexpectedly, causing widespread congestion as schools and businesses released employees simultaneously. Traffic volumes around noon mimicked the volumes of an evening rush hour. This congestion hindered snowplow operations. Within six hours after precipitation ended, nearly 70,000 lane miles were cleared, demonstrating MoDOT’s commitment despite challenges. The storm response required approximately 700,000 miles driven, 56,000 labor hours, and 25,000 tons of salt, for a total estimated cost of almost \$7.8 million.

Ms. Allmeroth reported MoDOT is restoring critical tools such as Remote Weather Information Stations, which provide real-time roadway conditions. Forty-two sites are being reactivated, with twelve additional sites planned by fall. Additionally, innovations such as the Magna Wing plow, capable of clearing two lanes and a shoulder with one truck, are being piloted to improve efficiency. Enhanced messaging strategies, including targeted social media updates and in-vehicle alerts, are being implemented to improve public communication during storms. She concluded her presentation with lessons learned from the December 1 storm that will inform future operations, including improved staffing, utilization of new tools, and enhanced communication strategies.

Commissioner Slay thanked Ms. Allmeroth for her outstanding leadership and for the great work of the MoDOT team under very difficult circumstances. Commissioner Hegeman thanked Ms. Allmeroth for her informative presentation that provided a good explanation of where the department was, what happened, and what will happen in the future. Commissioner Baker acknowledged the technology and

tools but also reminded everyone that the removal of snow and ice is a difficult physical process. Communication with others, schools, and large employers, is critically important, and she was pleased to see that it occurs at the level described. Commissioner Boatwright noted it is tough to operate snowplows with a clear roadway without any traffic or obstacles, and this kind of situation is challenging. He appreciated the department's ability to step back and evaluate shortcomings and room for improvement. The Commission expressed their appreciation for the snowplow operators working 12-hour shifts, and what they do truly matters.

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## **FINANCIAL FORECAST UPDATE**

On behalf of the Director, Brenda Morris, Financial Services Director, presented the financial forecast for fiscal years 2027-2031. MoDOT prepares an annual financial forecast to estimate future revenues and expenditures. The forecast is the basis for MoDOT's operating 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' license fees, federal funds from the federal motor fuel tax, and other sources as provided by Congress and the Missouri legislature.

The department's projections use a combination of historical information and information from third party sources. The information in the financial forecast is then used to develop the appropriations submission and the department's allocation of resources for operating as well as the targets that are provided to transportation partners in the development of the STIP.

Ms. Morris noted the last couple of years has resulted in additional revenue and bond proceeds being a part of the available resources to the department. This forecast includes some one-time sources of revenue. It includes the Improve I-70 Program \$1.4 billion of General Revenue and \$1.4 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 for this program. The financial forecast includes the Forward 44 Program, \$213.75 million of General Revenue (deposited into the Office of Administration I-44 Project Fund) and \$363.75 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 sold for this program. The financial forecast includes \$302.2 million for General Assembly Designated and Funded projects, which include the following projects: Low Volume Roads, U.S. 67 in Butler County, I-70 Interchange in Warren County, U.S. 65 from Buffalo to Warsaw, I-49 and U.S. 58 in Cass County, I-44 Environmental Study, I-55 Outer Service Road in Jefferson County, Jefferson Avenue Community Footbridge in Springfield, U.S. 65 and Route B in Sedalia, U.S. 63 in Columbia, LeCompte Road, Highway BB Engineering Study in Cameron, and Kirbyville School District. The financial forecast includes \$57.1 million from the Budget Stabilization Fund for the Governor's Transportation Cost Share Program (Round 2) approved by the General Assembly in 2022. It also includes \$45.2 million of General Revenue for annual debt service payments for bonds issued for the Governor's Focus on Bridges program. 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 are also included in this forecast. It also includes the implementation of Senate Bill (SB) 262 motor fuel tax increase, which was fully implemented on July 1, 2025.

