Posted: October 27, 2026, at 1:20 p.m.
MHTC Central Office
105 West Capitol
Jefferson City, Missouri 65101

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

Missouri Highways and Transportation Commission
Tentative Agenda

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

Old Kinderhook
Hearth Room
678 Old Kinderhook Drive
Camdenton, MO

November 5, 2026

Open Meeting 9:00 a.m.

Est. Time

COMMISSION ITEMS.

1. **Action Item – Consideration of Minutes:** Regular Meeting on October 7, 2026, and Special Meeting on October 6, 2026. — 9:05 – 9:10

2. **Action Item – Consideration of Items on the Consent Agenda.** — 9:10 – 9:15
   a. **Removals.** *Items removed from the consent agenda will be discussed under "Items Removed from the Consent Agenda" below. All items not removed from the consent agenda will be approved, without discussion, by a single action taken by the Commission.*
   b. **Abstentions.** *A Commissioner may abstain from voting on an item on the consent agenda without removing it by specifying the item number and their desire to abstain prior to the vote.*

3. **Non-Action Item – Committee and Board Reports.** — 9:15 – 9:30
   a. Audit (Boatwright, Slay, and Baker)
   b. Legislative (Boatwright and Erdman)
   c. Missouri Transportation Finance Corporation Board of Directors (Smith, Erdman, and Baker)
   d. MoDOT and Patrol Employees' Retirement System Board of Trustees (Boatwright, Erdman, and Hegeman)
   e. Missouri Coalition for Roadway Safety Executive Committee (Boatwright)

4. **Non-Action Item - MoDOT Director's Report.** — 9:30 – 9:45

Est. Time

MODOT PRESENTATIONS.

1. **Action Item – Consideration of Bids for Transportation Improvements.** 9:45 – 10:00
   Sarah Kleinschmit, State Design Engineer
   Consideration of award or rejection of bids on individual projects that will be presented, which is necessary to construct the improvements contained in the current year of the Statewide Transportation Improvement Program.

2. **Non-Action Item – Update from MoDOT's Central District – Lake of the Ozarks.** 10:00 – 10:15
   Danny Roeger, Area Engineer
   This presentation will provide a brief overview and the current status of the higher-profile road and bridge projects at Lake of the Ozarks from 2026 to 2028.

3. **Non-Action Item – Legislatively Designated and Funded Projects.** 10:15 – 10:30
   Paige Boehm, Planning and Programming Coordinator
   This presentation is an overview of the Legislatively Designated and Funded Projects. The presentation will highlight the progress made on delivering the various legislatively designated projects and programs over the last several years.

4. **Action Item – Consideration of Proposals for the Improve I-70 Kingdom City to Warrenton Design-Build Project.** 10:30 – 10:45
   Eric Schroeter, Deputy Director/Chief Engineer, and Zach Osman, Project Director
   Approval of the award of best value selection of the Improve I-70 Kingdom City to Warrenton Design-Build Project, in various counties in the Central and Northeast Districts, which will improve safety and reliability, maintain the serviceability of bridges and pavement, improve accessibility for local communities, and minimize overall traffic impacts along the corridor.

5. **Action Item – Improve I-70 Project Contract Authorizations.** 10:45 – 11:00
   Brenda Morris, Chief Financial Officer
   In accordance with the Memorandum of Understanding (MOU) with the Office of Administration, the Commission must approve the award of the Improve I-70 projects contracts to enable the transfer of monies from the Office of Administration I-70 Project Fund (OA I-70 Project Fund) to the State Road Fund I-70 Project Fund (SRF I-70 Project Fund).

6. **Action Item – Fiscal Year 2026 Annual Comprehensive Financial Report, Including Independent Audit Report.** 11:00 – 11:15
   Brenda Morris, Chief Financial Officer, and Ted Williamson, CPA of RubinBrown LLP
   Consideration to accept the MoDOT Fiscal Year 2026 Annual Comprehensive Financial Report, including the independent auditor's report, as required in Section 21.795.2(1) RSMo.

MODOT PRESENTATIONS (CONTINUED). Est. Time

7. **Action Item – Resolution Authorizing the Offer for Sale of State Appropriations Mega Projects State Road Bonds, Series B 2026.** 11:15 – 11:30
   Brenda Morris, Chief Financial Officer
   Consideration to adopt a resolution that authorizes the preparation, review, and distribution of the Preliminary Official Statement and Final Official Statement.

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

PUBLIC COMMENT PERIOD.

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

COMMISSION CONCERNS.

ADJOURN.

-- CONSENT AGENDA --

All items on the Consent Agenda require Commission Action.

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

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP).

1. **2027 – 2031 Statewide Transportation Improvement Program Amendment.**
   Eric Schroeter, Deputy Director/Chief Engineer
   Consideration to revise the 2027-2031 Statewide Transportation Improvement Program (STIP) approved in July 2026 for the implementation of five Highway and Bridge projects.

-- REPORTS --

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

1. **Missouri Department of Transportation Financial Report – Fiscal Year 2027.**
   Year-to-Date. Period ending September 30, 2026.
   Doug Hood, Financial Services Director

2. **Consultant Services Contract Report.**
   Sarah Kleinschmit, State Design Engineer
   This report represents consultant contracts executed in the month of September for both engineering and non-engineering related projects separated out by two budgets: Design Bridge Consultants (DBC) and MoDOT Operating Budget.


MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
MDCCCXX

Minutes

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes

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MINUTES OF THE REGULARLY SCHEDULED
HIGHWAYS AND TRANSPORTATION COMMISSION MEETING
HELD IN JEFFERSON CITY, MISSOURI
WEDNESDAY, OCTOBER 7, 2026

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Wednesday, October 7, 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, and Ann Marie Baker. Francis G. Slay was absent.

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

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Ed Hassinger, Director of the Missouri Department of Transportation; Terri Parker, Chief Counsel to the Commission; and Jennifer Jorgensen, Secretary to the Commission, were present on Wednesday, October 7, 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 Boatwright, a quorum of Commission members present approved the minutes of the regular meeting held on September 2, 2026, and the special meeting held September 1, 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 October 7, 2026, Consent Agenda

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

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees' Retirement System Board of Trustees. A Commissioner also serves on the Missouri Coalition for Roadway Safety Executive Committee. The following committee and board reports were made during the October 7, 2026, meeting.

Audit Committee – Commissioner Erdman stated there was no report. The next Audit Committee meeting will be November 4, 2026.

Legislative Committee – Commissioner Boatwright reported that the veto session was held on September 16; legislators returned to the Capitol for the constitutionally mandated review of any bills vetoed by Governor Kehoe. This year, no policy bills were vetoed. The Governor used his veto authority only to strike certain budget provisions. Neither chamber took up those items for reconsideration, and the session concluded without formal action.

Although no votes were taken, the gathering allowed several committees to meet. One of the committees that convened included the Joint Committee in Transportation Oversight, which heard updates on legislatively designated projects. During his presentation to the committee, Director Hassinger described how MoDOT is delivering the program and advancing projects directed by the legislature. MoDOT continues to meet expectations, delivering more than 4,200 projects over the past decade, 3.5 percent under budget and 93 percent on time. Rural route investments have improved over 6,100 lane miles, with another 433 miles planned, bringing 83 percent of low-volume roads to good condition. Bridge conditions have improved significantly. Poor bridges have dropped from nearly 900 in 2020 to 726, thanks to programs like Focus on Bridges. A proposed Rural Bridge Program would repair or replace 100 more critical bridges. Legislatively designated funds have accelerated major corridor projects, including the $2.8 billion Improve I-70 Program, with multiple projects already underway and several major structures completed. Significant investments are also advancing the Forward 44 initiative, with large projects in Springfield, Newton County, Laclede County, Franklin County, and beyond. Lastly, Missouri is operating under one of its largest transportation programs on record. The Fiscal Year 2027–2031 Statewide Transportation Improvement Program (STIP) includes $13 billion in state and federal funds, supporting

historic levels of contract awards and the busiest construction season on record, averaging 1,000 active work zones daily.

Commissioner Boatwright also provided a federal reauthorization update. The five-year federal transportation bill was set to expire on September 30. Congress passed a short-term extension of current funding levels through December 11 to allow more time for negotiations.

In the House, the Transportation Committee completed its version of the surface transportation bill in May. That proposal is now awaiting markup in the Ways and Means Committee, chaired by Congressman Jason Smith of Missouri. No date has been announced, and the House is currently in recess until after the November election.

In the Senate, Environment and Public Works Chair Shelley Moore Capito has indicated that her committee will likely not release its version of the bill until after the November elections. This timeline leaves senators with a narrow window before the December 11 deadline and increases the likelihood of another continuing resolution.

Commissioner Boatwright reported that once both chambers finalize their bill, they will still need to resolve differences before a final package can move forward. Finally, a reminder that the general election is on November 3, 2026. Voters will determine the new makeup of the legislature and the broader impact of this year's political shifts.

Missouri Transportation Finance Corporation (MTFC) – Commissioner Smith reported the board met on October 2, 2026. The board accepted the Fiscal Year 2026 Financial Statement Audit presented by Williams-Keepers LLC. This was the thirtieth consecutive clean audit for the MTFC. The board approved a one-year renewal option with Williams-Keepers LLC to perform audit services for fiscal year 2027. The board received its eighteenth certificate of achievement from the Government Finance Officers Association (GFOA) for excellence in financial reporting. The board approved one loan totaling $3,200,000 to the City of St. Charles to construct road and pedestrian improvements on North Main Street, from Clark Street to Montgomery Street. The next MTFC meeting will be in February.

MoDOT and Patrol Employees' Retirement System (MPERS) – Commissioner Hegeman stated that the board met on September 17. Representatives from MPERS' actuary, GRS, presented the annual actuarial valuation. The annual actuarial valuation is designed to measure the overall financial condition of the retirement system. Mr. Simon reported to the Board that all the System's vital signs are "green" or without concern. The Investment Committee met before the board meeting on September 17. Various investment staff presented the current liquidity analysis, the private markets pacing plan, the semi-annual internal fixed income review, and a management fee analysis. Mr. Simon welcomed Retired Colonel J. Bret Johnson to his first board meeting as the Missouri State Highway Patrol (MSHP) retiree representative. The next board meeting is scheduled for November 19, 2026.

Missouri Coalition for Roadway Safety Executive Committee – Commissioner Boatwright reported that as of October 1, there have been approximately 635 traffic fatalities in Missouri in 2026. This is about a five percent reduction compared to this same time last year. With three months to go, MoDOT has an opportunity to keep Missouri moving in the right direction and achieve a fourth year in a row of reductions.

Commissioner Boatwright went on to say two easy ways everyone can help contribute to this reduction are by pledging to always buckle up and to always put the phone down while driving. Later this month, MoDOT will host the annual Buckle Up Phone Down Day (BUPD), and are encouraging everyone, from individuals to organizations, to participate in spreading the BUPD message in a variety of ways.

Commissioner Boatwright provided some examples like talk about BUPD with family members, friends, and teams; promote messages on social media; or hang signs, posters, and banners or use other creative ways to spread the message. He said that on October 28, everyone should use collective resources

to remind Missourians about two of the simplest ways they can personally improve the safety of the transportation system.

Commissioner Boatwright concluded by stating that to help support this effort, the Coalition and AAA are once again partnering to host the Buckle Up Phone Down High School Challenge. This contest is a great opportunity for schools across Missouri to keep their students safe while also competing to win a prize. For more information on this year's contest and to sign up, visit Save MO Lives.com

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DIRECTOR'S REPORT

During the October 7, 2026, Commission meeting, Director Ed Hassinger provided the following report:

Chief Administrative Officer – Director Hassinger was pleased to announce Ashley Halford as the new Chief Administrative Officer. Ms. Halford most recently served as the Human Resources Director, bringing more than two decades of leadership experience in human resources, risk management, and employee benefits. Since beginning her MoDOT career more than twenty years ago, Ms. Halford has served in different capacities, including Assistant to the Chief Administrative Officer for Employee Health and Wellness. Ms. Halford holds a Business Management Degree and an MBA with human resources emphasis and is a certified Professional in Human Resources. The executive team is thrilled to bring her into this new position, where she stands ready to support the workforce and tackle challenges head-on.

Todd Bennett AASHTO Award – Director Hassinger reported that earlier this year, Todd Bennett, Chemical Lab Director, was nationally recognized by the American Association of State Highway and Transportation Officials (AASHTO). Mr. Bennett is currently the Midwest regional representative on the steering committee for AASHTO Product Evaluation and Audit Solutions. He also chairs the Protective Coatings Technical Committee, where his expertise as a chemist drives innovation in materials performance and collaboration across the transportation industry. This year, Mr. Bennett was recognized by AASHTO as the Chairperson of the Year for all that he has done leading the committee. In their words, Mr. Bennett does not just lead, he accelerates. He is always one of the first to welcome newcomers, making everyone feel like they belong. Director Hassinger went on to say that Mr. Bennett leads with a quiet but powerful style, always ready to answer questions and always bringing his wealth of knowledge to the table. He is a builder of standards, community, and lasting progress. Director Hassinger was thrilled to see the leadership Mr. Bennett displays at the MoDOT lab making a mark on the future of products across the country. Congratulations, Mr. Bennett, on this well-earned recognition.

Summer Construction Recap – Director Hassinger reported this construction season was the busiest on record. MoDOT has shared a lot of exciting milestone moments throughout the spring and summer. Director Hassinger stated that MoDOT will continue to talk about the next great thing as goals are achieved. Director Hassinger shared a video that showed a glimpse of the hundreds of projects completed across the state this year. Those projects represent thousands of miles of pavement repair and resurfacing happening on any given day. There have been more than a hundred bridge repairs and replacement projects of all sizes, dozens of pedestrian access improvements to comply with ADA, new and improved interchanges, new turn lanes, emergency flood repairs, and safety countermeasures. MoDOT has teams that are hard at work in each community in every corner of the state to improve the transportation system

relied on by drivers. Director Hassinger went on to say that every project has a big impact, and a big improvement for the people who rely on it.

Highway Safety Conference – Director Hassinger reported that the Vice Chairman shared some highlights last month about the Highway Safety and Traffic Conference. The conference is one of the more energizing gatherings that happen each year, surrounded by hundreds of people who want to make a difference on Missouri's roads. Director Hassinger noted this is the first time the conference has been sold out and this shows that Missouri is taking this seriously. The conference has something to offer everyone: educators, advocates, engineers, law enforcement, and policymakers. It is a real demonstration of the partnership that it takes to reduce fatalities on the roadways. Partnership was a key theme throughout the week; it really takes everyone. Director Hassinger stated that "one person may not be able to save a thousand lives, but a thousand people can each save one." Director Hassinger stated that Missouri is on the right track to having a fourth year in a row of declining fatalities.

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

Kansas City Interstate Closures – Director Hassinger reported that there will be some upcoming work happening in Kansas City, who has developed a plan for the Roy Blunt Luminary Park over I-670. Over the last couple of months, the Kansas City District staff have been working hard with the Federal Highway Administration and the City of Kansas City to obligate all the available funds to move forward. Director Hassinger thanked Greg Bolon, Kansas City District Engineer, as well as Jeff Hardy, Kansas City Assistant District Engineer; Llans Taylor, Transportation Planning Director; and Britni O'Connor, Planning and Programming Coordinator, for all of their diligence to make it happen. The work that was done by the team has kept the city's project on track. Director Hassinger asked Mr. Bolon to walk through what all of this means in the future.

Mr. Bolon briefed the Commission on two upcoming projects that will significantly affect travel in the Kansas City metropolitan area. He reported that the City of Kansas City's permitted project is scheduled to begin December 2 and will close the south side of the downtown loop, generally along I-70 between I-35 and U.S. 71. The work will include complete pavement and drainage replacement, retaining wall improvements near Broadway and beneath Bartle Hall, and construction of the Roy Blunt Luminary Park over portions of Wyandotte and Baltimore. The project received $28.6 million in federal grant funding, which was approved on September 23.

Mr. Bolon also discussed the planned closure of I-70 from Paseo to Van Brunt. The project is expected to require a full closure for approximately 11 months. Regional and local detours will direct traffic to routes including I-470, I-35, I-635, I-435 and U.S. 71. Mr. Bolon explained that a full closure will allow the work to be completed more efficiently and within budget, reduce workers' exposure to live traffic, and avoid the substantial delays anticipated under a partial-closure approach. Upon completion, the corridor will provide a safer and longer-lasting transportation system.

Approximately 105,000 vehicles travel the affected route each day. MoDOT is coordinating with Kansas City to monitor traffic patterns and consider adjustments to signal timing and other traffic-management measures. Mr. Bolon reported that 92 people attended a recent public meeting, where the primary questions concerned whether the project could be completed within the planned 11-month period

and whether the announced closure would proceed. Public outreach will continue through the media, stakeholder and council meetings, construction industry groups, legislators, a project website with travel information and route-planning applications, and paid advertising. Mr. Bolon concluded by noting that the combined closures will make the coming months challenging for Kansas City.

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PUBLIC COMMENTS

COMMENTS ABOUT CONSTRUCTION ZONES AND UNSAFE DRIVER BEHAVIOR, PUBLIC RECORDS REQUEST, UNFUNDED NEEDS, TRUCK PARKING, POLITICAL SIGNS, AND LEGAL SETTLEMENT

Arnie Dienoff, a state public advocate, addressed the Commission regarding work-zone safety, reporting unsafe driver behavior during travel to Jefferson City, and urging the Commission to coordinate with law enforcement and consider using available discretionary funds for increased construction-zone enforcement. Mr. Dienoff emphasized the importance of protecting MoDOT employees, contracted workers, and the traveling public. Mr. Dienoff verbally submitted an open records request for meeting material and votes from the Missouri Transportation Finance Corporation (MTFC) meeting, the Closed MHTC Meeting, and the Open MHTC Meeting. Additionally, he requested that future MTFC agendas include opportunities for public comment and testimony.

