



**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes**

**TABLE OF CONTENTS
March 4, 2026**

COMMISSION/DIRECTOR ITEMS

Commission Workshop: Debt and Bonding Program 4
Rotation/Election of Chair and Vice Chair 7
Approval of Minutes 8
Consent Agenda 8
Commission Committees and Commission Related Boards 9
Director’s Report 10

PUBLIC COMMENTS

Concerns About Use of Taxpayer Dollars, Winter Preparedness, Construction Zones,
Resolutions Opposing Legislation, and Feedback from Public Meetings 11

MODOT PRESENTATIONS

2026 Draft Long-Range Transportation Plan and State Freight and Rail Plan 12

ADMINISTRATIVE RULES/POLICIES

Report and Recommendation Regarding Final Order of Rulemaking – Procurement of Supplies 16

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Consideration of Bids for Transportation Improvements 16
2026-2030 Statewide Transportation Improvement Program Amendment 19
Approval of Plans for Condemnation 21

REPORTS

MoDOT Briefing Report 22
Missouri Department of Transportation Financial Report – Fiscal Year 2026 22
Consultant Services Contract Report 22

**MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN JEFFERSON CITY, MISSOURI
WEDNESDAY, MARCH 4, 2026**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, March 4, 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 Wednesday, March 4, 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

COMMISSION WORKSHOP: DEBT AND BONDING PROGRAM

The Commission held a workshop prior to the regular meeting to discuss the Commission’s outstanding debt and proposed bond issuance for the Third Lien State Road Bonds, Series A 2026. This workshop reviewed the department’s debt management history, provided a revenue update, discussed the Amendment 3 program, and imparted next steps to be taken to issue bonds for transportation projects.

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

Each bonding program has an indenture, which is the legal document that establishes the rules for that bonding or for that moment. The Amendment 3 bond indenture was established in 2005. The Federal Reimbursement bonds indenture was established in 2008, and the Mega Projects bond indenture was established in 2023. Ms. Morris noted the Commission’s conservative debt management policy has more restrictive requirements than the indenture.

History

In November 2004, Amendment 3 was voter-approved as a constitutional amendment and redirected a portion of the statewide sales tax on motor vehicle purchases from the state’s General Revenue

Fund to a newly created State Road Bond Fund. The law mandated the redirected revenue be used to repay bonds until January 1, 2009. After January 1, 2009, the amount in the State Road Bond Fund which the Commissioner of Administration and the Highways and Transportation Commission each certify is not needed for debt service or to maintain a reserve would require a General Assembly appropriation of the unused funds from the State Road Bond Fund to the State Road Fund, which would then be used on pay-as-you-go projects. Per the Commission policy, before proceeding with certification, the Commission should consider whether there are state highway construction projects that will benefit from the issuance of state road bonds. Using the new revenue for bond repayment allowed the Commission to deliver projects faster. The Commission borrowed a total of \$2.7 billion through nine series of Amendment 3 bonds. The bond issuances for the Focus on Bridges program were done within the third lien of this program. Ms. Morris noted the Commission currently has \$1.568 billion in outstanding bonds. All the current debt that has been issued is scheduled to be paid off in 2033.

Revenue Sources

Ms. Morris noted the Financial Forecast workshop and presentation at the January 7, 2026 Commission meeting provided estimates on 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. The motor fuel tax was flat and slightly declined prior to the implementation of Senate Bill 262. The final increase in rate occurred July 1, 2025. As previously noted, the department anticipates a slow decline moving forward as vehicles become more efficient and more alternative fuel options are available. The motor vehicle and drivers' licensing fees have been volatile over the last couple of years. This revenue source does not come in as projected. She noted that the department is projecting less revenue from this source in the future for fiscal year 2026, and that that trend is continuing. The motor vehicle sales taxes (without Amendment 3 and with Amendment 3) have steadily increased over the years. Of the three

primary revenue sources, motor vehicle sales taxes are the most stable over time. It has averaged a 3 percent increase a year, which is the assumption currently being used in the financial forecast. It was noted that this funding source mirrors the economy and is somewhat resistant to the degradation of inflation.