Fiscal year 2025 actual revenues were \$6.4 million less than projected. Motor fuel taxes were a bit volatile from 2020 to 2023 but seems to have leveled off in 2024 and declining in future years. Moving forward, vehicles with greater fuel economy and vehicles powered by alternative fuels will off-set increases in vehicle miles traveled. The motor fuel tax growth assumption does not include SB 262 and has a slow decline in this forecast. This forecast includes an annual decline of -0.20 percent for 2026 and beyond. The overall impact is \$32.2 million less in this forecast compared to last year's forecast.

Assumptions for the state motor fuel taxes for SB 262 are a -0.20 percent decline for 2026 and beyond. The assumption for refunds is 0.5 percent, which is the same assumption used in last year's forecast. The overall impact is \$11.0 million less for Senate Bill 262 Motor Fuel taxes.

Fiscal year 2025 motor vehicle sales tax revenue actuals were \$9.9 million, or 2.1 percent more than projected. Motor vehicle sales tax revenues growth assumption for 2026 and subsequent years is 3.0 percent. The overall impact is \$56.6 million more than last year's forecast.

The motor vehicle and driver's licensing fees are \$4.9 million less than what was projected in 2025. Using a four-year average, the growth assumption for 2026 and subsequent years is 1.0 percent, which is less than the 1.5 percent used last year. The overall impact is that this forecast is \$72.5 million more than last year's forecast.

Federal revenues include the federal funds for construction projects, preventive maintenance, design work, planning and research, and pass-through funds to local entities. The financial forecast includes the estimated federal apportionments from the Infrastructure Investment and Jobs Act (IIJA) as approved by Congress. The overall impact is an increase of \$38.9 million of federal revenue from last year's forecast.

A review of the anticipated disbursements included in the forecast and started with a review of the operating budget expenditures. The forecast includes funding the pay strategies that were included as part of the appropriations request. That includes:

- \$7.9 million to continue implementing the market plan and to provide tenure increases.
- \$5.3 million to hire an additional 100 maintenance employees in Safety & Operations to help restore operations and meet customer expectations.
- The forecast also includes a 2.0 percent annual cost of living adjustment in 2028 and beyond. Raises are contingent each year on legislative and/or Commission action.
- The retirement contributions are 37.0 percent in 2026 and 33.0 percent in 2027 and beyond per the actuarial report.

The expense and equipment portion of the budget 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 includes a 2.5 percent annual growth rate for inflation.

For the 2026 to 2032 period, the forecast relies on deficit spending in each year. The average deficit spending is \$116.8 million per year. The cash balance in the State Road Fund is expected to decline from \$1.7 billion at the end of fiscal year 2026 to \$687.5 million at the end of fiscal year 2032. The fiscal year 2032 ending balance is slightly elevated because of the planned bond issuance during that year.

The forecast includes only road and bridge revenues and disbursements. The disbursements for program delivery include contractor awards, the design and bridge consultant engineering costs, right of way acquisitions, and debt service. Contractor awards are expected to be \$2.4 billion in 2026, \$2.7 billion in 2027, \$2.1 billion in 2028, \$1.5 billion in 2029, and \$1.4 billion in 2030 and beyond. The design and bridge consultant engineering costs are projected to be \$110 million in 2026 and beyond. The right of way acquisitions are forecasted at \$30 million for 2026 and beyond.

Following discussion, the Commission commended the department and its excellent management of transportation funding in a fiscally responsible way for Missouri. Commissioner Baker stated balancing the inbound revenues and outbound expenses for the forecasted periods, along with shorter term cash flow management, is critically important. Commissioner Erdman highlighted that at peak contractor awards the contracting community has deployed an enormous workforce that are skilled and trained, which is very valuable to the state of Missouri. He commended the generosity of the General Assembly, the Governor, and federal delegates for General Revenue funding. As those projects are completed, the peak contractor awards will decline. It is important to begin the conversation now about future funding.