Mr. Dienoff requested that Missouri Route 79, particularly the area extending from the Lincoln County and St. Charles County line to Interstate 70, be considered for inclusion on the High Priority Unfunded Needs list because of traffic congestion, residential growth, and increased heavy-vehicle traffic. He also requested consideration of no-parking signage near the Interstate 70 westbound exit at O'Fallon Main Street because trucks reportedly park along the roadway and create a potential traffic hazard.

Mr. Dienoff expressed concern about unresolved maintenance work orders submitted across the area from St. Charles County to Jefferson City and asked how to obtain assistance from the St. Louis District strike team. Additional concerns were raised regarding possible property-line encroachment associated with construction of the Florence Data Center near the Central District's Montgomery County facility, including landscaping and worker-safety considerations.

Mr. Dienoff discussed restrictions on the use of public property and roadways for political purposes and identified signs believed to violate applicable requirements or present traffic-safety concerns. He requested a coordinated sign-removal effort along Missouri Routes 94 and 79; Highways P, K, 364, and Z; Interstate 70, and Interstate 64.

Mr. Dienoff concluded with remarks about former MoDOT employee Michael Brown and referenced the November 2021 incident that resulted in the deaths of MoDOT employees. He expressed dissatisfaction with a reported settlement offer and urged the Commission to reconsider the matter in light of Mr. Brown's continuing injuries, medical expenses, and long-term needs.

Chairman Erdman thanked Mr. Dienoff for his comments.

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MODOT PRESENTATIONS

UPDATE FROM MODOT'S CENTRAL DISTRICT

On behalf of the Director, Machelle Watkins, Central District Engineer, presented an update regarding the current condition, activities, and priorities of MoDOT's Central District. The Central District encompasses 18 counties, serves 678,659 residents, employs 536 people, and maintains approximately 11,600 lane miles and 1,303 bridges. Interstate 70 and Interstate 44 cross the district, including approximately 45 miles of the Improve I-70 Program underway in Cooper, Boone, and Callaway counties.

Ms. Watkins recognized the district's planning partners and emphasized their role in identifying, evaluating, and prioritizing regional transportation needs. These partners include the Meramec Regional Planning Commission, Mid-Missouri Regional Planning Commission, Lake of the Ozarks Council of Local Governments, Capital Area Metropolitan Planning Organization, and Columbia Area Transportation Study Organization. Their work supports the development of the Statewide Transportation Improvement Program (STIP) and the identification of high-priority unfunded needs (HPUN).

Ms. Watkins reported that the Central District is managing a historically significant construction program. Seventy-one projects totaling approximately $258 million were underway, while 200 projects representing approximately $752 million were included in the Statewide Transportation Improvement Program. Recently completed projects included improvements to the U.S. Route 63 and Route AC interchange in Columbia and the construction of a roundabout at Missouri Routes 5 and 52 in Versailles. These projects improved traffic flow and reduced congestion while providing additional safety benefits.

Ms. Watkins highlighted the major projects under construction including the widening of U.S. Route 54 in Camdenton, improvements to westbound U.S. Route 54 north of the Missouri River in Jefferson City, and the addition of climbing lanes and ramp improvements along Interstate 44 near Waynesville and St. Robert. Planned safety-focused projects include intersection improvements along U.S. Route 54 south of Jefferson City and the realignment of Missouri Route 47 in Washington County to eliminate an at-grade railroad crossing.

Ms. Watkins reported that district maintenance and operations crews continued to deliver a broad program of roadway services. Through the end of September, crews had completed seal-coating work on 438 lane miles, replaced more than 5,500 signs, placed more than 1,800 tons of pothole-patching material, swept more than 5,400 lane miles, and devoted more than 27,000 labor hours to litter removal. Operational activities also included the use of a tractor-mounted flagger during paving operations, navigation-light maintenance on the Grand Glaize Bridge, and repair of a culvert washout on Boone County Route F.

Ms. Watkins noted that employee and public safety remain central priorities. The district continued efforts to reduce backing incidents, slips, trips, falls, strains, and sprains through employee meetings, daily work planning, safer vehicle positioning, and improved traffic-control practices. As of August 30, 2026, the Central District had recorded 76 roadway fatalities, compared with 59 at the same point in 2025. While statewide fatalities had declined, the Central District’s increase reinforced the need for continued safety improvements, community outreach, seat-belt use, and the prevention of distracted driving.

Ms. Watkins also reported continued emphasis on customer service and public engagement. More than 3,100 customer call reports had been created and more than 2,800 completed. District personnel handled 2,350 calls through the 1-888-ASK-MODOT service and processed more than 2,200 map requests. Eighteen public meetings had been conducted to obtain community input and communicate project information. The district expanded the use of newsletters, photographs, and emailed construction updates and established customer-service strike teams to address highly visible concerns such as litter and signing. The average completion time for non-emergency customer concerns decreased from 12 days in 2025 to eight days in 2026.

Ms. Watkins concluded with recognition of employee service and innovation. Fulton Maintenance employees Luke Ruppel, Derek Wise, and Chris Dreste received the Meritorious Safety Award for rescuing an unresponsive driver from a burning vehicle while helping protect other motorists at the scene. The Central District was also recognized through the Innovations Challenge for the Guardrail Debris Pusher developed by Salem Maintenance and the Patch Marker developed by Jefferson City Maintenance. Ms. Watkins expressed her appreciation for the Central District employees' commitment to safety, quality work, customer service, innovation, and the communities they serve.

Commissioner Erdman thanked Ms. Watkins for her presentation. Commissioner Smith stated there is a lot of exciting and important work happening across the district. He commended the team for the response to this summer's floods. The southeastern portion of the district was heavily impacted, and the Central District team did a phenomenal job responding and keeping things moving. He noted that the work to get a washed-out bridge reopened in record time is a testament to the preparation, technical ability, and quick action of the team.

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HIGH-PRIORITY UNFUNDED NEEDS

On behalf of the Director, Llans Taylor, Transportation Planning Director, presented Missouri's High-Priority Unfunded Needs. This document plays a critical role because it fills the gap between the funded Statewide Transportation Improvement Program (STIP) and the Long-Range Transportation Plan (LRTP). The LRTP is often more visionary and aspirational, and then on the other end of the spectrum the STIP is a funded concrete plan of projects. This document helps MoDOT identify the next needs between the STIP and the LRTP. Missourians have repeatedly established the number one goal for MoDOT is to take care of the existing system; however, many needs still exist that remain unfunded. The Long-Range Transportation Plan identifies $1.3 billion of annual high-priority unfunded transportation needs under six categories.

The department and Commission value the importance of public input and the established planning framework that utilizes Regional Planning Commissions and Metropolitan Planning Organizations to select and prioritize needs and projects. Through the established planning framework policy, MoDOT can collaboratively and strategically work with local officials throughout the state to address unlimited needs with limited resources and involve planning partners in the decision-making process. Initially started in 2019, the department now has an established process to annually prepare a list of unfunded transportation needs. This list enables the department to be prepared should additional resources become available and continue its collaboration with its planning partners.

Unfunded needs prioritization is an annual effort resulting in the High-Priority Unfunded Needs List. The list includes multiple tiers of needs. The first tier represents the highest priority needs that could be delivered with additional funds in the Statewide Transportation Improvement Program (STIP) timeframe. The second and third tier represents the highest priorities that could be delivered beyond the horizon of the Statewide Transportation Improvement Program. The Multimodal tier represents the highest multimodal priorities that could be delivered if there was a dedicated funding source for other

modes. The distribution of funds capacity is based upon the third step of the Commission's Funding Allocation policy for System Improvements. Planning partners are an essential element in the process that develops this list.

Mr. Taylor explained that the High-Priority Unfunded Needs List is developed annually as part of the department's financial planning and prioritization process. The financial forecast establishes the resources available for the operating budget and contract awards and, in turn, determines what projects may be programmed in the Statewide Transportation Improvement Program. Since the unfunded-needs process began, more than $6.3 billion in identified needs have been advanced to funded projects. For the 2027–2031 Statewide Transportation Improvement Program, 20 needs totaling $186 million were moved from the unfunded list, consisting of $130 million in road and bridge needs and $56 million in major bridge needs.

The Long-Range Transportation Plan identifies approximately $1.3 billion annually in high-priority unfunded transportation needs. The annual amount includes needs associated with restoring maintenance and operations, improving road and bridge conditions, reconstructing major interstates, supporting economic growth and safety, and improving multimodal transportation options. The resulting list provides a more specific, ten-year identification of needs that can be located, evaluated, estimated, and prioritized.

Planning partners are an essential element in the process that develops this list. Over the last several months, MoDOT staff worked with Metropolitan Planning Organizations and Regional Planning Commissions throughout the state to develop this list of unfunded road and bridge needs, and Multimodal needs. This list is constrained by dollar amount and time. The project list that resulted from the process totaled $4.7 billion statewide. The tier one list totaled $541 million, the tier two list totaled $2.1 billion, and the third tier totaled $2.1 billion. The multimodal tier totaled $1.0 billion. In addition to the three tiers and the multimodal category, there are two more categories including the major bridges at $601 million,

and a statewide unfunded needs category at $5.3 billion. The statewide category includes needs extending beyond individual district boundaries and projects that are less likely to be prioritized by a single district. The 2026 list also includes, for the first time, approximately $1.2 billion in high-priority maintenance and operations needs over the ten-year period. These needs include signing, striping, signal and lighting repairs, litter removal, sweeping, rural intelligent transportation system maintenance, preventive maintenance, roadway safety, system-expansion demands, and increased material and fleet costs. Collectively, the seven categories represent approximately $13 billion in identified high-priority unfunded transportation needs.

Mr. Taylor summarized the public engagement conducted on the draft list. Ten in-person meetings were held from August 11 through September 1, with 192 external participants. Participants included members of the public, state lawmakers, city and county officials, planning partners, consultants, contractors, media representatives, and other interested stakeholders. The department also made the information and an online comment form available through its website.

The department received 167 comments through 126 submissions. Of those comments, 60 supported needs already included on the list, 103 identified additional needs or areas of focus that were not on the list, and three objected to the inclusion of the Forward 44 need. Feedback addressed road and bridge improvements, active transportation, transit, and other transportation topics.

Two locations generated significant public interest. Forty-two comments concerned the area of U.S. Route 60 at Highland Springs Boulevard in the Southwest District, primarily requesting an interchange or related access improvements. A STIP project in the area addresses outer roads and access locations but does not address the full scope identified by the commenters; therefore, the requested need was not included on the High-Priority Unfunded Needs List. Thirty-four comments concerned Missouri Route 340, also known as Olive Boulevard, in University City and focused primarily on bicycle and north-south access near the park. That need was also not included on the list.

Mr. Taylor stated that the updated list would be published online and shared with others to educate the public, transportation leaders, and elected officials about transportation needs in Missouri and how additional transportation funds could be used. Comments concerning needs not currently included had been communicated to the appropriate districts. District staff will work with planning partners to consider those needs during the next prioritization cycle. The department expects to begin the next cycle in early 2027 and will continue evaluating opportunities to improve both the prioritization process and the resulting list.

The department will continue to bring the High-Priority Unfunded Needs List to the Commission annually. Bringing this to the Commission finalizes the update for this year. The next steps are to share the comments received through this process with the planning partners. Then after the next STIP, the department will begin updating this list once again.

Commissioner Hegeman expressed appreciation to Mr. Taylor and his team for their work in developing and maintaining the project planning process. He noted that the process serves as an important starting point for identifying and prioritizing major transportation needs before they are incorporated into the STIP. He also emphasized the value of legislative and local stakeholder input and highlighted the cost-share program as an effective partnership tool for advancing high-priority community projects. He acknowledged that not all communities have the resources to participate but stated that the program provides significant benefits for those that do.

Chairman Erdman compared the unmet needs list to an "on-deck circle" for projects that may eventually advance into the STIP, noting that it provides a structured progression as projects move toward inclusion in the five-year capital program. He emphasized the importance of educating legislators about the Road Fund, explaining that while fund balances may appear substantial, those funds are largely obligated to existing commitments and contractor payments. He also highlighted the significant role of

local input in identifying and prioritizing projects and stressed the importance of ensuring adequate funding is available once projects are incorporated into the STIP.

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MODOT IMPROVE I-70 PROGRAM REPORT

On behalf of the Director, Eric Kopinski, Improve I-70 Program Project Director, provided to the Commission an update 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. MoDOT has been formally studying the I-70 corridor for over 30 years as there have been many concepts and ideas; it came down to funding. 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. Mr. Kopinski noted that 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 and 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.

Mr. Kopinski stated that five corridor projects have been awarded and are under construction, together with a statewide truck parking project. The Columbia to Kingdom City project is 68 percent complete, with $114 million in work completed during 2026 and scheduled completion is December 2027. He reported the Warrenton to Wentzville project is 62 percent complete, with $221 million completed during 2026 and scheduled completion is December 2028. The Blue Springs to Odessa project is 45 percent complete, with $96 million in work completed during 2026 and scheduled completion is December 2028. The first six-mile, six-lane portion between Blue Springs and Green Valley is scheduled to open on October 19, 2026. Work also included interchange and bridge improvements, including improvements at Old Road and Johnson Drive.

Mr. Kopinski said the Rocheport to Columbia project is 28 percent complete, with $156 million completed during 2026 and scheduled completion is December 2029. He stated that construction was proceeding with concrete paving for the additional lane and with interchange improvements at Routes J and O and Providence Road. The Boonville to Rocheport project is 24 percent complete, with $39 million completed during 2026 and scheduled completion is December 2027. He also reported that an initial traffic switch in the Boonville area is expected within the following several weeks, with paving continuing as weather permitted. Lastly, the statewide truck parking project is 8 percent complete, with $4 million in work completed during 2026 and scheduled completion is December 2029. Construction has begun at the eastbound and westbound Concordia rest areas. Improvements are planned at four eastbound and four westbound locations, with the program expected to double the number of available truck parking spaces.

Mr. Kopinski stated that, with favorable weather, completed Improve I-70 work could result in monthly invoices approaching $100 million. He identified timely contractor payments as important to maintaining project cash flow and ensuring the continued delivery of labor and materials. Approximately 700 MoDOT and contractor personnel work on the program each day and night.

He also highlighted that work zone safety remains a principal concern. Speeding and distracted driving are identified as the greatest risks to personnel working throughout the corridor. Motorists are urged to observe posted work-zone speed limits, put away mobile phones, and exercise caution near concrete barriers and active construction operations.

Mr. Kopinski provided an update on the three remaining projects in procurement. The 44-mile Kingdom City to Warrenton project is scheduled for award in November 2026. The 13-mile Odessa to Concordia project is scheduled for bid letting on February 19, 2027, and the 42-mile Concordia to Boonville project is scheduled for award in May 2027. An industry meeting concerning the remaining procurements is scheduled for November 16, 2026 at the Kansas City District Office

Workforce development is also an important element of the program. MoDOT and its industry partners are using the scale of the Improve I-70 effort to develop future construction personnel, technical professionals, and project managers. There are measures in place to do that for both the professional side and the contract workers. It is an exciting opportunity to see the energy invested into transportation and the careers associated with it.

Mr. Kopinski concluded by discussing the winter weather preparations already underway. MoDOT maintenance leadership will hold a meeting to coordinate with the Missouri State Highway Patrol and the State Emergency Management Agency regarding snow-removal operations, communications, and traffic management along Interstate 70. This coordination is considered especially important because approximately 70 miles of construction work zones were expected to remain in place during the winter. That extra communication is going to be the best plan as winter weather gets closer.

He commended the Improve I-70 team who works tirelessly on this program, bringing tremendous energy to make sure the Improve I-70 project is delivered on time and on budget.

Commissioner Erdman praised the outstanding work on the I-70 project, noting that it has become a model admired by transportation agencies across the country. He also noted his appreciation for the support and funding provided by the General Assembly, former Governor Parson, Governor Kehoe, and other state leaders. This collaboration has made Missouri a national leader and a source of pride for the state. Commissioner Boatwright expressed appreciation to Mr. Kopinski and his team for their leadership and dedication in delivering a major infrastructure project of historic significance for Missouri. He noted the intensity and sustained effort required to advance the project while continuing to deliver transportation improvements statewide. The team was commended for its ability to meet significant challenges, secure and effectively utilize funding, and execute a project that will provide long-term benefits for future generations. The Commission recognized the project as a transformative investment in Missouri's transportation system and praised the professionalism and commitment demonstrated throughout its development and delivery.

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PATENT ISSUANCES ON RESEARCH INNOVATIONS

On behalf of the Director, Jason Saey, Assistant Chief Counsel-Project Development, provided an update on the department's patent issuances on research innovations. MoDOT seeks patent protection to advance safety, efficiency, reliability, and technical expertise while preventing outside parties from appropriating departmental innovations and charging the department for their future use. The department does not seek to make money from the patent process but uses the process to protect the inventions from others who might misappropriate the methodology or prototypes and attempt to profit from it. Additionally, while the Innovations Showcase is an opportunity for MoDOT staff to share new ideas and equipment modifications, the patent process begins in advance of the Innovations Challenge and Showcase.