Specific Project versus Bonding Program

Ms. Morris discussed bonding for a specific project versus a bonding program. A specific project has a definite beginning and ending with very specific goals. For example, the first issuance of Improve I-70 bonding, the parameters were set by law. It provided the maximum terms such as dollar amount and total amount of bond proceeds over the life of the project. Based upon those specific considerations, a three-year term was the right term for those specific requirements. A bonding program has a definite beginning but is ongoing. A program can provide a consistent and predictable resource. In the case of Amendment 3, there is an established revenue stream that has been pretty consistent, which allows for more predictability in the future. In this example, the funds are not being spent on a specific project, but towards the entire Statewide Transportation Improvement Program (STIP). There is more flexibility on bond issuances, but staff must balance the interest cost with the benefits of the time and value of money. The bonding program helps stabilize the STIP so there are no peaks and valleys; it is more stable.

Next Steps

Ms. Morris provided an overview of the department's investment banking pool, which is set to expire on June 30, 2026, and discussed the differences between negotiated transactions versus competitive transactions. The companies periodically conduct outreach to the department to review funding and bonding potential as they also monitor the department's debt. After the issuance in May, staff will work with MoDOT's financial advisor, PFM, to go through a solicitation process to select a new investment banking pool.

Ms. Morris highlighted the four different scenarios that were analyzed for an issuance in May: three-year term, five-year term, seven-year term, and ten-year term. She reviewed the bonding

assumptions for the scenarios analyzed, the pros and cons of each scenario, and the indicators within each different scenario such as true interest cost, discount rates, and benefits. She reported that based upon all the information, the seven-year debt was identified as the preferred option due to the present value of bond proceeds, the impact of inflation on future projects, and the timeline associated with this issuance.

Matt Stoffel, PFM Advisors, provided an overview of the current market, historical rates, yield curve and credit spreads, and the economic calendar. This issuance is projected to be in compliance with the Debt Management Policy and below the debt limitations. The proposed bond sale schedule will begin with a presentation to the rating agencies on April 7. On April 30, the Series A 2026 ratings will be released. On May 6, the department will seek Commission approval of the resolution authorizing the sale of the bonds. At the June 3 Commission meeting, the department will report on the final sale results, with anticipated delivery of the funds on June 16. The Commission's current credit rating remains high with each credit rating agency. These good ratings are anticipated to continue with this new debt issuance.

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

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ROTATION/ELECTION OF CHAIR AND VICE CHAIR

In keeping with Section 226.030.2 of the Revised Statutes of Missouri, two members of the Commission from opposing political parties and who have the most seniority in Commission service, shall serve as Commission leadership with one member as chair and the other member as vice chair, respectively. Chairman Erdman noted during even numbered years the Commission may choose whether to rotate leadership positions. He reported that the Commission decided not to rotate leadership positions and keep current leadership in place.

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APPROVAL OF MINUTES

Upon motion by Commissioner Smith, seconded by Commissioner Baker, a quorum of Commission members present approved the minutes of the regular meeting held on February 4, 2026, and the special meeting held February 3, 2026.

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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 March 4, 2026, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Hegeman, 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 March 4, 2026, meeting.

Audit Committee – Commissioner Slay stated there was no report. The next Audit Committee meeting will be in June.

Legislative Committee – Commissioner Boatwright reported that there has been lots of activity at both the state and federal levels.

At the state level, House Bill 2014, the supplemental budget, continues to advance. The House passed the bill, and it is now in the Senate. The Commission's request of \$643 million is included to complete fiscal year 2026 funding.

There are a couple of important transportation safety proposals that are making progress. House Bill 2170, sponsored by Representative Bruce Sassman (R-Bland), received a committee hearing and was voted out of the committee. The bill would codify current child safety seat recommendations by requiring children to remain in rear facing car seats through age two, and in booster seats until they reach 80 pounds and 57 inches in height, or age eight, and can properly use the vehicle's seatbelt. The department looks forward to this bill moving to the House floor for consideration.

House Bill 1740, sponsored by Representative Dave Griffith (R-Jefferson City) was heard on the House Crime and Public Safety Committee and was voted out of the committee. This bill increases penalty standards for Driving While Intoxicated (DWI) sentencing and adds a first-time offender ignition interlock requirement for those with a .15 Blood Alcohol Content (BAC). As a reminder, an all-offender ignition interlock law is a Missouri Highways and Transportation Commission (MHTC) legislative priority, and this proposal gets the Commission closer to the goal.