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## **STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT**

On behalf of the Director, Llans Taylor, Transportation Planning Director, reviewed with the Commission how the Statewide Improvement Program (STIP) is developed. The 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 the citizens of Missouri. The STIP describes how the taxpayers' transportation dollars are being invested.

Mr. Taylor explained the Transportation Planning Division's STIP development role is to connect data with stakeholder input and needs to deliver transportation improvements. The division's focus is on the data, policy, and providing guidance and support to the districts. The districts are the implementation arm of this effort. They work directly with the local leaders and citizens to get their perspective on needs and challenges. Through the district's effort they are building the relationships on trust and cooperation so when it is time to have the difficult conversation about having too few resources and too many needs, they can work together and move forward with a plan.

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. MoDOT works with planning partners, transportation stakeholders, and customers to identify road and bridge improvement projects for inclusion in the STIP. Once developed, the draft STIP is brought to the Commission at the May Commission meeting. The draft STIP is then 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. 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.

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. MoDOT's Long-Range Transportation Plan was developed through robust, statewide outreach, engaging transportation stakeholders to establish goals and a 25-Year vision of transportation in Missouri. MoDOT has started the process of updating the Long-Range Transportation Plan with a publishing goal of 2026. The LRTP identifies five goals for transportation improvements in Missouri:

- 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

The High Priority Unfunded Needs List is generated based on the recognition that there is an annual shortfall of \$1.1 billion a year. This document plays a critical role because it fills the gap between the funded Statewide Transportation Improvement Program (STIP) and the Long-Range Transportation Plan (LRTP). The LRTP is often more visionary and aspirational, and then on the other end of the spectrum the STIP is a funded concrete plan of projects. This document helps MoDOT identify the next needs between the STIP and the LRTP. Working with planning partners, \$5.7 billion of regional needs are identified and prioritized on the unfunded needs list. Statewide and major bridge needs add \$5.7 billion to the unfunded needs list. This totals to \$11.4 billion of identified high priority unfunded needs for the next ten years. These needs are grouped and listed in Tiers 1, 2, or 3; or Multimodal, Major Bridge, or Statewide. Over \$6 billion worth of projects have been moved from the High-Priority Unfunded Needs List to the STIP since 2019.

The financial forecast allows the department to estimate the funds that will be available for programming projects and is the foundation of the financial planning model. Once the department knows

the funds available from the financial forecast, it can distribute the funds through the commission approved STIP funding allocation. The funding distribution is based on system size (includes number of miles of roadway, and square foot of bridge deck, etc.), system usage (includes vehicle miles traveled), fatalities and serious injuries (includes accident history), population, and employment. The estimated amounts for the Fiscal Year 2026 Funding Distribution includes \$58 million for safety, \$887 million for asset management, and \$307 million for system improvements, totaling \$1.252 billion for construction program funds. This amount does not include the additional state funding that is available for the Improve I-70 program, Forward 44 program, and legislative designated projects.

Mr. Taylor explained that the department is dedicated and committed to taking care of the system and services enjoyed today and continuing to move transportation forward to improve the lives of citizens. He explained the next steps in the STIP development process include having the Transportation Planning staff engage with partners statewide and developing the project scopes, budgets, and timelines to create the new STIP. Transportation planning in Missouri allows direct stakeholder input into the decision-making process and maintains their voice in transportation solutions. The goal is to have a draft prepared in May for presentation and consideration by the Commission.

Commissioner Smith thanked Mr. Taylor for his presentation and noted community collaboration is so important to see what people across Missouri want in their transportation system. Director Hassinger commended the Transportation Planning staff for their work and highlighted that he sent a letter to every legislator outlining the process and asking for their input directly.

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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 C06 and F01 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 December 12, 2025, letting, as recommended, and noted in Table I below.