Mr. Saey explained that to begin the patent process, district and division staff contact Chief Counsel's Office (CCO) in advance of Innovations submissions to discuss patent options and legal qualifications. In order to be eligible for a patent, a process or product must not be "published" or shown outside the organization. Once a process or product has been submitted for patent, it can be used outside the agency and promoted during the Innovations Challenge. The Chief Counsel's Office assists employees who have developed new procedures and products in working through the legal and administrative processes. Once an application has been filed, the department may use and share the innovation more broadly. The patent process may take between two months and two years.

Mr. Saey presented the first innovation, the Hard Hat "Bill Beacon," developed by Steve Weller, Senior Maintenance Worker. The device is a lightweight, affordable attachment designed for use with existing hard hats. It uses radio-frequency signaling to provide workers with a bright visual alert in loud work-zone environments where audible communications may be difficult to hear. The device addresses concerns associated with heavier and more expensive communication-equipped hard hats and is intended to improve communication and field safety.

The second innovation presented was a concrete evaluation method developed by Robert "Sam" Marshall, Environmental Chemist. The multi-phase analysis evaluates concrete core samples to identify actual or potential causes of failure. Unlike methods that rely primarily on aggregate testing, the process examines the aggregate, paste, and pore structure and uses chemical tracers to identify failure mechanisms. The method allows departmental personnel to perform more timely and accurate evaluations using existing laboratory resources, reducing reliance on outsourced specialty testing while supporting earlier identification of pavement deterioration.

Mr. Saey concluded by highlighting that these two innovations represent the department's first two patented innovations and that additional ideas are progressing through the patent process. Employee-driven innovations enable the department to protect its workforce and the traveling public, improve

operational efficiency, preserve departmental resources, and strengthen the condition and reliability of transportation infrastructure. Other departments of transportation and public agencies may also benefit from these innovations.

Commissioner Baker commended staff for their innovation, initiative, and technical expertise in developing new solutions that address operational needs and improve outcomes. Successful innovation results from combining necessity with strong skills in chemistry, engineering, and technology, along with the determination to transform ideas into practical applications. She expressed her appreciation for the team's efforts to protect, preserve, and promote these innovations for the benefit of the department and broader stakeholders.

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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 September 18, 2026, letting, as recommended, and noted in Table I below.

Table I
Ratification of Award
September 12, 2026

Call No.	Route	Counties	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	Various	Various	JNW0105	$2,463,881.00	$0.00	Louis-Company, LLC	19 Bridge Rehabilitations
			JNW0106				12 Bridge Rehabilitations
A03	I-35	Harrison	JNWM0130	$444,355.40	$0.00	Parking Lot Maintenance, LLC	Pavement Repair
B01	J	Audrain	JNE0112	$598,302.46	$0.00	W. L. Miller Company	Seal Coat

Call No.	Route	Counties	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
B02	11	Adair, Knox, Linn, Sullivan	JNE0024	$4,324,043.29	$0.00	W. L. Miller Company	Resurface
	6	Adair	JNE0254				
C01	92	Clay, Platte	JKU0056	$2,908,918.24	$0.00	Herzog Contracting Corp.	Coldmill and Resurface
C02	Various	Clay, Jackson	JKU0321	$659,524.50	$0.00	Skidabrader Group LLC	35 Bridge Deck Sealings
C03	I-435	Jackson	JKU0512	$856,432.90	$0.00	Raising Solutions, LLC	Subgrade Stabilization
C04	40	Jackson	JKU0066	$8,957,977.00	$0.00	Amino Bros. Co., Inc.	Grading, Pavement, Coldmill, Resurface, Signal, Wall, and ADA Improvements
D01	F, TT, MM, O	Camden, Morgan	JCD0178	$4,092,731.26	$0.00	Emery Sapp & Sons, Inc.	Resurface
D02	54	Camden	JCD0181	$5,156,915.13	$0.00	Capital Paving & Construction, LLC	Coldmill and Resurface
D03	Various	Cole	JCD0184	$1,128,062.19	$0.00	Capital Paving & Construction, LLC	Pavement Repair
D04	A, Y	Gasconade	JCD0185	$2,593,301.51	$0.00	Capital Paving & Construction, LLC	Resurface
D05	163	Boone	JCD0190	$863,698.84	$0.00	Christensen Construction Co.	Resurface
D06	M	Boone	JCD0191	$1,486,027.92	$0.00	Christensen Construction Co.	Resurface
	MM, DD		JCD0198				
D07	Various	Callaway, Camden, Maries, Moniteau, Osage, Phelps, Pulaski, Washington	JCD0214	$847,849.77	$0.00	Ti-Zack Concrete, LLC	ADA Improvements, 10 Locations
D08	B	Dent	JCD0340	$219,812.00	$0.00	H.R. Quadri Contractors, LLC	Scour Repair
D09	Various	Various	JST0141	$1,121,000.00	$0.00	Collins & Hermann, Inc.	Job Order Contract for Guardrail Improvements
D10	Various	Various	JST0141B	$1,472,000.00	$0.00	Collins & Hermann, Inc.	Job Order Contract for Guardrail Improvements
D11	54	Cole	JCD0219B	$359,181.00	$0.00	TB Dozing & Excavation, LLC	Tree Clearing

Call No.	Route	Counties	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
F01	64	St Louis City	JSL0129	$1,122,833.23	$0.00	Sweetens Sealing Services, LLC	Guardrail and Pavement Repair
F02	Various	Franklin, Jefferson, St Louis	JSL0194	$847,000.00	$0.00	AAD Contracting, Inc.	9 Bridge Washings
	I-44, 30, 231	Jefferson and St Louis	JSL0194B				6 Bridge Washings
F03	I-70	St Charles	JSL0305	$2,347,997.50	$0.00	Concrete Strategies, LLC	2 Bridge Rehabilitations
F04	I-44	Franklin	JSL0038	$23,634,065.85	$0.00	N.B. West Contracting Company	Coldmill, Resurface, Ramp Extensions, Rest Area, and Weigh Scale Site Improvements
F05	BB	Jefferson	JSLM0078	$348,836.35	$0.00	Gershenson Construction Company, Inc.	Culvert Replacements
G01*	D	Greene	J8S0745	$6,565,903.62	$0.00	D & E Plumbing and Heating, Inc.	Coldmill, Resurface and Turn Lanes
			J8S3133		$16,800.00		Turn Lanes and ADA Improvements
			J8S3153		$0.00		ADA Improvements
G02	123	Polk	JSR0487	$7,502,528.20	$0.00	APAC-Central, Inc.	Coldmill and Resurface
	18	Henry	JSR0028				
	32	Cedar	JSR0442				
	54	Cedar	JSR0033				
G03	43	Barton, Vernon	JSR0162	$5,758,835.00	$0.00	Blevins Asphalt Construction Company, Inc.	Resurface
	K	Vernon	JSR0161				
H01	21	Iron	J9P3570	$1,943,169.00	$0.00	Pace Construction Company, LLC	Resurface
H02	Various	Various	JST0144	$3,160,000.00	$0.00	West Plains Bridge & Grading, LLC	Guardrail Improvements
H03	Various	Various	JST0144B	$2,200,000.00	$0.00	West Plains Bridge & Grading, LLC	Guardrail Improvements
			TOTAL:	**$95,985,183.16**	**$16,800.00**		

* Call G01 – Funded by the City of Springfield

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

1. Awarded contracts to the lowest responsive bidders for bids received at the September 18, 2026, bid opening, as recommended, and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Authorized the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Erdman abstained from voting on Calls B01, C02, and C03. Commissioner Boatwright abstained from voting on Call H02. Commissioner Smith abstained from voting on Call D01, D02, D07, G01, and G02. Commissioner Hegeman abstained from voting on Call C02, B02, and C01. Commissioner Slay abstained from voting on Call F01.

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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.

County	Route	Job Number
Lincoln	61	JNE0004
Boone	I-70	JST0017
Butler	67	JST0062 (J9P3661)

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

The Commission received the following written reports.

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RAIL CROSSING REPORT

Ed Hassinger, Director, submitted a written report of rail crossing funds and projects. MoDOT's Multimodal Division administers the state's railroad program to ensure Missouri's rail system is safe for the motoring public, rail passengers and railroad employees. Within the office there are regulatory and program functions, including freight rail regulations; Amtrak passenger rail operations and promotion; light rail safety regulation; highway-rail crossing safety; rail/highway construction projects; highway-railroad crossing safety outreach; and safety inspections of railroad tracks, grade crossing signals and operating practices.

Ensuring safety on Missouri's vast railroad system is a primary function of the Multimodal Operations Division-Railroad Section. Railroad staff administers a highway-rail grade crossing safety improvement program; employs rail safety inspectors to oversee railroads' compliance with state and federal safety regulations; and conducts railroad safety education and outreach.

The report included an overview of the General Revenue Rail-Highway Crossing Safety Funds as well as the General Revenue At Grade Crossing Safety Projects by Status and Type.

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MEDICAL AND LIFE INSURANCE PLAN REPORT

On behalf of the Director, Brandon Denkler, Assistant to the Chief Administrative Officer, Employee Health and Wellness, provided financial and claims data reports for the period January 2026 through June 2026, and for the most recent five calendar years to update the commission on the cost and utilization of the Medical and Life Insurance Plan. The number of claims processed monthly in the first

six months of calendar year 2026 decreased 2.2 percent compared to the first half of calendar year 2025. Medical claims decreased 5.0 percent, and pharmacy claims decreased 5.0 percent when compared to the same timeframe in 2025.

There was an increase of 1.17 percent in 2025 total claims expense when compared to 2024. Medical claim costs increased .70 percent while pharmacy claims decreased 2.87 percent when compared to 2024. The specialty drug costs have increased 55.82 percent in calendar year 2025, while the volume continues to account for just under 2.0 percent of all pharmacy claims.

The State Paid Life Insurance program provides a death benefit equal to the employee's annual salary. If the death is work-related, this benefit is three times the employee's annual salary. This benefit is provided at no cost to the employee. Through June 2026 there were two active employee deaths, all of which were MSHP employees.

The total operating revenues increased 9.15 percent compared to the same period in 2025. This is the result of an increase to medical premiums for 2026. The Medical Plan had a loss of $1,358,833 in the first half of calendar year 2026; resulting in a net position of $27,241707 as of June 30, 2026.

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MISSOURI DEPARTMENT OF TRANSPORTATON FINANCIAL REPORT – FISCAL YEAR 2027

Doug Hood, Financial Services Director, submitted a written financial report for fiscal year to date August 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 August 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 710 active contracts held by individual engineering consultant firms prior to August 1, 2026. Eleven engineering consultant services contracts were executed in August 2026, for a total of $3,670,460. There were zero non-engineering consultant contracts executed in August 2026.

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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 two briefing reports submitted to the Governor for the past month.

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

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

- Represent the citizens of Missouri pursuant to the Constitution by providing independent and nonpartisan governance of the Missouri Department of Transportation; and

- Establish policies, exercise oversight, and ensure accountability in developing and maintaining a world class transportation system in Missouri which fosters safety and economic development.

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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes

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October 6, 2026

VOTE TO CLOSE MEETING 4

MINUTES OF THE SPECIAL HIGHWAYS AND TRANSPORTATION COMMISSION MEETING HELD IN JEFFERSON CITY, MISSOURI, TUESDAY, OCTOBER 6, 2026

A special meeting of the Missouri Highways and Transportation Commission was held on Tuesday, October 6, 2026, at the Missouri Department of Transportation, 105 W. Capitol Avenue, Jefferson City, Missouri. Warren K. Erdman, Chairman, called the meeting to order at 2:30 p.m. The following Commissioners were present: W. Dustin Boatwright, P.E., Gregg C. Smith, Daniel J. Hegeman, and Ann Marie Baker. Francis G. Slay was present via Teams.

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 Tuesday, October 6, 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.

-- CLOSED MEETING –

VOTE TO CLOSE MEETING

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

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

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

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

The Commission met in closed session on Tuesday, October 6, 2026, at 2:30 p.m. and adjourned at 4:45 p.m.

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

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Director's Report

Director’s Report

NOVEMBER 5, 2026



America’s Transportation Award Winner

SOUTHWEST DISTRICT





Improve I-70 Milestones

IMPROVE I-70

Improve I-70 Milestone



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







Buckle Up Phone Down Day


MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
MDCCCXX

CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS
-- Presented by Sarah Kleinschmit, State Design Engineer, 573-751-2876.

ISSUE: The Commission approves contracts for transportation improvements.

RECOMMEND that the Commission:

- A recommendation for award or rejection of bids on individual projects will be presented orally.

DEPARTMENT VIEW:

- Approval of the award by the Commission is necessary to construct the improvements contained in the current year of the Statewide Transportation Improvement Program.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Highways – Construction – Contract Awards.

OTHER PERTINENT INFORMATION:

- Low Bid Summary of the October16, 2026, Bid Opening (Attachment 1).
- Project location map (Attachment 2).
- A summary of the Official MoDOT Awards (Attachment 3).

SOURCE OF FUNDING: Funds required for these projects will come from the State Road Fund and will appear in the applicable budgets under the category of contractor payments.

SUMMARY OF BID OPENING

October 16, 2026

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
NW	A01	SULLIVAN	129	J1P3168	370	ADA IMPROVEMENTS		1.196		80%			
	LOW	TI-ZACK CONCRETE, LLC					$1,099,036.99				$600,000.00	3	0
		STANTON CONTRACTING, L.L.C.					$1,266,908.90						
		HARDY CONSTRUCTION, LLC					$1,331,192.94						
NW	A02	ANDREW	I-29	JNWM0144	12,777	TREE AND BRUSH REMOVAL		3.274		STATE			
	LOW	TRI-STAR HAULING LLC					$197,400.00				$400,000.00	3	0
		GENE HAILE EXCAVATING, INC.					$364,050.00						
		LOUIS-COMPANY, LLC					$740,853.24						
NE	B01	MARION, SHELBY	168	JNE0063	465 - 3,045	RESURFACE AND SHOULDERS		31.121		80%			
		MARION	BU 61	JNE0064	3,128	RESURFACE		2.789		80%			
		MARION	168	JNE0065	1,169	RESURFACE AND SHOULDERS		6.663		80%			
		MARION	W	JNE0069	2,450	RESURFACE		3.303		80%			
	LOW	EMERY SAPP & SONS, INC.					$5,871,146.69				$7,218,000.00	2	0
		MAGRUDER PAVING, LLC					$5,928,400.37						
						FUNDING BY THE CITY OF PALMYRA - $88,008 (JNE0064)							
NE	B03	PIKE, RALLS	154	JNE0107	708 - 1,334	RESURFACE		12.243		80%			
	LOW	MAGRUDER PAVING, LLC					$1,173,282.34				$1,383,000.00	4	0
		MID-RIVER ASPHALT, INC.					$1,302,257.04						
		EMERY SAPP & SONS, INC.					$1,313,305.83						
		CAPITAL PAVING & CONSTRUCTION, LLC					$1,993,152.65						
NE	B04	LINCOLN	61	JNE0235	27,108 - 46,887	COLDMILL AND RESURFACE		17.875		80%			
	LOW	MAGRUDER PAVING, LLC					$8,990,029.01				$11,301,000.00	5	0
		EMERY SAPP & SONS, INC.					$9,607,607.24						
		PACE CONSTRUCTION COMPANY, LLC					$11,530,500.00						
		CAPITAL PAVING & CONSTRUCTION, LLC					$12,143,096.79						
		BYRNE & JONES ENTERPRISES, INC. DBA BYRNE & JONES CONSTRUCTION					$13,516,087.45						
NE	B05	RALLS	61	JNE0244	14,183 - 21,018	RESURFACE		15.629		80%			
	LOW	MAGRUDER PAVING, LLC					$10,445,319.18				$12,012,000.00	3	0
		EMERY SAPP & SONS, INC.					$10,719,771.36						
		CAPITAL PAVING & CONSTRUCTION, LLC					$13,581,972.25						
NE	B06	MONTGOMERY	94	JNE0259	1,697	SEAL COAT		9.862		80%			
	LOW	N.B. WEST CONTRACTING COMPANY					$325,970.65				$336,000.00	4	0
		BLEVINS ASPHALT CONSTRUCTION COMPANY, INC.					$355,895.00						
		BMC ENTERPRISES, INC. DBA MISSOURI PETROLEUM PRODUCTS COMPANY					$367,813.35						
		VANCE BROTHERS, LLC					$438,182.74						
CD	D01	PHELPS, TEXAS	63	JCD0088	18,017	COLDMILL AND RESURFACE		30.847		80%			
	LOW	PACE CONSTRUCTION COMPANY, LLC					$9,530,000.00				$12,244,000.00	5	0
		MAGRUDER PAVING, LLC					$11,275,432.89						
		CAPITAL PAVING & CONSTRUCTION, LLC					$11,436,666.15						
		EMERY SAPP & SONS, INC.					$11,916,720.62						
		N.B. WEST CONTRACTING COMPANY					$12,390,000.00						