There are a couple of legislative proposals that are advancing through the process that are of concern. Senate Bill 1078, sponsored by Ben Brown (R-Washington) will require the department to reimburse telecommunications and cable companies for utility relocation costs related to road projects. This bill is like House Bill 2155, sponsored by Representative Josh Hulbert, which was reported on last month. House Bill 2759, sponsored by Representative Sean Pouche (R-Kansas City), would require MoDOT to publish a cost estimate and project completion date at the time the bid letting closes for any

construction, maintenance, or repair project on the state highway system. Maintaining a confidential engineer's estimate helps ensure competitive bidding. If estimates are published, contractors will gain insight into cost expectations, and MoDOT anticipates that project costs will rise should this proposal be enacted.

On the federal side, Director Hassinger was in Washington, D.C., and he will provide an update on federal reauthorization during the Director's report.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith stated there was no report. The next board meeting is scheduled for May 6, 2026.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Hegeman shared that at the February 21, 2026, board meeting, Todd Tyler will serve a second term as chair and Lieutenant Colonel Wallace Ahrens will serve a second term as vice chair. Mr. Simon highlighted a few pension-related bills that have been filed.

The next board meeting is scheduled for April 17, 2026, if needed, otherwise the board will not meet again until June 25, 2026.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported that after ending 2025 with the third year in a row of decreasing traffic fatalities, 2026 is off to a good start. So far this year, traffic fatalities in Missouri are down about thirty percent compared to this time last year. MoDOT has seen continual progress since last November, and as a department want to thank everyone for their hard work in making this happen, especially those who are making safe choices every time they use the transportation system.

The Coalition Executive Committee met last month to discuss implementation of the state's new Show-Me Zero plan. Over the coming months, MoDOT will be working with each of the seven regional coalitions throughout the state to implement various strategies from the plan. The Committee will also be coordinating a public-facing awareness campaign promoting the core messages of the plan. The Committee also discussed a variety of bills that are making their way through the legislative process. Passage of bills related to the Commission's legislative agenda, such as strengthening car seats and impaired driving laws, would be positive steps in keeping Missouri moving forward in highway safety.

Finally, the department will be ramping up highway safety messaging for work zones and motorcycle safety. With historic levels of construction continuing to take place, the department will continue messaging that urges all motorists to slow down and put the phone down in work zones. Likewise, Missourians will soon be seeing more motorcyclists on the roadways. Motorcyclists can often be hard to spot, so the Committee would like to remind everyone to look twice for riders before changing lanes and entering the roadway.

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DIRECTOR'S REPORT

During the March 4, 2026, Commission meeting, Director Ed Hassinger provided the following report:

AASHTO Washington Briefing – Director Hassinger reported he attended the annual American Association of State Highway and Transportation Officials (AASHTO) Washington Briefing in Washington, D.C. The meeting provides an opportunity to discuss transportation programs and legislation and hear updates from key members of Congress. Director Hassinger also reported it is especially crucial this year as the next reauthorization of the federal surface transportation act is currently being developed. It was good to hear discussions from U.S. Congress members about the prioritization of formula funding,

which has been identified as one of priorities for the next bill. While there, the Director also had the opportunity to meet with people from Missouri’s congressional offices. That included a meeting with Congressman Sam Graves and his team, which was an important audience, as Congressman Graves chairs the House Transportation and Infrastructure Committee. Director Hassinger shared with the committee the department’s priorities for the reauthorization: a bill that maintains and grows dollar amounts established under the Infrastructure Investment and Jobs Act (IIJA) and also streamlines project delivery and program administration. Although there is still a way to go, the Director heard a lot of those same priorities from bipartisan leadership at the briefing, which is encouraging. There is concern, however, of a proposal floating around called the Bridges and Safety Infrastructure for Community Success (BASICS) Act. The proposal is an effort to move funds directly to local governments, which could potentially mean less money available for the statewide program. The department is keeping a close eye on this proposal. It was a productive week, and the Director reported he is happy to be able to attend and keep the ball rolling on reauthorization.