**Table I**  
**Award of Contracts**  
**December 12, 2025, Bid Opening**

<b>Call No.</b>	<b>Route</b>	<b>County</b>	<b>Job No.</b>	<b>Bid Amount</b>	<b>Non-Contractual Costs</b>	<b>Contractor</b>	<b>Description</b>
A01	136	Mercer, Putnam	J1S3442	12,045,798.10	\$0.00	Magruder Paving, LLC	Resurface
		Putnam	JNW0043				
A02	E, FF, JJ, OO	Mercer, Putnam, Sullivan	JNW0014	\$2,849,029.37	\$0.00	E & C Bridge, LLC	4 Bridge Deck Replacements
A03	136	Mercer	JNW0049	\$4,025,797.74	\$0.00	Louis-Company, LLC	Bridge Deck Replacement
B02	Bus 63	Randolph	JNE0038	\$448,607.21	\$0.00	Magruder Paving, LLC	Coldmill and Resurface
B03	J	Lincoln	JNE0051	\$1,899,071.22	\$0.00	Magruder Construction Co., Inc.	Bridge Replacement
B04	47	Lincoln	JNE0248	\$1,185,483.92	\$0.00	Magruder Paving, LLC	Coldmill and Resurface
C01	Cookingham Drive	Platte	J4S3489	\$7,687,791.50	\$0.00	Pyramid Contractors, Inc.	Bridge Replacement
C02	71	Jackson	J4S3490	\$18,957,368.32	\$0.00	Clarkson Construction Company	Grading, Pavement, 2 Bridge Replacements, 2 Culvert Rehabilitations, and ADA Improvements
C03	Z	Ray	JKR0103	\$1,068,605.25	\$0.00	Widel, Inc.	Bridge Replacement
C04	Stadium Drive	Jackson	JKU0012	\$674,930.00	\$0.00	International Rigging Group, LLC	Bridge Painting
C05	F	Jackson	JKU0110	\$960,345.50	\$0.00	Widel, Inc.	Bridge Replacement
C06 *	I-635	Platte	JKU0095	\$1,989,827.40	\$0.00	Southern Road & Bridge, LLC	Bridge Rehabilitation
D01	7	Camden	J5P3538	\$1,099,994.73	\$0.00	E & C Bridge, LLC	2 Bridge Deck Replacements

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
D02	OR 50	Cole	J5S3418	\$1,552,567.30	\$0.00	Sam Gaines Construction, Inc.	Pavement Widening, Signals, and ADA Improvements
D03	AA	Cole	J5S3551	\$755,964.75	\$0.00	E & C Bridge, LLC	Bridge Deck Replacement
D04	179	Cole	JCD0074	\$492,321.66	\$0.00	E & C Bridge, LLC	Bridge Deck Replacement
D05	Various	Boone	JCD0227	\$490,881.74	\$0.00	Road Runner Safety Services, Inc.	Pavement Marking
D06	I-44	Crawford, Laclede, Phelps, Pulaski	JCD0265	\$831,815.92	\$0.00	Streetwise, Inc.	Pavement Marking
F01**	I-270	St Louis	J6I3618	\$652,999.00	\$0.00	Concrete Strategies, LLC	Culvert Improvements
H01	34	Wayne	J9P3816	\$1,041,263.30	\$0.00	Joe's Bridge & Grading, Inc.	Bridge Deck Replacement
H03	BB	Cape Girardeau, Scott	J9S3776	\$1,634,668.03	\$0.00	Robertson Contractors, Inc.	Bridge deck Replacement
H03	C	Cape Girardeau, Scott	J9S3727		\$0.00		Bridge Replacement
H04	C	Pemiscot	J9S3770	\$577,971.59	\$0.00	Joe's Bridge & Grading, Inc.	Bridge Replacement
H06	77	Cape Girardeau, Scott	J9M0283	\$1,298,162.36	\$0.00	Putz Construction, LLC	Culvert Replacement
H2A	95	Laclede, Wright	J9S3696	\$4,482,000.00	\$0.00	Pace Construction Company, LLC	Resurface and Bridge Rehabilitation
H2B	DD	Howell	JSE0009				Resurface
	VV	Dent, Texas	JSE0007				
	WW	Howell	JSE0008				
			<b>TOTAL:</b>	<b>\$68,703,265.91</b>	<b>\$0.00</b>		