SUMMARY OF BID OPENING
October 16, 2026

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
CD	D02	HOWARD	W	JCD0188	654	RESURFACE		7.244		80%			
	LOW	CAPITAL PAVING & CONSTRUCTION, LLC					$730,051.93				$742,000.00	2	0
		CHRISTENSEN CONSTRUCTION CO.					$799,092.98						
CD	D03	COOPER	M	JCD0189	366	RESURFACE		8.621		80%			
	LOW	CAPITAL PAVING & CONSTRUCTION, LLC					$905,653.24				$991,000.00	2	0
		CHRISTENSEN CONSTRUCTION CO.					$1,016,487.64						
CD	D04	HOWARD	5	JCD0199	1,524 - 6,618	COLDMILL AND RESURFACE		0.764		80%			
	LOW	CAPITAL PAVING & CONSTRUCTION, LLC					$327,330.63				$218,000.00	2	0
		CHRISTENSEN CONSTRUCTION CO.					$410,514.05						
						FUNDING BY THE CITY OF GLASGOW - $58,896.80							
CD	D05	MILLER, MONITEAU	CC, M	JCD0205	662 - 764	SEAL COAT		22.031		80%			
	LOW	BMC ENTERPRISES, INC. DBA MISSOURI PETROLEUM PRODUCTS COMPANY					$675,084.25				$691,000.00	3	0
		BLEVINS ASPHALT CONSTRUCTION COMPANY, INC.					$695,000.00						
		VANCE BROTHERS, LLC					$737,974.31						
CD	D06	MONITEAU	T	JCD0229	509	BRIDGE REHABILITATION		0.090		80%			
		MONITEAU	87	JCD0302	4,921	BRIDGE REHABILITATION		0.279		80%			
	LOW	GENE HAILE EXCAVATING, INC.					$435,919.00				$565,000.00	5	0
		PCIROADS, LLC					$476,767.32						
		LOUIS-COMPANY, LLC					$490,319.97						
		E & C BRIDGE, LLC					$499,030.79						
		DOUBLE ARCH CONSTRUCTION LLC					$555,092.00						
CD	D07	CALLAWAY, COLE, MONITEAU, PHELPS	179, AA, 8, CC, H	JCD0230	732 - 9,269	4 BRIDGE PAINTINGS				80%			
		CAMDEN, MORGAN	7, W	JCD0260	2,019 - 2,946	4 BRIDGE PAINTINGS				80%			
	LOW	SOUTHERN COATINGS OF TARPON SPRINGS, LLC					$1,122,267.50				$1,597,000.00	7	0
		OMEGA COATINGS & CONSTRUCTION, LLC					$1,295,670.00						
		KALYMNOS BRIDGE PAINTING, LLC					$1,841,785.80						
		SOUTHERN ROAD & BRIDGE, LLC					$2,083,624.50						
		OLYMPUS PAINTING CONTRACTORS, INC.					$2,087,209.00						
		THOMAS INDUSTRIAL COATINGS, INC.					$2,379,291.50						
		STEEL CITY CONTRACTORS, LLC					$2,413,770.00						
CD	D08	CRAWFORD, DENT, PULASKI, TEXAS	CC, P, J, C	JCD0255	774 - 2,823	RESURFACE		36.183		80%			
	LOW	PACE CONSTRUCTION COMPANY, LLC					$3,580,000.00				$3,864,000.00	3	0
		CAPITAL PAVING & CONSTRUCTION, LLC					$4,007,356.82						
		N.B. WEST CONTRACTING COMPANY					$4,276,999.87						
CD	D12	CRAWFORD, DENT	P, JJ	JCD0303	572 - 634	RESURFACE		7.120		80%			
	LOW	PACE CONSTRUCTION COMPANY, LLC					$692,000.00				$720,000.00	3	0
		N.B. WEST CONTRACTING COMPANY					$735,210.72						
		CAPITAL PAVING & CONSTRUCTION, LLC					$746,890.14						

SUMMARY OF BID OPENING

October 16, 2026

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
CD	D13	COOPER, MONITEAU	87	JCD0329	1,842	COLDMILL AND RESURFACE		29.539		80%			
	LOW	EMERY SAPP & SONS, INC.					$3,249,869.30				$5,051,000.00	3	0
		CAPITAL PAVING & CONSTRUCTION, LLC					$3,437,026.14						
		CHRISTENSEN CONSTRUCTION CO.					$3,738,619.60						
CD	D14	COOPER	B	JST0017C	7,250	ROUNDABOUT AND ADA IMPROVEMENTS		0.112		90%			
	LOW	CAPITAL PAVING & CONSTRUCTION, LLC					$1,351,479.30				$2,109,000.00	6	0
		GENE HAILE EXCAVATING, INC.					$1,518,104.10						
		STOCKMAN CONSTRUCTION CORP.					$1,671,274.43						
		SAM GAINES CONSTRUCTION, INC.					$1,922,508.30						
		HARDY CONSTRUCTION, LLC					$2,020,692.45						
		EMERY SAPP & SONS, INC.					$2,289,054.00						
						FUNDING BY THE CITY OF BOONVILLE - $736,139.70							
SL	F01	ST LOUIS	I-64	JSL0138	150,657	COLDMILL AND RESURFACE		7.473		90%			
		ST LOUIS	I-64 OR	JSL0168	3,083 - 3,220	COLDMILL AND RESURFACE		4.700		80%			
		ST LOUIS	I-64 OR	JSL0168B	102 - 189	COLDMILL AND RESURFACE		1.340		STATE			
	LOW	PACE CONSTRUCTION COMPANY, LLC					$16,236,777.00				$13,575,000.00	3	0
		N.B. WEST CONTRACTING COMPANY					$17,849,000.00						
		MAGRUDER PAVING, LLC					$19,021,554.81						
SL	F02	ST LOUIS	340	JSL0151	10,837 - 22,990	COLDMILL AND RESURFACE		3.846		80%			
	LOW	PACE CONSTRUCTION COMPANY, LLC					$5,824,729.00				$8,062,000.00	4	0
		BYRNE & JONES ENTERPRISES, INC. DBA BYRNE & JONES CONSTRUCTION					$6,058,623.07						
		GERSHENSON CONSTRUCTION CO., INC.					$6,141,231.99						
		N.B. WEST CONTRACTING COMPANY					$6,260,000.00						
SL	F03	ST LOUIS	115	JSL0172	13,661	COLDMILL, RESURFACE, ITS, AND SIGN IMPROVEMENTS		1.250		80%			
		ST LOUIS	I-70 OR	JSL0249	12,093	COLDMILL, RESURFACE, ITS, AND SIGN IMPROVEMENTS		1.280		80%			
	LOW	PACE CONSTRUCTION COMPANY, LLC					$3,272,777.00				$4,000,000.00	4	0
		GERSHENSON CONSTRUCTION CO., INC.					$3,518,539.74						
		BYRNE & JONES ENTERPRISES, INC. DBA BYRNE & JONES CONSTRUCTION					$3,606,143.16						
		N.B. WEST CONTRACTING COMPANY					$3,838,464.16						
SL	F04	FRANKLIN, JEFFERSON, ST LOUIS, ST LOUIS CITY	VARIOUS	JSL0283	VARIOUS	SIGNAL REPAIRS		0.000		80%			
	LOW	GERSTNER ELECTRIC, INC.					$440,222.00				$500,000.00	2	0
		MEYER ELECTRIC COMPANY, INC.					$515,817.00						
SL	F05	JEFFERSON	141 OR	JSLM0077	574	COLDMILL, RESURFACE, AND DRAINAGE		0.120		STATE			
	LOW	JOKERST PAVING & CONTRACTING, INC.					$396,589.18				$370,000.00	5	0
		K.J.U., INC. DBA K.J. UNNERSTALL CONSTRUCTION CO.					$422,244.00						
		GERSHENSON CONSTRUCTION CO., INC.					$432,418.75						
		PACE CONSTRUCTION COMPANY, LLC					$508,737.00						
		LAMKE TRENCHING & EXCAVATING, INC.					$586,823.15						

SUMMARY OF BID OPENING

October 16, 2026

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
SL	F06	FRANKLIN	50	JSLM0104	7,598	DRAINAGE REPAIR		0.212		STATE			
	LOW	MIDWEST MECHANICAL AND WELDING, LLC					$256,320.08				$206,000.00	5	0
		APLEX, INC.					$282,381.60						
		K.J.U., INC. DBA K.J. UNNERSTALL CONSTRUCTION CO.					$294,200.00						
		TB DOZING & EXCAVATION, LLC					$342,324.60						
		PACE CONSTRUCTION COMPANY, LLC					$351,999.00						
SW	G01	TANEY	248	J7P3533B	25,390	RESURFACE		6.592		80%			
		STONE, TANEY	160	J7P3533C	3,531	RESURFACE AND SHOULDERS		9.104		80%			
		TANEY	F	JSR0038	8,493	RESURFACE AND SHOULDERS		3.154		80%			
		STONE, TANEY	165	JSR0228	13,470	COLDMILL AND RESURFACE		7.942		80%			
	LOW	APAC-CENTRAL, INC.					$7,529,269.23				$7,304,000.00	3	0
		CAPITAL PAVING & CONSTRUCTION, LLC					$8,200,000.01						
		EMERY SAPP & SONS, INC.					$10,779,313.39						
SW	G07	POLK	N	JSR0138	766	BRIDGE REPLACEMENT		0.161		80%			
	LOW	WIDEL, INC.					$1,123,612.25				$1,214,000.00	9	0
		GENE HAILE EXCAVATING, INC.					$1,144,737.00						
		WEST PLAINS BRIDGE & GRADING, LLC					$1,159,000.00						
		HARTMAN AND COMPANY, INC.					$1,194,000.00						
		MERA EXCAVATING, LLC					$1,224,446.61						
		HARDY CONSTRUCTION, LLC					$1,225,671.65						
		E & C BRIDGE, LLC					$1,241,127.60						
		LOUIS-COMPANY, LLC					$1,275,254.44						
		CAPITAL PAVING & CONSTRUCTION, LLC					$1,503,234.52						
SW	G10	TANEY	65	JSR0270	47,508	COLDMILL AND RESURFACE		33.140		80%			
		TANEY	65	JSR0346	47,508	COLDMILL, RESURFACE, AND ITS IMPROVEMENTS		6.000		80%			
	LOW	APAC-CENTRAL, INC.					$10,241,273.38				$12,183,000.00	3	0
		EMERY SAPP & SONS, INC.					$11,688,802.13						
		CAPITAL PAVING & CONSTRUCTION, LLC					$11,717,388.36						
SW	G11	GREENE	266	JSU0080	2,434	ROUNDABOUTS AND ADA IMPROVEMENTS		0.771		80%			
	LOW	RADMACHER BROTHERS EXCAVATING CO., INC.					$3,370,375.00				$3,527,000.00	7	0
		EMERY SAPP & SONS, INC.					$3,423,547.49						
		HARTMAN AND COMPANY, INC.					$3,475,000.00						
		KCI CONSTRUCTION COMPANY					$3,633,203.21						
		APAC-CENTRAL, INC.					$3,935,583.10						
		HAMILTON & DAD, INC.					$4,322,066.48						
		D & E PLUMBING AND HEATING, INC.					$5,426,967.35						
SW	G12	GREENE	H, 125, 65	JSU0169	754 - 11,650	3 BRIDGE REHABILITATIONS		0.193		80%			
	LOW	KCI CONSTRUCTION COMPANY					$529,645.85				$706,000.00	2	0
		LOUIS-COMPANY, LLC					$693,591.47						

SUMMARY OF BID OPENING

October 16, 2026

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	FED %	PROGRAM AMOUNT	NO. OF BIDS	DBE %
SE	H02	STE GENEVIEVE	CRD EISENBEIS BTM, M, Z, 32	JSE0094	141 - 3,280	4 BRIDGE PAINTINGS		0.211		80%			
	LOW	INTERNATIONAL RIGGING GROUP, LLC					$852,987.00				$1,460,000.00	9	0
		OMEGA COATINGS & CONSTRUCTION, LLC					$864,291.00						
		THOMAS INDUSTRIAL COATINGS, INC.					$1,349,059.00						
		KALYMNOS BRIDGE PAINTING, LLC					$1,632,094.52						
		OLYMPUS PAINTING CONTRACTORS, INC.					$1,765,511.20						
		STEEL CITY CONTRACTORS, LLC					$1,888,940.00						
		SOUTHERN ROAD & BRIDGE, LLC					$1,935,875.00						
		EURO PAINT, LLC					$2,022,491.00						
		ADVANCED PAINTING & CONTRACTING, LLC					$2,184,937.00						
SE	H03	BUTLER, DUNKLIN	CRD MARBLE HILL, T, DD, BU 60	JSE0095	385 - 14,362	4 BRIDGE PAINTINGS		0.242		80%			
	LOW	INTERNATIONAL RIGGING GROUP, LLC					$721,623.00				$1,348,000.00	8	0
		OMEGA COATINGS & CONSTRUCTION, LLC					$937,980.00						
		KALYMNOS BRIDGE PAINTING, LLC					$1,486,794.52						
		OLYMPUS PAINTING CONTRACTORS, INC.					$1,525,806.00						
		STEEL CITY CONTRACTORS, LLC					$1,721,170.00						
		THOMAS INDUSTRIAL COATINGS, INC.					$1,947,499.00						
		EURO PAINT, LLC					$2,111,809.00						
		SOUTHERN ROAD & BRIDGE, LLC					$2,167,975.00						
SE	H04	BUTLER	67	JST0062	11,500	GRADING, PAVEMENT, AND BRIDGE		2.815		STATE			
							APPARENT BID	**LCCA FACTORS**	**BASIS OF AWARD**				
	LOW	ROBERTSON CONTRACTORS, INC.				**AC, AC, AC, AC, AC, AC**	$32,976,806.28	$2,083,000.00	$35,059,806.28		$42,514,000.00	6	0
		H.R. QUADRI CONTRACTORS, LLC				**AC, AC, AC, AC, AC, AC**	$33,926,332.38	$2,083,000.00	$36,009,332.38				
		RL PERSONS CONSTRUCTION, INC.				**PC, PC, PC, PC, PC, PC**	$39,374,426.64	$0.00	$39,374,426.64				
		KOSS CONSTRUCTION COMPANY				**PC, PC, PC, PC, PC, PC**	$39,694,459.14	$0.00	$39,694,459.14				
		APEX PAVING CO.				**AC, AC, AC, AC, AC, AC**	$38,155,205.16	$2,083,000.00	$40,238,205.16				
		CAPITAL PAVING & CONSTRUCTION, LLC				**PC, AC, PC, PC, PC, AC, PC**	$40,738,785.30	$217,900.00	$40,956,685.30				

FUNDING BY ARKANSAS DEPT. OF TRANSPORTATION - $5,134,672.32

LOW BID	**$134,474,846.26**		**$159,011,000.00**	**135**
CONTRACT AWARD AMOUNT WITH EXTENSIONS (PER JSP) FOR JOB ORDER CONTRACTS; FIXED BUDGET VALUE (PER JSP) FOR FIXED PRICE / VARIABLE SCOPE CONTRACTS			
TOTAL BID AMOUNT ADJUSTED TO REFLECT CONTRACT AWARD WITH EXTENSIONS ON JOB ORDER CONTRACTS AND FIXED BUDGET VALUES FOR FIXED PRICE / VARIABLE SCOPE CONTRACTS	**$134,474,846.26**		
% DIFFERENCE (BID TO PROGRAM)	**-15.4%**		

SUMMARY OF BID OPENING

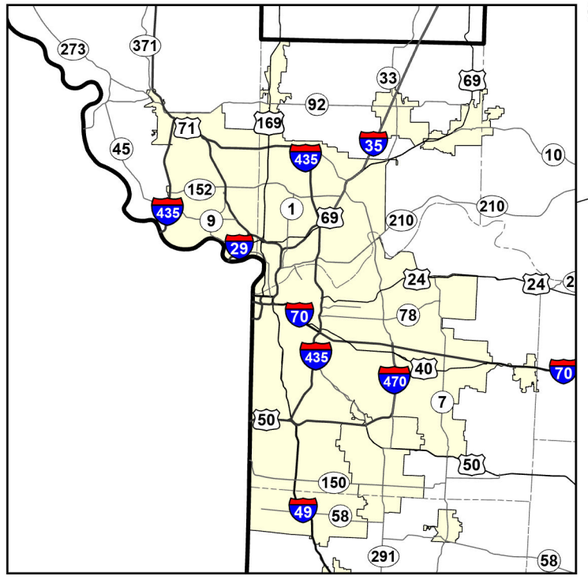
September 25, 2026 - City of Lake Saint Louis

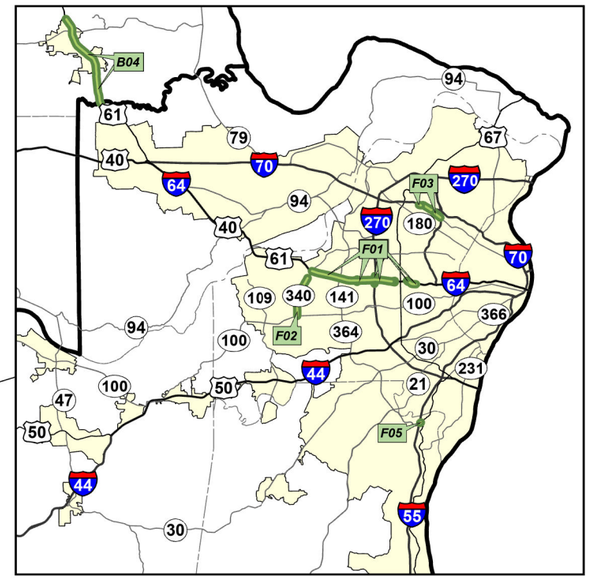
COST SHARE PROJECT

	CALL NO.	COUNTY	RTE.	JOB NO.	ADT	DESCRIPTION	BID	LENGTH	MAXIMUM TERM WITH EXTENSIONS	PROGRAM AMOUNT	NO. OF BIDS	DBE %
SL		ST CHARLES	CST LAKE ST LOUIS BLVD	JSL0118	5,214	RESURFACE, ADD LANES, DRAINAGE AND ADA IMPROVEMENTS		0.445				
	LOW	KARRENBROCK CONSTRUCTION, INC.					$4,705,566.40			$5,465,970.00	2	0
		LAMKE TRENCHING & EXCAVATING, INC.					$8,353,157.98					

OCTOBER 2026
LETTING PROJECT LOCATIONS

ATTACHMENT 2





NORTH

CALL NUMBERS AND ASSOCIATED PROJECT NUMBERS WITHOUT A SPECIFIC LOCATION

CALL NUMBER	JOB NUMBER
F04	JSL0283

ROUTE DESIGNATION
- Interstate
- US Route
- MO Route

BOUNDARIES
- District
- County
- Urban

MISSOURI DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING
1-888-ASK-MODOT
WWW.MODOT.ORG

10/16/2026

OFFICIAL MoDOT AWARDS

The summary below represents the status of this month's awards, design-build project awards, state-fiscal-year-to-date awards and completed project costs. "STIP Projects" represents the projects included in the Highway & Bridge Construction Schedule portion of the Statewide Transportation Improvement Program. "Total all projects" includes all "STIP projects" and any of the following: contract maintenance projects funded with operations funds, Corps of Engineer access road projects or park road projects. All program and award amounts include 2% for construction contingencies.