Statewide Planning Partner Meeting – Director Hassinger reported that at last month’s meeting, the department discussed the ongoing Statewide Transportation Improvement Program (STIP) development process, which goes through the spring. This annual gathering is a key part of the planning process that involves project decision-making at the local level. It underscores the vital role planning partners play in shaping Missouri’s transportation future and fostering partnerships across the state.

Meritorious Safety Awards – Director Hassinger recognized three team members for the incredible action taken in a critical moment. Last month Luke Ruppel, Chris Drete, and Derek Wise were driving on Route 133 near Dixon when they encountered a wrecked vehicle on fire. The team members saw they were the first people on-site, so they parked on the shoulder, called 911, and moved quickly into action. While one oversaw traffic control the other two checked on the vehicle, where the driver was found unconscious. The door was locked, so the team members used a device available in all MoDOT fleet vehicles to break the window, and the driver was pulled from a burning vehicle. Additional first responders arrived and treated the driver, who was mostly unharmed. It cannot be overstated the quick action of these three men saved a life that day. Mr. Ruppel, Mr. Drete, and Mr. Wise are heroes who did not hesitate in the face of an emergency. Director Hassinger presented the gentlemen with a Meritorious Safety Award for their life-saving actions.

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PUBLIC COMMENTS

CONCERNS ABOUT USE OF TAXPAYER DOLLARS, WINTER PREPAREDNESS, CONSTRUCTION ZONES, RESOLUTIONS OPPOSING LEGISLATION, AND FEEDBACK FROM PUBLIC MEETINGS

Arnie Dienoff noticed new chairs in the conference room, and inquired if the old chairs were repurposed or sold through surplus property and not wasting taxpayers’ money. Mr. Dienoff reported on the winter weather expected the previous weekend and commended MoDOT staff for their preparation

efforts in two districts. He noted the Central District and St. Louis District deployed trucks at various exits and salting bridges and parts of the interstate.

Mr. Dienoff provided an example of aggressive driving behaviors in construction zones. He noted the signage in work zones including speed limit signs are good. He noted there needs to be more educational signs and increased law enforcement.

He verbally submitted an open records request for the following records: closed meeting minutes, any actions taken in the closed meeting, all meeting packets and meeting minutes. He noted that the downed sign at mile marker 200.8 is still down even though it was reported last month. He requested the Commission to formally adopt a resolution opposing the utility relocation bills currently being debated at the Capitol. He also requested a resolution opposing eliminating emission controls.

Mr. Dienoff concluded his remarks with requesting feedback from public meetings be recorded, documented, and posted. He believes staff are not writing down comments and sharing that feedback as Missourians want to know other people's feedback.

Commissioner Erdman thanked Mr. Dienoff for his comments and noted that the utility relocation proposals would have a negative impact to the department.

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MODOT PRESENTATIONS

2026 DRAFT LONG-RANGE TRANSPORTATION PLAN AND STATE FREIGHT AND RAIL PLAN

On behalf of the Director, Britni O'Connor, Planning and Programming Coordinator, and Levi Woods, Administrator of Freight and Waterways, presented the progress made on the Long-Range Transportation Plan (LRTP) and the State Freight and Rail Plan (SFRP). The update process for both plans has been underway since October 2024. MoDOT has engaged Missourians all over the state with online surveys and in-person events to learn what their priorities are for the state's transportation system over the next 25 years.

Ms. O'Connor reported the department is federally required to maintain a Long-Range Transportation Plan and State Freight and Rail Plan. These plans work together to help guide the department's strategic direction, funding priorities, and overall investments for the coming decades. The LRTP is an important planning tool used in the development of the annual Statewide Transportation Improvement Program (STIP). The LRTP consists of an Executive Summary and a Technical Memorandum. The SFRP is a deeper dive into the LRTP goals and provides goals and strategies to help Missouri capitalize on its strengths for efficient freight movement.