\* Call C06 – Funding by KDOT – 50/50

\*\* Call F01 – Funding by Metropolitan St. Louis Sewer District – \$150,000.00

## Commission Consideration and Action

After consideration, and upon motion by Commissioner Hegeman, 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 December 12, 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 Call A01. Commissioner Smith abstained from voting on Call D02. Commissioner Hegeman abstained from voting on Calls C02 and D05.

\* \* \* \* \*

## 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 nine highway and bridge projects, as noted in Table I below, and six recreational trail projects as noted in Table II below.

**Table I**  
**2026 – 2030 STIP**  
**Highway and Bridge Construction Schedule**  
**January 8, 2026 Amendment**  
**Project Changes**

<b>District County Job No.</b>	<b>Route</b>	<b>Description of Improvement/Location</b>	<b>Tentative Award State Fiscal Year and Change by Type</b>	<b>Change in Construction and Right of Way Funds (Dollars in Thousands)</b>	<b>Change in Engineering Funds (Dollars in Thousands)</b>
NW Nodaway JNW0165	US 71	Add J-turns at 340th Street.	2026 CN	\$2,500	\$280
NE Warren JNE0247	MO 47	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.	2027 CN	\$1,417	-\$142
KC Platte JKU0487	CST RIVERWAY BLVD	Payment to Riverside to add roundabouts, modify interchange ramps and extend sidewalks and streets at Riverway Boulevard.	2026 CN	\$1,500	\$16

<b>District County Job No.</b>	<b>Route</b>	<b>Description of Improvement/Location</b>	<b>Tentative Award State Fiscal Year and Change by Type</b>	<b>Change in Construction and Right of Way Funds (Dollars in Thousands)</b>	<b>Change in Engineering Funds (Dollars in Thousands)</b>
KC Platte JKU0455	IS 29	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 Route 92.	2026 CN	\$2,772	\$330
SL St. Charles JSL0305	IS 70	Bridge rehabilitation over 5th Street.	2027 CN	\$4,263	\$394
SL Various JSL0099	Various	Job Order Contracting for concrete pavement repair at various locations in the St. Louis District.	2026 CN	\$1,500	\$105
SE Mississippi JSE0332	IS 57	Rebuild pavement from Big Lake Bayou to the Mississippi River.	2026 CN	\$4,081	\$380
ST Various JST0139	Various	Guardrail improvements at various locations in Audrain, Lincoln, Monroe, Montgomery, Pike, Randolph, Ralls, and Warren Counties.	2026 CN	\$1,952	\$179
ST Various JST0139B	Various	Guardrail improvements at various locations in Adair, Clark, Knox, Lewis, Macon, Marion, Schuyler, and Shelby Counties.	2026 CN	\$1,311	\$110
		<b>TOTAL:</b>		<b>\$21,296</b>	<b>\$1,652</b>

**Table II**  
**Section 6 – Special Programs**  
**January Amendment**  
**Recreational Trails Program - FY2025 Grant Recipients**

<b><u>Grant Number</u></b>	<b><u>Project Sponsor and Scope of Work</u></b>	<b><u>Grant Award</u></b>	<b><u>Project Cost</u></b>
2025-02	<b>Owl Creek Park Water Trails</b> – 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>Sponsor: St. Francois County</i>	\$ 202,255	\$40,451
2025-03	<b>Dunnegan Park</b> – 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>Sponsor: City of Bolivar</i>	\$312,501	\$ 40,451
2025-04	<b>Warsaw Trail Extension</b> – Non-motorized Trail Construction of 4 miles, 10 ft. wide trail & installation of culverts. <i>Sponsor: City of Warsaw</i>	\$366,470	\$ 62,501