September 18, 2026 Letting (October 7, 2026 Awards, SFY 2027)

	Number of Projects	Program Construction Estimate with Contingencies	Award Amount with Contingencies	% Difference
TOTAL ALL PROJECTS	40	$98,014,860	$97,904,887	-0.1
STIP PROJECTS	38	$97,309,020	$97,095,831	-0.2
FUNDING BY OTHERS	2	$658,189		

	Number of Projects	Program Construction Estimate	Award Amount	% Difference
DESIGN BUILD PROJECTS				
PROJECTS LET BY OTHERS				
PROJECTS LET BY DISTRICT				

Awards Year-to-Date for SFY 2027

	Number of Projects	Program Construction Estimate with Contingencies	Award Amount with Contingencies	% Difference
TOTAL ALL PROJECTS	59	$189,373,700	$179,209,328	-5.4
STIP PROJECTS	49	$167,430,440	$156,869,876	-6.3
FUNDING BY OTHERS	2	$658,189		

* Includes Design Build Projects

Completed Projects Year-to-Date for SFY 2027

	Program Constr. Est.	Final Project Cost	Difference	% Difference
STIP PROJECTS	$768,797,000	$766,505,000	$2,292,000	-0.3

Completed Projects as Reported in the Annual Accountability Report

	No. of Projects	Program Construction Estimate	Final Project Cost	Difference	% Difference
STIP PROJECTS SFY 2026	497	$1,758,751,000	$1,439,525,000	($21,387,000)	-18.2
STIP PROJECTS SFY 2025	461	$1,220,317,000	$1,317,531,000	$96,925,000	8.0
STIP PROJECTS SFY 2024	389	$794,917,000	$813,402,000	$18,485,000	2.3
STIP PROJECTS SFY 2023	377	$859,306,000	$834,472,000	($24,834,000)	-2.9
STIP PROJECTS SFY 2022	505	$972,133,000	$928,421,000	($43,712,000)	-4.5
STIP PROJECTS SFY 2021	440	$997,692,000	$954,892,000	($42,800,000)	-4.3
STIP PROJECTS SFY 2020	458	$947,494,000	$860,529,000	($86,965,000)	-9.2
STIP PROJECTS SFY 2019	368	$763,405,000	$732,075,000	($31,330,000)	-4.1
STIP PROJECTS SFY 2018	381	$897,599,000	$843,780,000	($53,819,000)	-6.0
STIP PROJECTS SFY 2017	385	$1,245,006,000	$1,238,314,000	($6,692,000)	-0.5
ALL PROJECTS TOTAL	4261	$10,456,620,000	$9,962,941,000	($196,129,000)	-4.7

Program vs. Award SFY 2017 to SFY 2026 (STIP PROJECTS ONLY)

	No. of Projects	Program Construction Estimate	Award Amount	Difference	% Difference
STIP PROJECTS SFY 2026	406	$2,265,177,200	$2,119,413,322	($145,763,878)	-6.4
STIP PROJECTS SFY 2025	429	$2,615,828,983	$2,514,056,445	($101,772,538)	-3.9
STIP PROJECTS SFY 2024	416	$1,513,886,000	$1,544,214,165	$30,328,165	2.0
STIP PROJECTS SFY 2023	440	$1,541,154,038	$1,829,466,011	$288,311,973	18.7
STIP PROJECTS SFY 2022	378	$1,196,528,100	$1,334,617,879	$138,089,779	11.5
STIP PROJECTS SFY 2021	417	$947,553,080	$886,655,637	($60,897,443)	-6.4
STIP PROJECTS SFY 2020	483	$1,140,034,580	$1,123,411,535	($16,623,045)	-1.5
STIP PROJECTS SFY 2019	425	$754,917,088	$725,101,495	($29,815,593)	-3.9
STIP PROJECTS SFY 2018	443	$924,996,126	$831,467,050	($93,529,076)	-10.1
STIP PROJECTS SFY 2017	389	$768,067,900	$706,240,778	($61,827,122)	-8.0
STIP PROJECTS TOTAL	4226	$13,668,143,095	$13,614,644,317	($53,498,778)	-0.4


MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
MDCCCXX

2

UPDATE FROM MODOT'S CENTRAL DISTRICT – LAKE OF THE OZARKS
-- Presented by Danny Roeger, Area Engineer, 573-415-7435.

ISSUE: This presentation will provide a brief overview and the current status of the higher-profile road and bridge projects at Lake of the Ozarks from 2026 to 2028.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- The Central District's local staff is dedicated to delivering successful projects for the traveling public that are safe, reliable, sustainable, efficient, completed when promised and under budget.
- The Central District's local staff is committed to minimizing the impact that local construction has on all users of the system through transparency, partnership with community members and stakeholders, and honoring our commitments.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Commission – Staff Presentation.

OTHER PERTINENT INFORMATION:

- The Regional Planning Commission is the Lake of the Ozarks Council of Local Governments serving Camden, Laclede, Miller and Morgan Counties.
- At Lake of the Ozarks, the Central District has several critical, high impact projects recently completed or underway:
    - 2026: US Route 54 resurfacing from Lake Ozark to Camdenton, $9,797,157.00 contract award.
    - 2026: Route 52 roundabout at Route 5, $5,041,329.32 contract award.
    - 2026/27: U.S. Route 54 widening project from South Business Route 5 to the city limits of Camdenton, $6,858,291.67 contract award.
    - 2027: US Route 54 resurfacing from Camdenton to Preston, $5.7M programmed.
    - 2027: Routes MM, TT, F resurfacing and safety improvements, $3.9M.
    - 2027/28: I-44 reconstruction from Sleeper to Richland, $70M programmed.
    - 2027: US Route 54 westbound realignment near Brazito, $12M programmed.
    - 2028: US Route 54 westbound auxiliary lane to northbound Route 5, $2.2M cost-share.

SOURCE OF FUNDING: Not applicable.

LAKE OF THE OZARKS REGIONAL UPDATE

DANNY ROEGER
AREA ENGINEER

LAKE OF THE OZARKS:



Lake of the Ozarks Council of Local Governments

L O C L G

Morgan

Miller

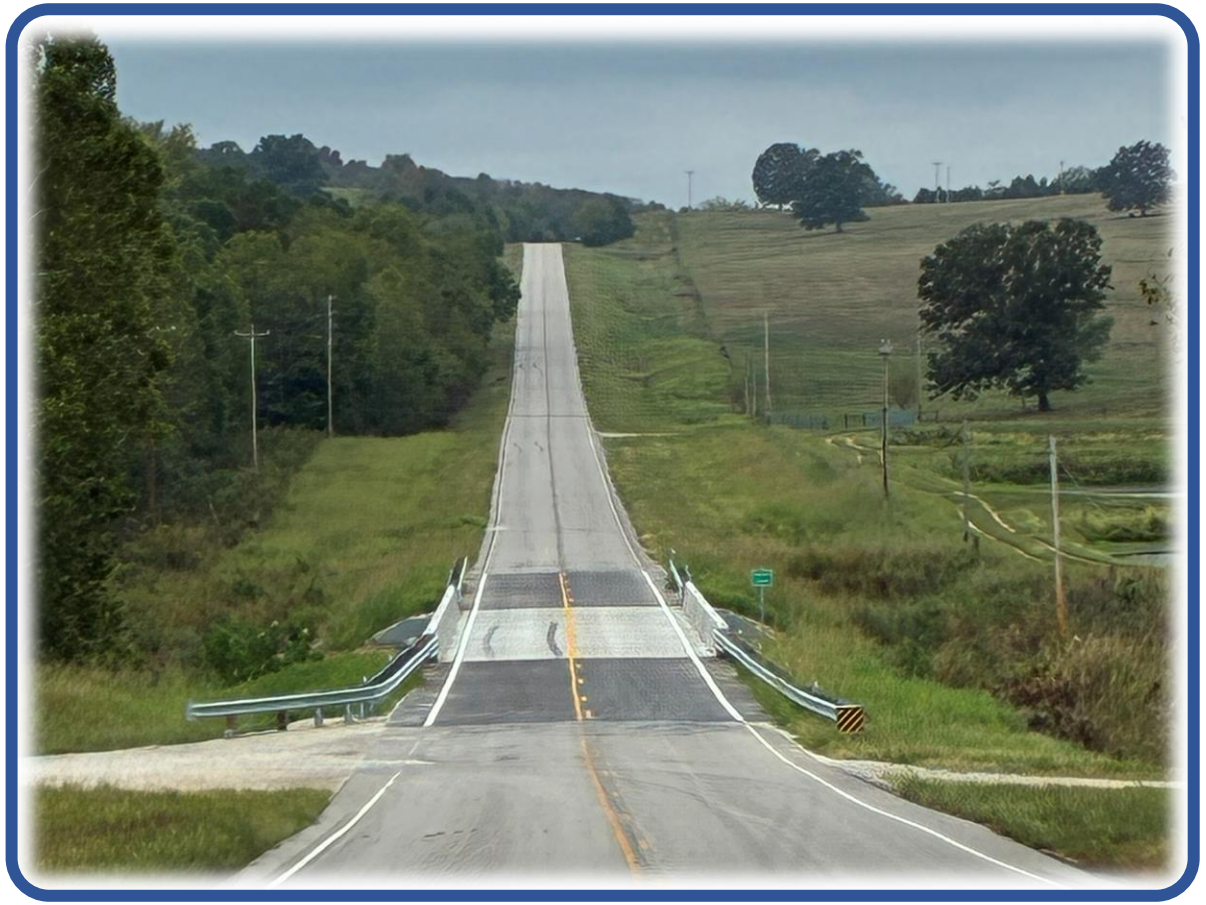
Camden

Laclede

DELIVER THE PROGRAM

2026 Asset Management





DELIVER THE PROGRAM

2026 Safety and System Improvement





WHAT'S TO COME

2027 and 2028 Projects



WHAT'S TO COME

2027 and 2028 Projects



WHAT'S TO COME

2027 and 2028 Projects



WHAT'S TO COME

2027 and 2028 Projects



WHAT'S TO COME

2027 and 2028 Projects



THANK YOU

- **Danny Roeger, PE**
  Area Engineer

  573-415-7435

  Daniel.Roeger@modot.mo.gov


MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
UNITED WE STAND DIVIDED WE FALL
MDCCCXX

3

LEGISLATIVELY-DESIGNATED AND FUNDED PROJECTS

-- Presented by Paige Boehm, Planning and Programming Coordinator, 573-526-2575.

ISSUE: This presentation is an overview of the Legislatively-Designated and Funded Projects. The presentation will highlight the progress made on delivering the various legislatively designated projects and programs over the last several years.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- The delivery of the legislatively designated and funded projects falls within MoDOT's focus on delivering the Statewide Transportation Improvement Program (STIP).
- Delivering the legislatively designated and funded projects will augment MoDOT's asset management efforts with the replacement of much of the existing pavement along both I-70 and I-44 but will create additional infrastructure which will ultimately increase the overall assets that must be maintained.
- Delivery of the legislatively designated and funded has greatly assisted the department in delivering needs from the High Priority Unfunded Needs list into the STIP.
- Projects have been funded by Missouri's General Assembly from 2019 through 2027.

OTHER VIEWS:

- Missouri General Assembly and Governors have supported initiatives to address high-priority transportation needs to take care of existing roads and bridges. MoDOT is committed to delivering these initiatives.

MHTC POLICY:

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

OTHER PERTINENT INFORMATION:

- No known controversy.

SOURCE OF FUNDING: General Revenue funds or bonding authorized by the General Assembly.

Legislatively-Designated and Funded Projects

Paige Boehm
Planning and Programming Coordinator

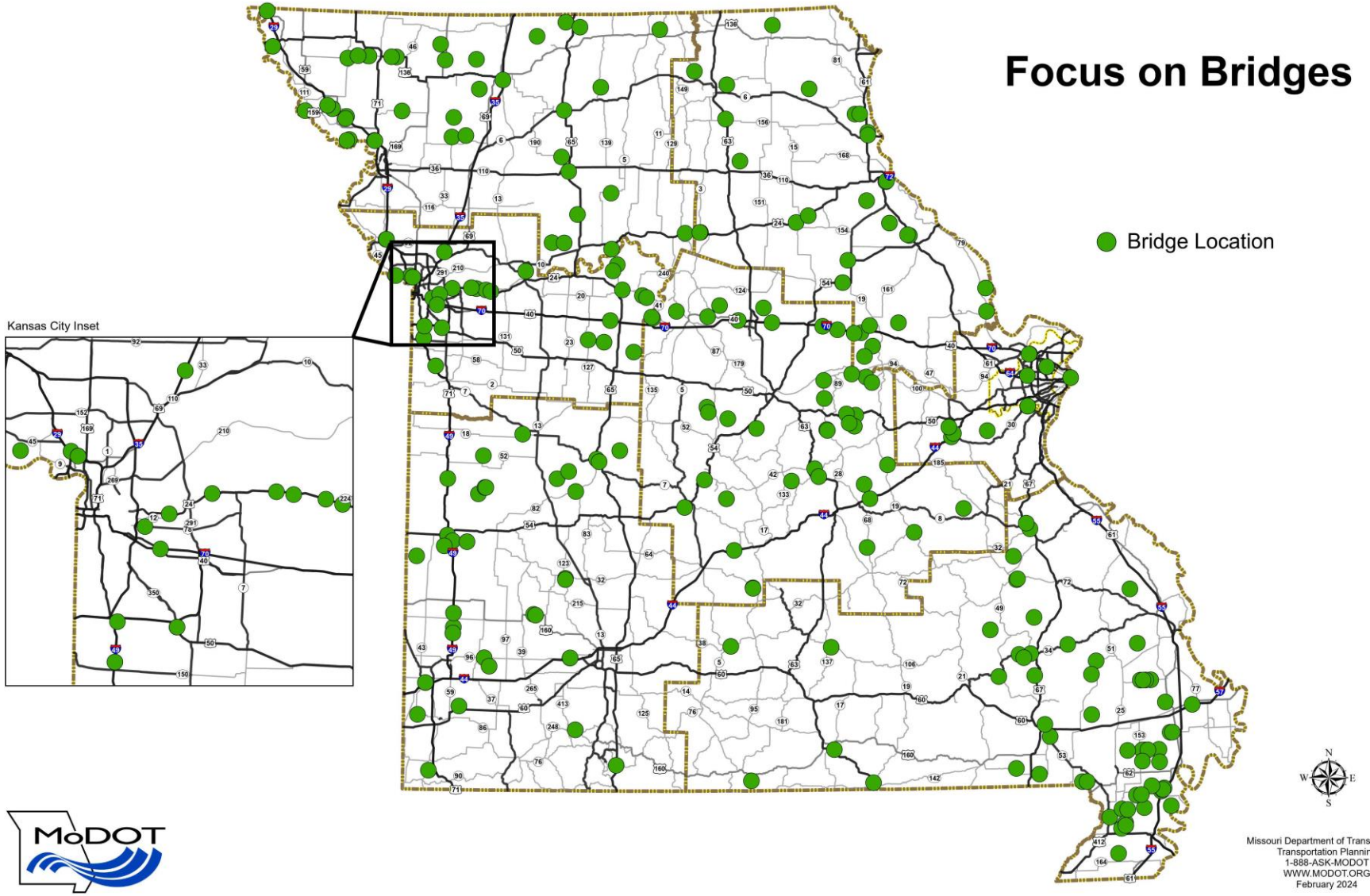
The Beginning

Focus on Bridges Program

- 2019 General Assembly - $50 million
- Fiscal Year 2020 INFRA Grant - $81.2 million
- 2019 General Assembly - $301 million