Ms. O'Connor noted the LRTP guides planning and programming decisions over the next twenty-five years by providing aspirational goals. It highlights the big picture priorities for long-term investments and ensures they align with Missouri's overall transportation goals. The LRTP establishes six goals as the vision for transportation in Missouri:

- **Stewardship** – Preserve the assets and services currently in place.
- **Safe** – Enhance safety for all users of the transportation network.
- **Reliable** – Maintain a transportation network that is efficient and dependable.
- **Connected** – Maximize mobility and connect communities through multimodal transportation options.
- **Innovative** – Leverage technology and creative solutions to build a future-ready transportation network.
- **Prosperous** – Drive economic growth through transportation investment.

MoDOT took an intentional approach to ensure broad engagement with a wide range of Missourians. Staff held public meetings, hosted online surveys, conducted social media outreach, held stakeholder workshops, and provided outreach and information at the State Fair. Planning partners were involved in LRTP update process and played a significant role in engaging Missourians. The Modal Advisory Committee (MAC), which consists of 32 representatives across all modes of transportation, also held five meetings throughout the update process. MoDOT received more than 2,500 responses to surveys and 1,179 website visits to the online public meeting. Additionally, the department will provide an opportunity for additional input from Missourians during the 30-day public comment period following the March 4,

2026, Commission meeting. The department will capture the comments received and make revisions, if necessary, before bringing the final long range transportation plan to the Commission for approval at the June 3, 2026 meeting.

Ms. O'Connor highlighted the key themes from the feedback received. Funding continues to be the most significant factor in sharing what can be accomplished. It also determines the pace and scope of projects. There remains a strong emphasis on proactive prevention strategies, with particular concern given to vulnerable road users or pedestrians and bicyclists. Preserving existing roads and bridges also remains a statewide priority. Transit access is essential and defines mobility for rural, urban, and aging populations. Local collaboration remains a cornerstone in the planning framework.

Levi Woods, Administrator of Freight and Waterways, explained that while the LRTP covers all modes of transportation, the SFRP focuses specifically on goods movements and the infrastructure that supports it. The plan identifies how freight needs are evolving, especially as Missouri remains a central corridor for national supply chains. It also helps ensure Missouri remains eligible for freight funding, including new and competitive grant programs. The SFRP integrates insights and goals from other statewide plans related to safety, operations, and economic development.

Mr. Woods stated stakeholders across freight and rail sectors were engaged to assess multimodal conditions, performance, and needs. Additionally, a freight demand and economic impacts analysis was conducted as well as a truck parking analysis and passenger rail and port economic impact study. The plan established vision goals and performance measures to guide freight and rail investments.

Mr. Woods highlighted the key themes from the feedback received. Responses support that Missouri has an uncongested highway system compared to other states. The trucking industry noted that there is a lack of sufficient, safe truck parking and continues to be a concern. The U.S. Department of Transportation has recently increased an emphasis on discretionary grants to address truck parking challenges. Responses also noted that efficient intermodal connections are critical for the freight system.

Technology integration is important and noted that Artificial Intelligence (AI) technology is being used in many modes to improve safety. For example, some railroads are using AI for inspecting cars and tracks at grade crossing approaches. Insufficient capital investment funding or flexibility of funding is a concern. For example, air cargo aprons are ineligible for Federal Aviation Administration (FAA) funding.

Mr. Woods provided details on the next steps of the process. MoDOT will host a virtual public information meeting in March and April. Additionally, the department will provide an opportunity for additional input from Missourians during the 30-day public comment period following the March 4, 2026, Commission meeting. The department will capture the comments received and make revisions, if necessary, before bringing the final long-range transportation plan to the Commission for approval at the June 3, 2026, meeting.

Commissioner Baker commended the department and staff for preparing the plan and noted that anything this large and expansive and forward looking has plenty of room for many voices. Commissioner Hegeman inquired about funding and development of Missouri ports and Commissioner Boatwright inquired about the challenges on construction on the riverside. Mr. Woods provided information about the Waterways and Ports Trust fund, multi-year funding, permitting processes with federal partners, and weather and river conditions. Mr. Erdman thanked Ms. O'Connor and Mr. Woods for their presentation and highlighted that the LRTP and SFRP are a global umbrella view looking at 25 years versus the 5 years of planning in the STIP. Additionally, the amount of public involvement with stakeholders, the public, and planning partners is crucial to this process.