<u>Grant Number</u>	<u>Project Sponsor and Scope of Work</u>	<u>Grant Award</u>	<u>Project Cost</u>
2025-05	<b>Crane Community Trail – Non-motorized Trail</b> 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>Sponsor: City of Crane</i>	\$350,876	\$117,198
2025-06	<b>Heartland Park: Southside Trail Extension – Non-motorized Trail</b> Construction of .2 mile, 10 ft. wide concrete trail extension. Installation of trail amenities include signage, rest stations, benches, and distance markers. <i>Sponsor: City of Wentzville</i>	\$ 421,772	\$ 100,877
2025-07	<b>Perry Park Trail – Non-motorized Trail</b> 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>Sponsor: City of Plattsburg</i>	\$ 356,980	\$ 221,772

Via approval of the consent agenda, the Commission unanimously approved the amendment to the 2026 – 2030 STIP as noted in the tabulations above.

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## APPROVAL OF PLANS FOR CONDEMNATION

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

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

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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## -- REPORTS --

### **REPORTS**

The Commission received the following written reports.

#### **IMPROVE I-70 PROGRAM REPORT**

Eric Kopinski, Improve I-70 Program Project Director, provided to the Commission report regarding the Improve I-70 Program. The segment of I-70 within the state of Missouri holds both regional and national significance and connects the two largest cities of Kansas City and St. Louis. Additionally, I-70 carries more rural daily traffic in Missouri than any other route in the state. The nearly 250 miles across the state have been an engine for economic growth and prosperity since 1956. Missouri has the distinction of being the birthplace to the interstate with the first interstate project under construction on I-70 in St Charles County between Fifth Street and Route 94/First Capitol Drive. This project broke ground on August 13, 1956. Construction of the Missouri portion of I-70 was completed in 1965 making it the oldest interstate in U.S. history.

The safety and economic prosperity of Missourians depends, in part, on an I-70 that grows along with the state and nation. That is why the Missouri Department of Transportation is working to improve I-70. With the passage of the State Fiscal Year 2024 budget on June 30, 2023, the Missouri General Assembly allocated \$2.8 billion in state funding from the General Revenue Fund for the Improve I-70 Program. The funding is to be utilized to add a third lane and rebuild/repair the existing lanes to both eastbound and westbound I-70 from Blue Springs to Wentzville for a total project length of nearly 200 miles.

Funding. Of the \$2.8 billion in funding, \$1.4 billion is General Revenue funds with transfer authority to the State Road Fund (SRF) to directly pay for project costs. As MoDOT is ready to issue contracts for work on I-70, the funding is transferred into the SRF. MoDOT and the Office of Administration (OA) executed a formal funding agreement similar to the funding agreement utilized for



the Governor's Focus on Bridges Program. The remaining \$1.4 billion is for debt service payments from bonds issued by the Missouri Highways and Transportation Commission (MHTC) for the Improve I-70 Program. A maximum allocation of \$136 million per year is allocated for debt service payments. With this historic investment and the funding previously authorized by the MHTC in the Statewide Transportation Improvement Program (STIP), the Improve I-70 Program is fully funded.

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

In State Fiscal Year 2025, the Missouri General Assembly allocated \$40 million in Budget Stabilization Funds for the costs to construct an interchange and outer road improvements along I-70 in Warren County. MoDOT has developed a funding flow chart to demonstrate how General Revenue, Budget Stabilization, and STIP funding will be utilized for the Improve I-70 Program projects.

Schedule Update. MoDOT continues to keep an aggressive schedule for the Improve I-70 Program. By only having one contract procurement at a time, it allows the department to maximize competition 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.

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 Commission awarded the Blue Springs to Odessa project, and at December's 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. 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.

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## **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 November 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 November 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 683 active contracts held by individual engineering consultant firms prior to November 1, 2025. One engineering consultant service contract was executed in November 2025, for a total of \$55,883.00. There were zero non-engineering consultant contracts executed in November 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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