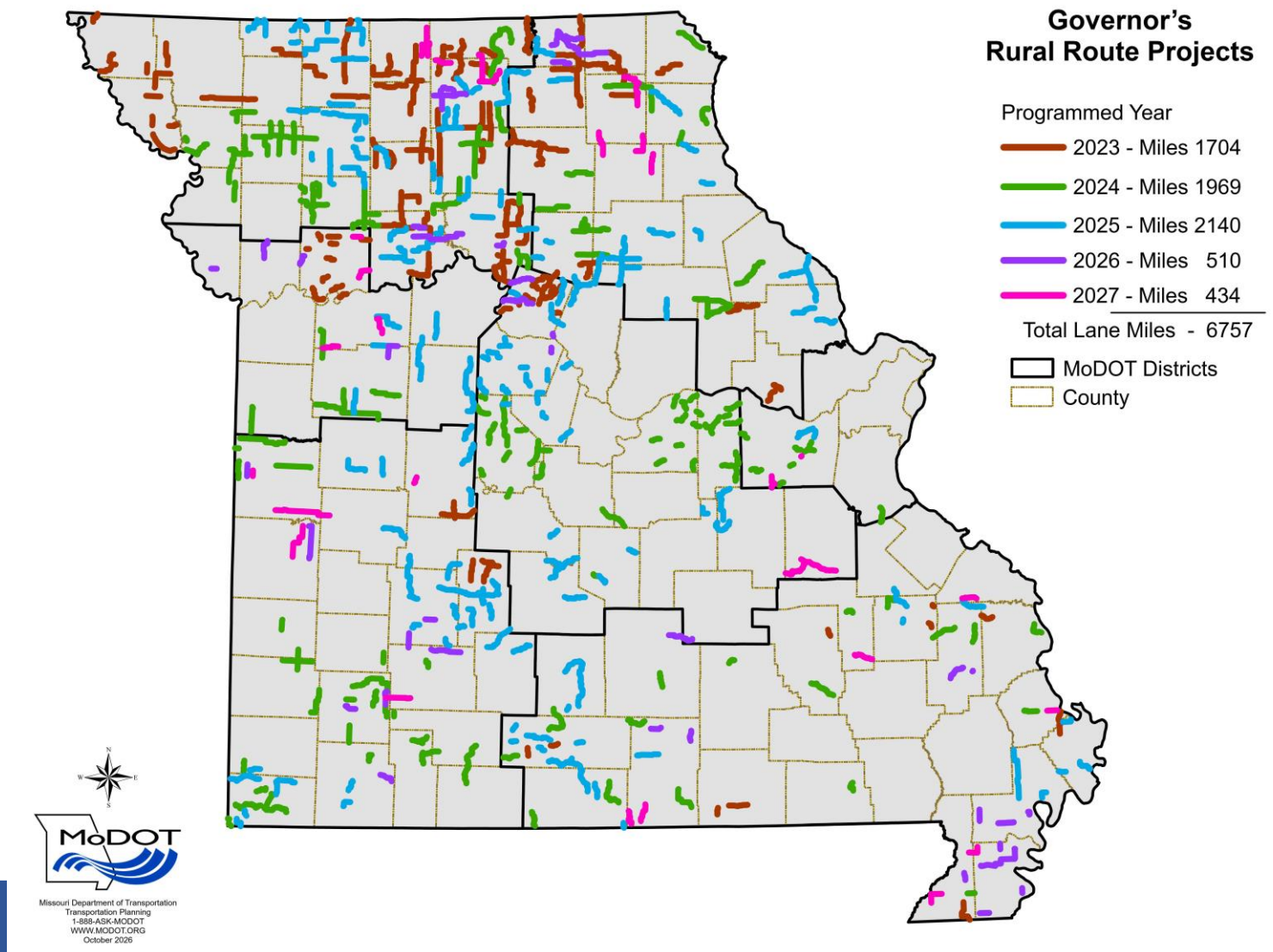
Focus on Bridges Program



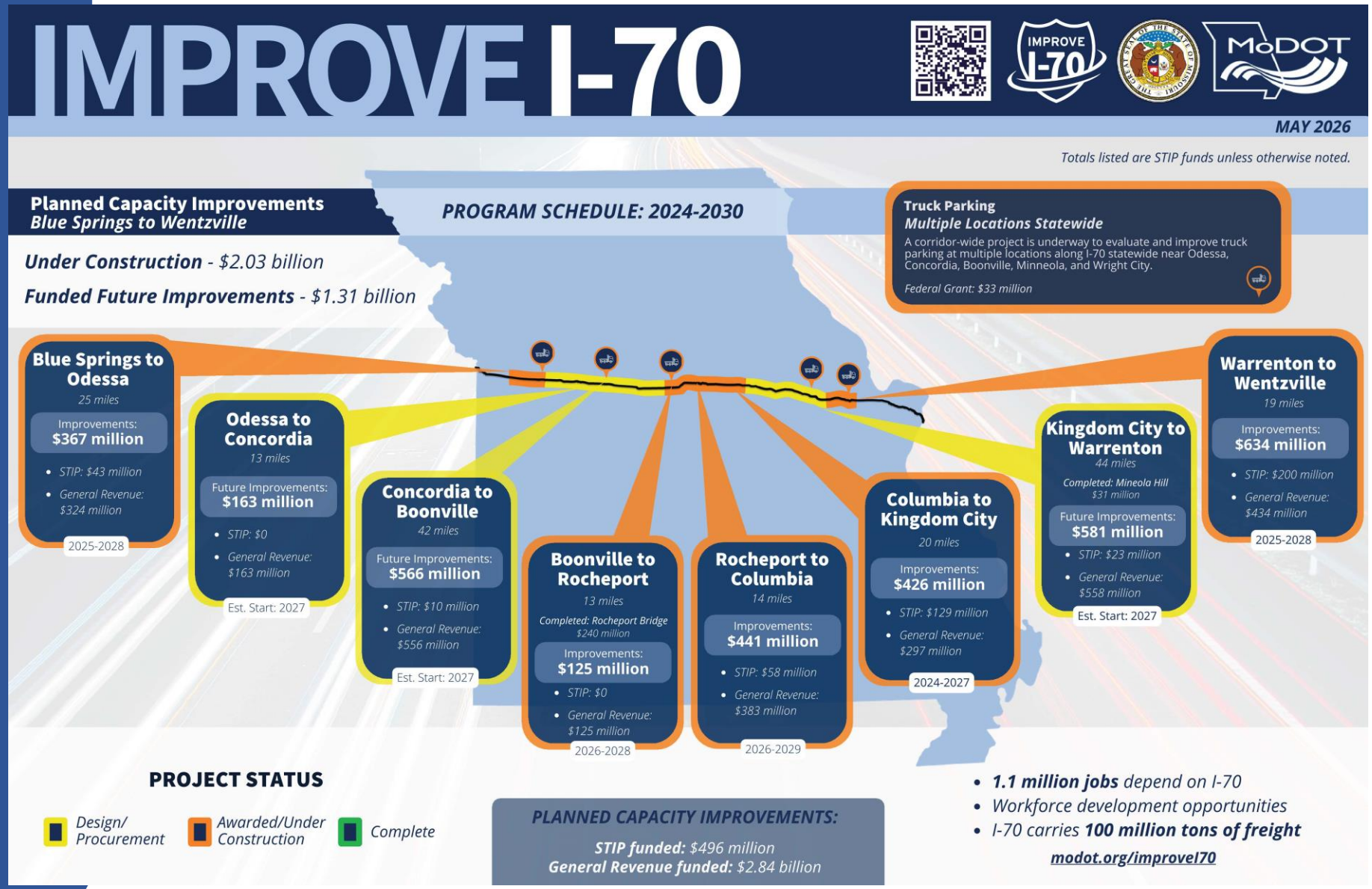
Rural Routes Program

Fiscal Year	General Revenue (millions)	Lane Miles	Status
2023	$100	1,704	Completed
2024	$100	1,969	Completed
2025	$100	2,140	To be completed by end of SFY 2027
2026	$20	510	To be completed by end of SFY 2028
2027	$20	434	To be completed by end of SFY 2028
TOTAL	**$340**	**6,757**	

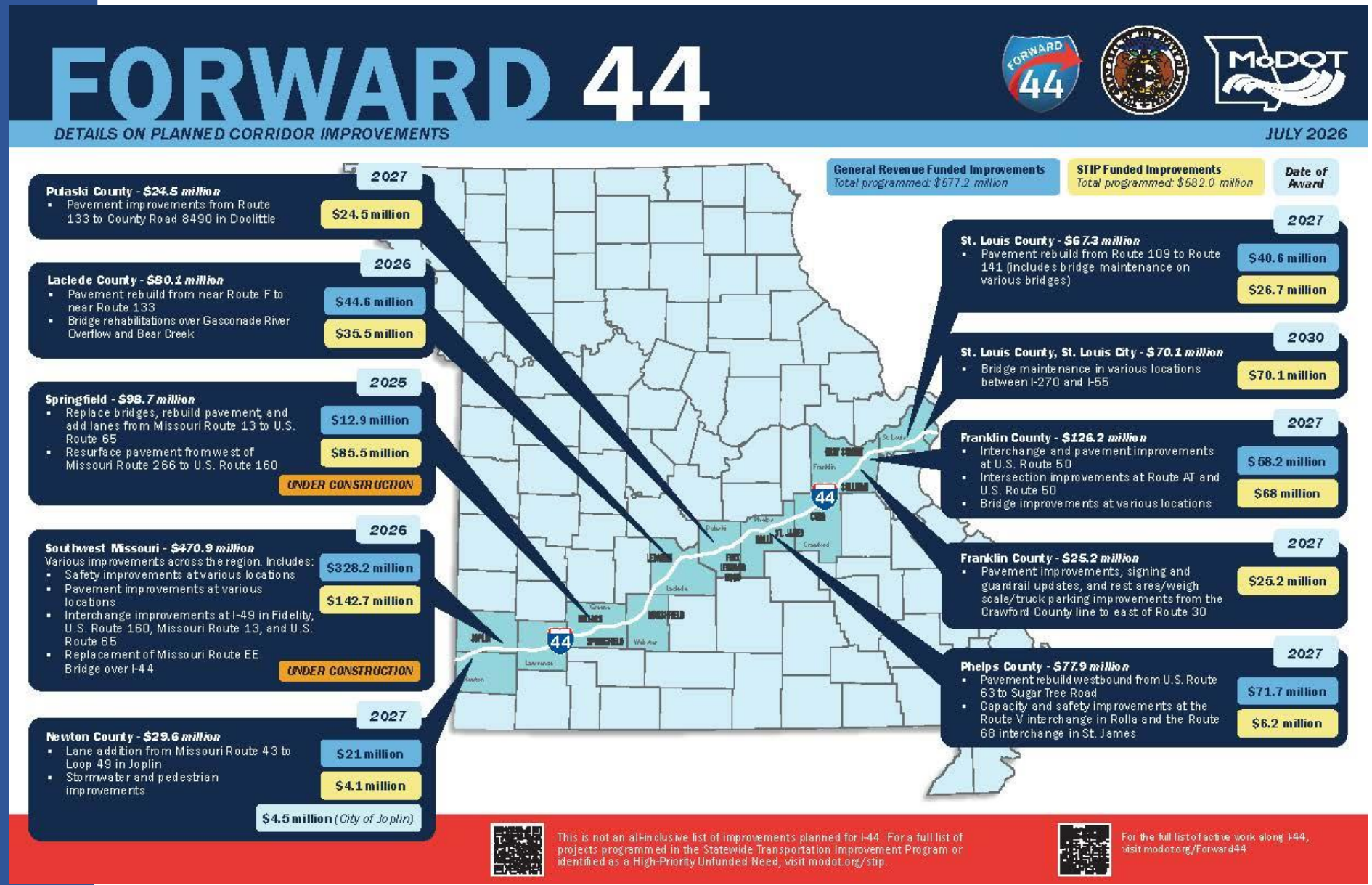
Rural Routes Program



Improve I-70

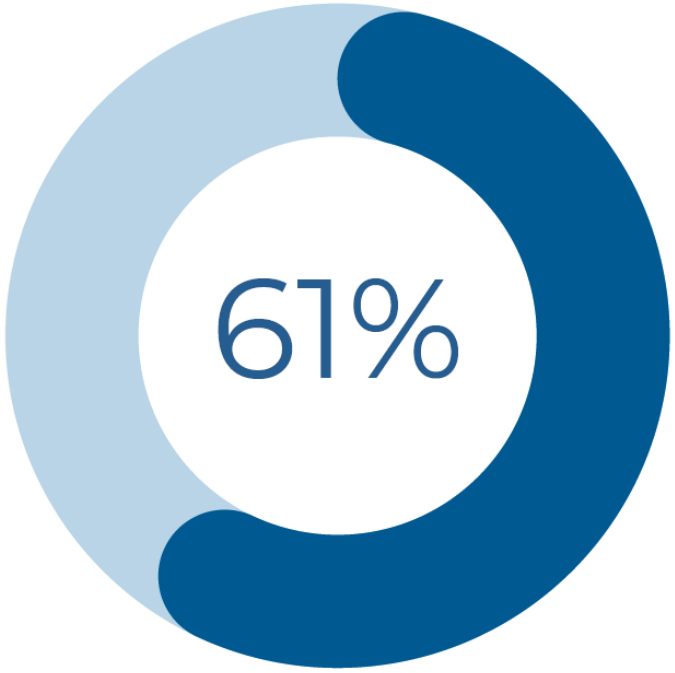

IMPROVE I-70
MAY 2026
Totals listed are STIP funds unless otherwise noted.
Planned Capacity Improvements
Blue Springs to Wentzville
Under Construction - $2.03 billion
Funded Future Improvements - $1.31 billion
PROGRAM SCHEDULE: 2024-2030
Truck Parking
Multiple Locations Statewide
A corridor-wide project is underway to evaluate and improve truck parking at multiple locations along I-70 statewide near Odessa, Concordia, Boonville, Minneola, and Wright City.
Federal Grant: $33 million
Blue Springs to Odessa
25 miles
Improvements: $367 million
STIP: $43 million
General Revenue: $324 million
2025-2028
Odessa to Concordia
13 miles
Future Improvements: $163 million
STIP: $0
General Revenue: $163 million
Est. Start: 2027
Concordia to Boonville
42 miles
Future Improvements: $566 million
STIP: $10 million
General Revenue: $556 million
Est. Start: 2027
Boonville to Rocheport
13 miles
Completed: Rocheport Bridge $240 million
Improvements: $125 million
STIP: $0
General Revenue: $125 million
2026-2028
Rocheport to Columbia
14 miles
Improvements: $441 million
STIP: $58 million
General Revenue: $383 million
2026-2029
Columbia to Kingdom City
20 miles
Improvements: $426 million
STIP: $129 million
General Revenue: $297 million
2024-2027
Kingdom City to Warrenton
44 miles
Completed: Mineola Hill $31 million
Future Improvements: $581 million
STIP: $23 million
General Revenue: $558 million
Est. Start: 2027
Warrenton to Wentzville
19 miles
Improvements: $634 million
STIP: $200 million
General Revenue: $434 million
2025-2028
PROJECT STATUS
Design/ Procurement
Awarded/Under Construction
Complete
PLANNED CAPACITY IMPROVEMENTS:
STIP funded: $496 million
General Revenue funded: $2.84 billion
1.1 million jobs depend on I-70
Workforce development opportunities
I-70 carries 100 million tons of freight
modot.org/improveI70

Forward 44


FORWARD 44
DETAILS ON PLANNED CORRIDOR IMPROVEMENTS
JULY 2026
General Revenue Funded Improvements
Total programmed: $677.2 million
STIP Funded Improvements
Total programmed: $582.0 million
Date of Award
Pulaski County - $24.5 million
Pavement improvements from Route 133 to County Road 8490 in Doolittle
2027
$24.5 million
Laclede County - $80.1 million
Pavement rebuild from near Route F to near Route 133
Bridge rehabilitations over Gasconade River Overflow and Bear Creek
2026
$44.6 million
$35.5 million
Springfield - $98.7 million
Replace bridges, rebuild pavement, and add lanes from Missouri Route 13 to U.S. Route 65
Resurface pavement from west of Missouri Route 266 to U.S. Route 160
2025
$12.9 million
$85.5 million
UNDER CONSTRUCTION
Southwest Missouri - $470.9 million
Various improvements across the region. Includes:
Safety improvements at various locations
Pavement improvements at various locations
Interchange improvements at I-49 in Fidelity, U.S. Route 160, Missouri Route 13, and U.S. Route 65
Replacement of Missouri Route EE Bridge over I-44
2026
$328.2 million
$142.7 million
UNDER CONSTRUCTION
Newton County - $29.6 million
Lane addition from Missouri Route 43 to Loop 49 in Joplin
Stormwater and pedestrian improvements
2027
$21 million
$4.1 million
$4.5 million (City of Joplin)
St. Louis County - $67.3 million
Pavement rebuild from Route 109 to Route 141 (includes bridge maintenance on various bridges)
2027
$40.6 million
$26.7 million
St. Louis County, St. Louis City - $70.1 million
Bridge maintenance in various locations between I-270 and I-55
2030
$70.1 million
Franklin County - $126.2 million
Interchange and pavement improvements at U.S. Route 50
Intersection improvements at Route AT and U.S. Route 50
Bridge improvements at various locations
2027
$58.2 million
$68 million
Franklin County - $25.2 million
Pavement improvements, signing and guardrail updates, and rest area/weigh scale/truck parking improvements from the Crawford County line to east of Route 30
2027
$25.2 million
Phelps County - $77.9 million
Pavement rebuild westbound from U.S. Route 63 to Sugar Tree Road
Capacity and safety improvements at the Route V interchange in Rolla and the Route 68 interchange in St. James
2027
$71.7 million
$6.2 million
This is not an all-inclusive list of improvements planned for I-44. For a full list of projects programmed in the Statewide Transportation Improvement Program or identified as a High-Priority Unfunded Need, visit modot.org/stip.
For the full list of active work along I-44, visit modot.org/Forward44