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ADMINISTRATIVE RULES/POLICIES

**REPORT AND RECOMMENDATION REGARDING FINAL ORDER OF 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 had an opportunity to submit comments in support of or in opposition to the proposed, permanent, amended rulemaking during the December 15, 2025, to January 14, 2026, public comment period. No public comments were received.

After consideration, the Commission, via approval of the consent agenda, unanimously approved the final order of rulemaking to complete the rulemaking process, and authorized the Secretary to the Commission to file the notice of proposed final order of rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in the *Missouri Register*, 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.

Ms. Kleinschmit recommended: (1) award of contracts to the lowest responsive bidders for bids received at the February 20, 2026, letting, as recommended, and noted in Table I below; (2) declare Monoko, LLC for Call C04 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) declare Legend Painting, LLC for Call C04 as non-responsive per section 102.2 of the Missouri Standard Specifications for Highway Construction due to the bidder not submitting a prequalification questionnaire less than 7 calendar days prior to the letting.

**Table I
Award of Contracts
February 20, 2026, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	VV	Nodaway	JNW0046	\$3,176,347.70	\$0.00	Louis-Company, LLC	Bridge Replacement
A02	U	Caldwell	JNW0144	\$1,430,413.89	\$0.00	Decatur Bridge & Iron LLC	Bridge Replacement
B02	15, H	Shelby	JNE0028	\$447,132.56	\$0.00	Ti-Zack Concrete, LLC	ADA Improvements
B03	O, 149, BU 63	Adair	JNE0198	\$755,185.48	\$0.00	TB Dozing & Excavation, LLC	ADA Improvements
C01	78	Jackson	J4P3268F	\$3,362,936.20	\$0.00	Amino Bros. Co., Inc.	ADA Improvements
C02	12, 24	Jackson	J4P3268G	\$1,060,182.81	\$0.00	Ti-Zack Concrete, LLC	ADA Improvements
C03	Various	Jackson	J4P3268H	\$2,855,692.21	\$0.00	Leavenworth Excavating & Equipment Company, Inc.	ADA Improvements
C04	Various	Johnson, Lafayette, Pettis, Saline	JKR0139	\$760,760.00	\$0.00	International Rigging Group, LLC	6 Bridge Paintings
C06	FF	Platte	JKU0068	\$2,004,960.40	\$0.00	Leavenworth Excavating & Equipment Company, Inc.	Resurface
			JKU0394				Drainage Improvements
C08	Various	Cass, Clay, Jackson, Platte, Ray	JKU0293	\$951,513.70	\$0.00	Leavenworth Excavating & Equipment Company, Inc.	Slope Repairs
D01	AC	Boone	JCD0123	\$1,427,564.64	\$0.00	Watson Concrete, Inc.	ADA Improvements

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
F01	AC	St Louis	J6S3569	\$8,616,200.04	\$0.00	Byrne & Jones Enterprises, Inc. dba Byrne & Jones Construction	ADA, Coldmill, Resurface, and Signal Improvements
F02	D	St Louis	JSL0186	\$4,083,925.23	\$0.00	Raineri Construction, LLC dba Raineri Construction	ADA and Traffic Signal Improvements
F03	Various	Franklin, Jefferson, St Charles, St Louis, St Louis City	JSL0203	\$1,018,400.00	\$561,540.01	Gerstner Electric, Inc.	ITS Maintenance
F04	Various	St Charles, St Louis	JSL0207	\$1,453,559.84	\$0.00	Sweetens Sealing Services LLC	Fixed Price Variable Scope for Hot Polymer Patch Repair
G01	13	Polk	JSR0049	\$4,750,000.00	\$0.00	Hartman and Company, Inc.	Bridge Replacement
			JSR0183		\$0.00		Bridge Deck Replacement
G02	Various	Various	JSR0194	\$1.65	\$0.00	KCI Construction Company	Job Order Contract for Concrete Pavement Repair
G03	I-49	Vernon	JSR0274	\$3,836,222.29	\$0.00	Capital Paving & Construction, LLC	4 Bridge Rehabilitations
G04	Y	Webster	JSR0366	\$2,336,407.75	\$0.00	Hartman and Company, Inc.	Bridge Replacement
G05	Various	Christian, Greene	JSU0199	\$1.60	\$0.00	KCI Construction Company	Job Order Contract for Concrete Pavement Repair
H01	K	Cape Girardeau	J9S3847	\$11,150,329.26	\$0.00	Fronabarger Concreters, Inc.	Widening, Roundabout, and 2 Culvert Rehabilitations
H02	34	Reynolds	JSE0003	\$2,531,000.00	\$0.00	Pace Construction Company, LLC	Resurface
	D	Carter	JSE0149				Resurfacing and Add Shoulders
TOTAL:				\$58,008,737.25	\$561,540.01		

Commission Consideration and Action

After consideration, and upon motion by Commissioner Slay, 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 February 20, 2026, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Declared Monoko, LLC for Call C04 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. Declared Legend Painting, LLC for Call C04 as non-responsive per section 102.2 of the Missouri Standard Specifications for Highway Construction due to the bidder not submitting a prequalification questionnaire less than 7 calendar days prior to the letting.

Commissioner Erdman abstained from voting on Calls C01, C02 and C03. Commissioner Boatwright abstained from Call H01. Commissioner Hegeman abstained from voting on Call C03.

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2026-2030 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

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

**2026 – 2030 STIP
Highway and Bridge Construction Schedule
March 4, 2026, Amendment
Project Changes**

District County Job No.	Route	Description of Improvement/Location	Tentative Award State Fiscal Year and Change by Type	Change in Construction and Right of Way Funds <i>(Dollars in Thousands)</i>	Change in Engineering Funds <i>(Dollars in Thousands)</i>
NE Knox JNE0208	MO 15	Bridge improvement over Rock Creek 0.4 miles south of Route 6 near Edina.	2028 CN 2027 RW	\$1,888	\$482

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)
NE Knox JNE0215	MO 6	Bridge improvement over South Fork South Fabius River 0.2 miles north of Route 6 near Edina.	2028 CN 2027 RW	\$4,640	\$934
NE Lincoln JNE0256	US 61	Demolition of structures on state right of way south of Routes K and V.	2027 CN	\$105	\$22
NE Randolph JNE0246	US 63	Widen intersection and add acceleration lane at Route P and widen intersection at Route P and County Road 2790 near Clark.	2027 CN	\$637	\$48
KC Platte JKU0488	IS 635	Add interchange lighting at Route 9 in Riverside.	2027 CN	\$1,233	\$122
KC Various JKR0317	Various	Job Order Contracting for concrete pavement repair at various major routes and interstate locations in the rural Kansas City District.	2026 CN	\$1,000	\$70
KC Various JKU0316	Various	Job Order Contracting for concrete pavement repair at various locations in the urban Kansas City District.	2026 CN	\$3,000	\$210
KC Various JKU0319	Various	Job Order Contracting for asphalt pavement repair at various locations in the urban Kansas City District.	2026 CN	\$2,000	\$140
SL St. Louis J613580B	IS 270	Pavement resurfacing and median barrier replacement from west of Route 367 to the Mississippi River.	2027 CN	-\$1,679	-\$297
SW Taney JSR0334	MO 125	Repair and extend culverts over Brushy Creek.	2027 CN 2026 RW	\$2,167	\$565
SE Pemiscot JSE0333	IS 55	Repair slides and erosion in Pemiscot, New Madrid, Mississippi, Stoddard, and Dunklin Counties along I-55, I-57, Route B, Route 61, Route 62, Route 60, and Route W.	2027 CN 2026 RW	\$3,738	\$498
SE St. Francois JSE0331	RP WOR67S TO US67S	Payment to Farmington to add roundabout at Woodlawn Drive and Bray Road and add signals at Maple Street and Route 67 northbound ramp.	2027 CN	\$2,921	\$30
			TOTAL:	\$21,650	\$2,824

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	67	J6S3625
Warren and St. Charles	I-70	JST0020

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

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 January 31, 2026, 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 January 2026, 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 654 active contracts held by individual engineering consultant firms prior to January 1, 2026. Seventeen engineering consultant services contracts were executed in January 2026, for a total of \$11,216,097. There were zero non-engineering consultant contracts executed in January 2026.

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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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