Where We are Now

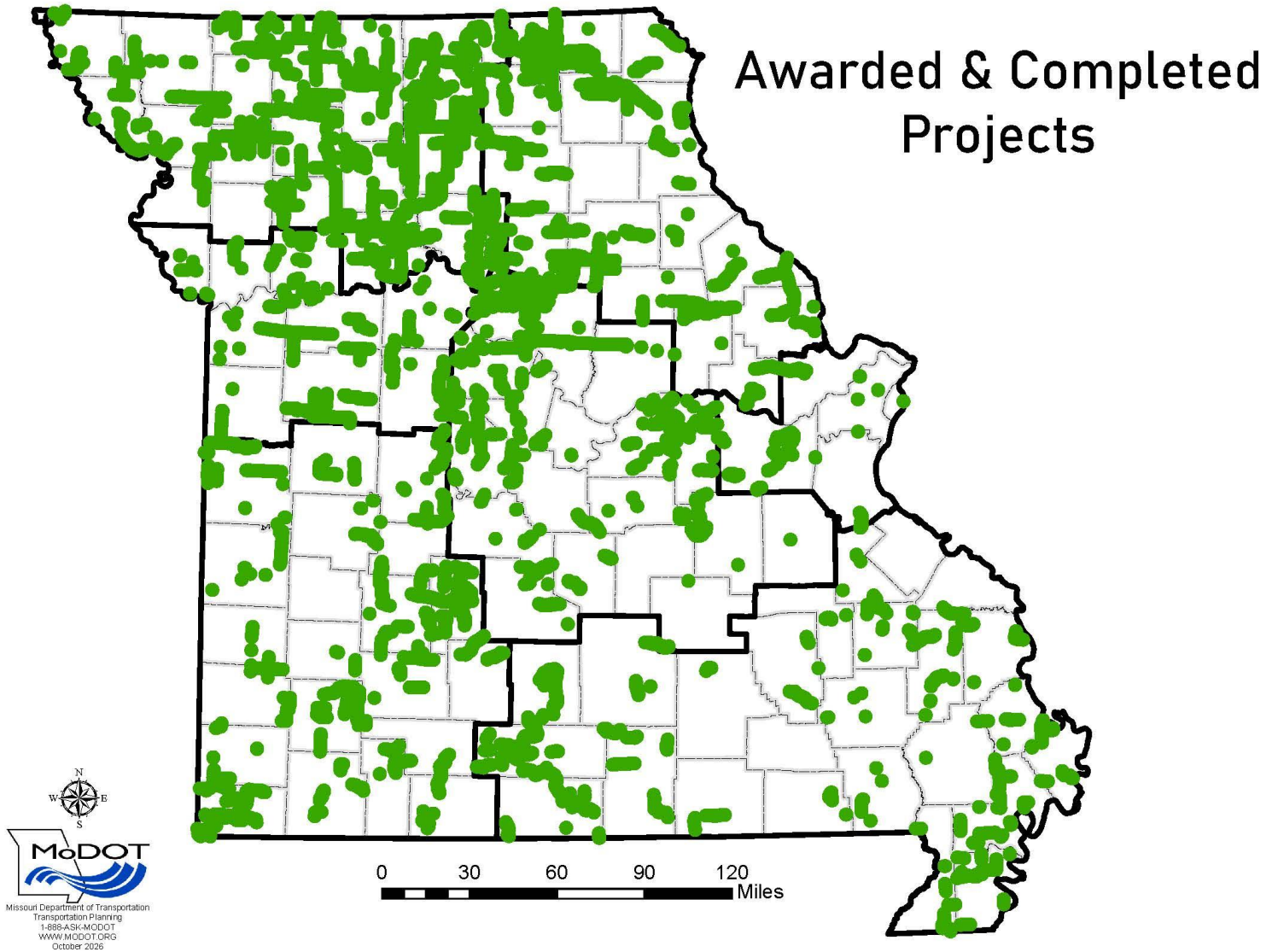
$2.6 BILLION AWARDED FOR 300+ PROJECTS
Since 2020



of Projects Awarded or Completed

As of August 2026

Awarded and Completed Projects

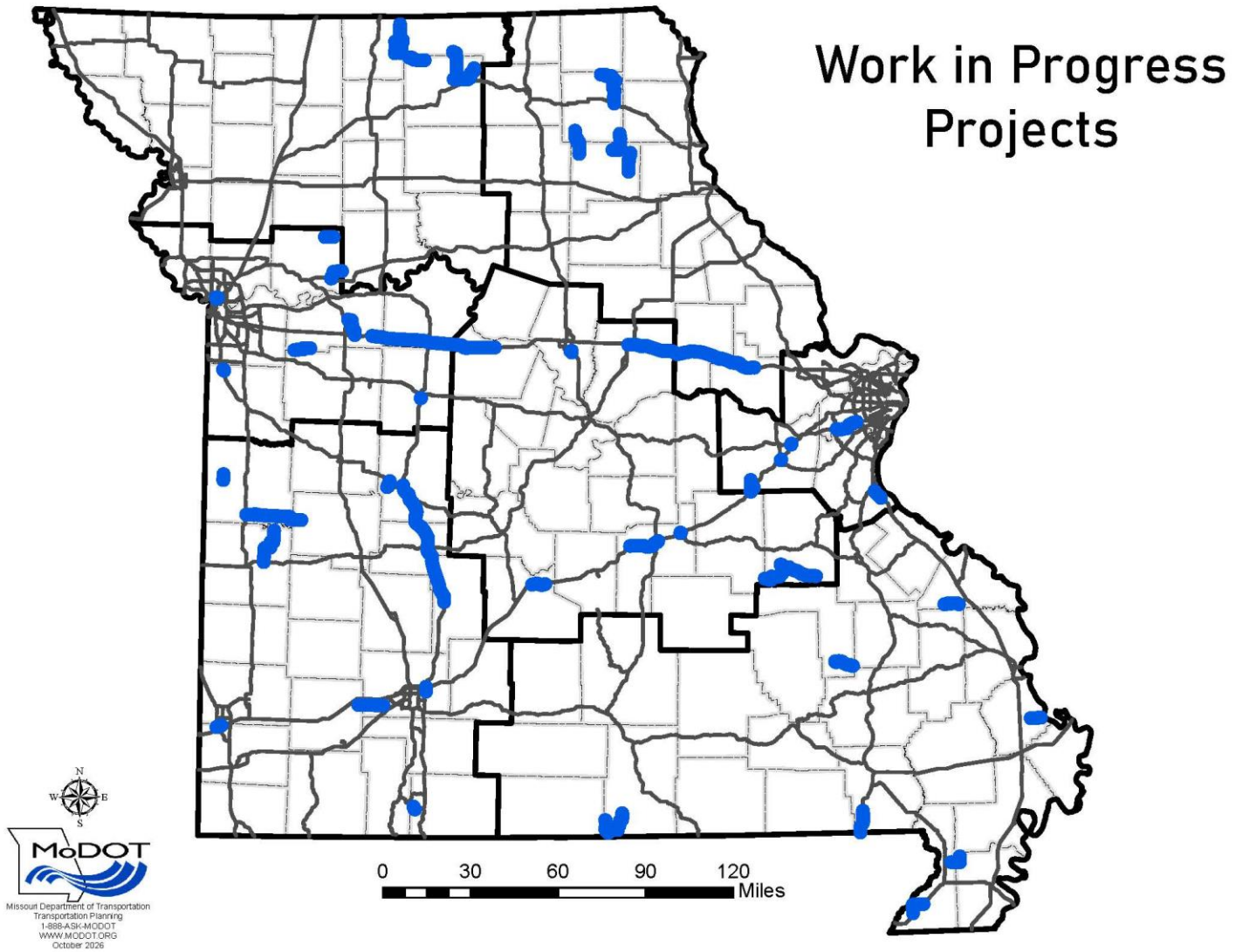


Work in Progress

Projects Under Construction or Planned for Construction

- U.S. Route 67 in Butler County
- I-49 in Cass County
- U.S. Route 65 in Benton County

Work in Progress



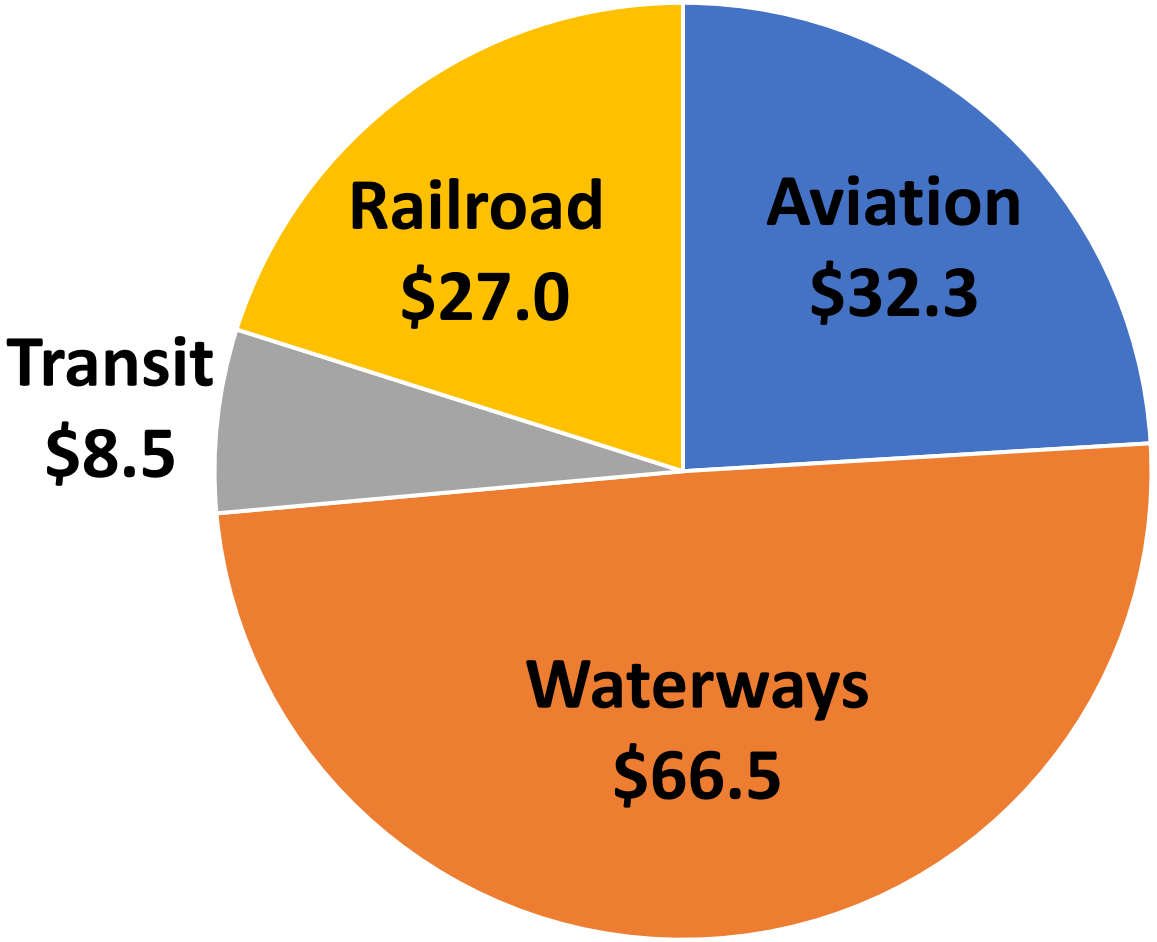
What We've Completed





- Focus on Bridges
- 2023 Low-Volume Rural Routes
- 2024 Low-Volume Rural Routes

Multimodal



Dollars in Millions

Multimodal

Mode	Project	General Revenue (millions)
Aviation	Cape Girardeau Airport	0.35
Waterways	SEMO Port	0.5
Waterways	Pemiscot County Port Authority	4.0
Transit	Mobility Management Pilot Program	6.0
Total Completed		**6.85**

What’s Next

- 2027 Rural Routes Program
- Tracking Progress
- Project Delivery

MoDOT

AUGUST 2026



LEGISLATIVELY-DESIGNATED TRANSPORTATION PROJECTS

A STORY OF PROGRESS FOR MISSOURI TRANSPORTATION PROJECTS FUNDED WITH GENERAL REVENUE

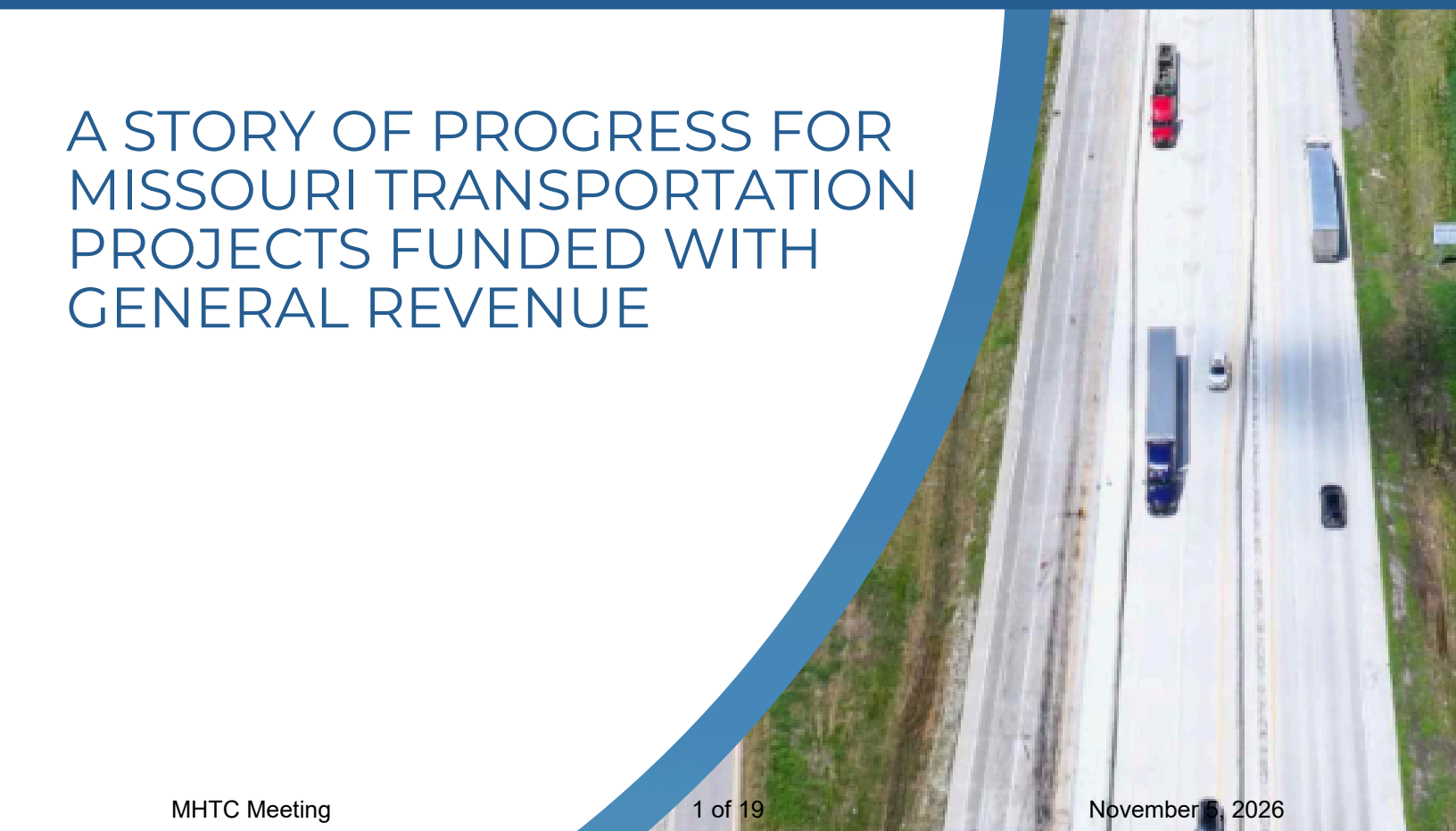


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INVESTMENTS MADE, **IMPROVEMENTS DELIVERED**

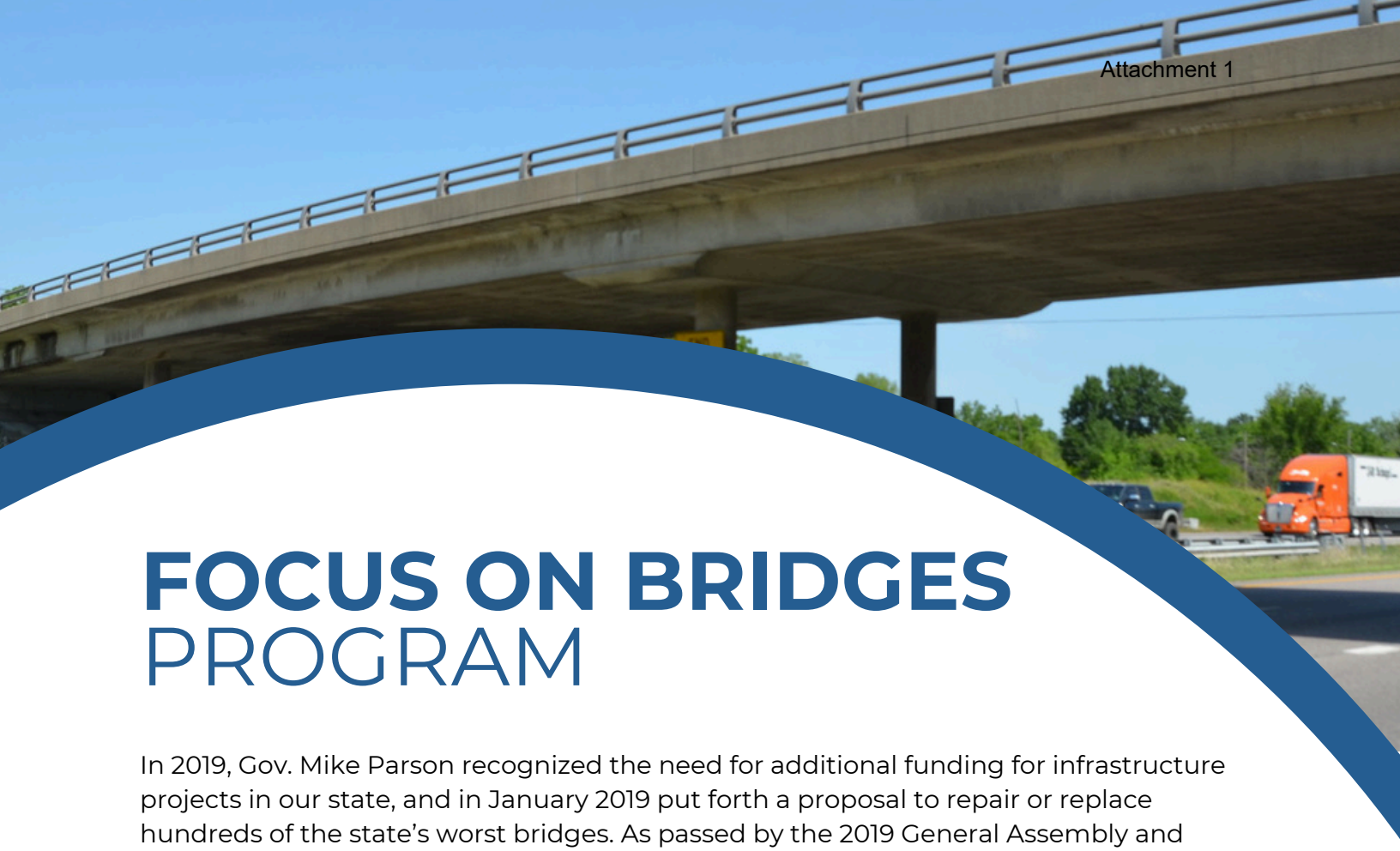
Missourians are entrusted with one of the largest transportation systems in the nation - seventh in terms of size, with more than 33,800 miles of roads and 10,400 bridges and culverts. To maintain and improve this system, Missouri drivers pay an average of $37 per month in fuel taxes and fees. Over the last decade, these investments have resulted in more than 4,100 projects totaling more than $9 billion.

In recent years, Missouri's General Assembly and governors have supported several initiatives to designate state General Revenue to address high priority transportation needs across the state. Doing so not only makes long-awaited transportation improvements a reality, but it frees up State Road Fund revenues for other projects, expanding the overall program of improvements for Missouri travelers.

LEGISLATIVELY DESIGNATED PROJECTS

This document tells the story of many of those investments, from the first innovative transportation use of the state's General Revenue funds to bringing unprecedented, historical improvements to life across the state.

The Missouri Department of Transportation takes seriously its responsibility to deliver the state's transportation program, and the progress reflected in this document reflects its appreciation for the investments made from the Capitol as well as its diligence in delivering the projects for the citizens and travelers of Missouri.



FOCUS ON BRIDGES PROGRAM

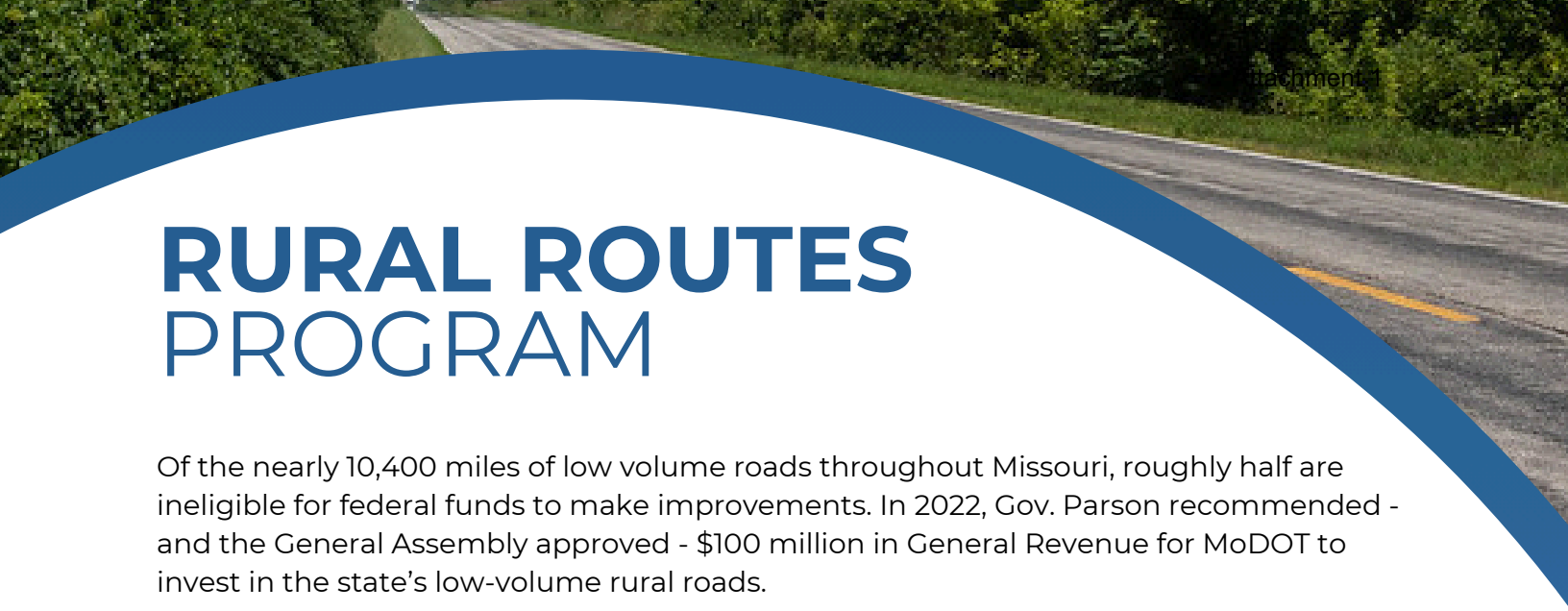
In 2019, Gov. Mike Parson recognized the need for additional funding for infrastructure projects in our state, and in January 2019 put forth a proposal to repair or replace hundreds of the state's worst bridges. As passed by the 2019 General Assembly and signed by the governor, $50 million was appropriated from State General Revenue to replace or repair 45 bridges in fiscal year 2020. In July, MoDOT received an $81.2 million INFRA Grant from the U.S. Department of Transportation to facilitate the construction of a new I-70 Missouri River Bridge at Rocheport and I-70 climbing lanes at Mineola Hill in Montgomery County - two significant improvements to the I-70 freight corridor.

The grant also triggered a $301 million bonding program, authorized by the legislature in the 2019 session and to be repaid over seven years from State General Revenue, that would repair or replace an additional 215 bridges across the state - freeing up $301 million from the current Statewide Transportation Improvement Program for new transportation improvement projects. The Governor's Focus on Bridges program replaced 250 of the state's poorest bridges over four years, from 2019-2023.









RURAL ROUTES PROGRAM

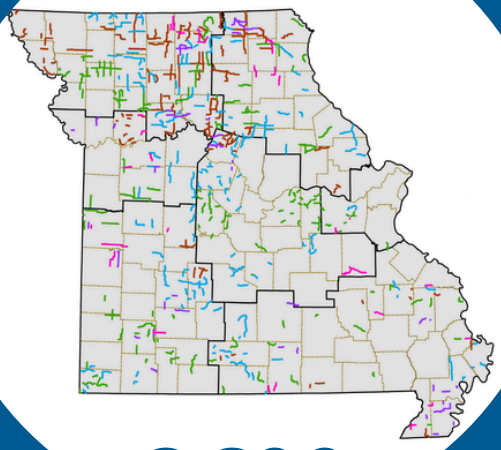
Of the nearly 10,400 miles of low volume roads throughout Missouri, roughly half are ineligible for federal funds to make improvements. In 2022, Gov. Parson recommended - and the General Assembly approved - $100 million in General Revenue for MoDOT to invest in the state's low-volume rural roads.

With Gov. Parson's signing of the fiscal year 2023 budget, the Missouri Department of Transportation identified approximately 1,700 lane miles of low volume roads in poor condition. The 113 locations received treatments to improve the road conditions. The locations were bundled into 14 projects across the state to provide good contracts for contractor competition. The projects were awarded at $115 million, with $100 million coming from General Revenue and $15 million from the State Road Fund. The $115 million was fully expended in fiscal year 2023.

In 2023, the governor also signed the fiscal year 2024 budget to include an additional $100 million in General Revenue for Missouri's low-volume rural roads. Again, using data driven analysis, the Missouri Department of Transportation identified more than 1,900 lane miles of low volume roads in poor condition. The 147 locations were contracted to receive treatments to improve the road conditions. The locations were bundled into 40 projects across the state and completed in late 2024.

In 2024, the governor signed the fiscal year 2025 budget including an additional $100 million to continue the low volume road improvements. This funding was used to improve conditions on 2,100 lane miles of rural roads at 149 locations. The work was bundled into 19 projects across the state.

In 2025, Gov. Mike Kehoe signed the fiscal year 2026 budget, continuing the trend of the state's investment in low volume roads with a $20 million General Revenue allocation to the effort. MoDOT identified an additional 439 lane miles of such roads in poor condition to address with the dedicated funding via bundled and contracted projects. Another investment of $20 million was passed for fiscal year 2027, and MoDOT identified an additional 433 lane miles for improvement as a result.



6,600+
LANE MILES



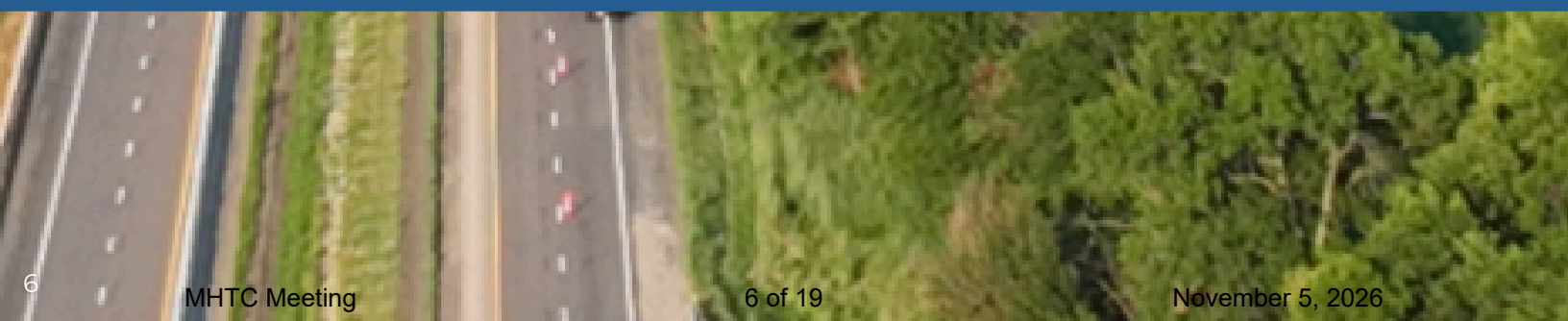
INTERSTATE CORRIDORS

IMPROVE I-70

During the 2023 legislative session, the Missouri General Assembly addressed the top transportation need in the state: widening I-70. Missouri's fiscal year 2024 budget from the General Assembly and supported by the governor provides $2.8 billion in General Revenue and bonding authority for the costs to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on approximately 200 miles of Interstate 70, from Blue Springs to Wentzville. The Improve I-70 program is programmed to have each section under contract by the end of fiscal year 2027.

The program has moved at unprecedented speed to deliver improvements across the corridor. The first project, addressing the stretch of interstate from Columbia to Kingdom City, awarded a Design-Build contract in February 2024, and broke ground on construction only a few months later in June. The second project, stretching from Warrenton to Wentzville, awarded the largest contract in the department's history in November 2024, and began construction in March of 2025. The third Design-Build project was awarded in May of 2025, with construction underway as of September 2025 from Blue Springs to Odessa. A fourth Design-Build project, addressing the stretch of interstate from Rocheport to Columbia, was awarded in December 2025 with construction underway as of May 2026.

The project from Boonville to Rocheport - the first of the traditional project delivery method of design-bid-build - was awarded in February 2026 and broke ground in April 2026. A Design-Build project to address truck parking at various locations across the corridor - made possible by a $33 million federal grant - was awarded in the spring of 2026 and broke ground in August 2026.





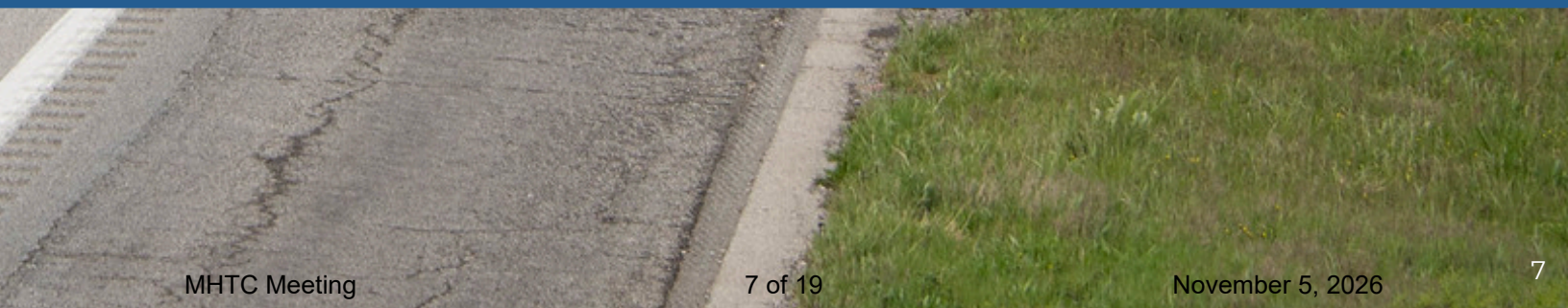
FORWARD 44

Missouri's fiscal year 2024 budget from the General Assembly and signed into law by then Gov. Mike Parson provided $20 million of General Revenue for an environmental study of more than 250 miles of the I-44 corridor. This study is a critical step to preparing for future projects on I-44 as funding is available.

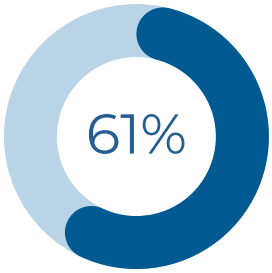
Such funding became available with the signing of the fiscal year 2025 state budget, which provided $577.2 million in General Revenue for systematic improvements to segments of I-44.

The first Forward 44 project to use General Revenue funds broke ground in April 2025 to widen and improve the interstate in Springfield. Another project, a Design-Build contract to address the corridor at various locations from Joplin to near Conway, was awarded in June 2026 and broke ground soon after in August 2026. That project was made possible by a $328 million General Revenue investment.

Various other projects along the corridor are included in the 2027-2031 Statewide Transportation Improvement Program (STIP) using General Revenue investments, including projects in Laclede, Phelps, Franklin and St. Louis counties.



LEGISLATIVELY DESIGNATED PROJECTS **PROGRESS**



$2.6 BILLION AWARDED FOR 300+ PROJECTS

SINCE 2020

61% OF PROJECTS AWARDED OR COMPLETED

AS OF AUGUST 2026

COMPLETED AS PROMISED

FOCUS ON BRIDGES
- $351 million
- 2020-2023

2023 LOW-VOLUME RURAL ROUTES
- $100 million
- 2022-2023

2024 LOW-VOLUME RURAL ROUTES
- $100 million
- 2023-2024

UNDER CONSTRUCTION

2025 LOW-VOLUME RURAL ROUTES
- $100 million
- 2024-2025

IMPROVE I-70 PROGRAM
- $2.8 billion
- 2024-2030

FORWARD 44: SPRINGFIELD
- $12.9 million
- 2025-2027

2026 LOW-VOLUME RURAL ROUTES
- $20 million
- 2025-2026

U.S. ROUTE 67 IN BUTLER COUNTY
- $15 million
- 2025

FORWARD 44: SOUTHWEST MO
- $328 million
- 2026

PLANNED CONSTRUCTION

INCLUDES:

2027 LOW-VOLUME RURAL ROUTES
- $20 million
- Programmed for 2027

FORWARD 44: ST. LOUIS COUNTY
- $41 million
- Programmed for 2027

FORWARD 44: FRANKLIN COUNTY
- $58 million
- Programmed for 2027

FORWARD 44: PHELPS COUNTY
- $72 million
- Programmed for 2027

FORWARD 44: LACLEDE COUNTY
- $45 million
- Programmed for 2026

U.S. ROUTE 67 IN BUTLER COUNTY
- $45 million
- Programmed for 2026

I-49 IN CASS COUNTY
- $20 million
- Programmed for 2027

U.S. ROUTE 65 IN BENTON COUNTY
- $38 million
- Programmed for 2027

Dollar amounts shown represent General Revenue funds, not total project cost
Does not include "restricted" projects added to the FY2026-2030 program

PROJECT LIST:
FOCUS ON BRIDGES

Attachment 1

CONSTRUCTED FY 2020-2023 | 250 BRIDGES | $351 MILLION

COUNTY	ROUTE	# BRIDGES
ADAIR	MO 11	1
ADAIR	MO 149	1
ANDREW	IS 29	2
ANDREW	IS 29	2
ANDREW	MO 48	1
ATCHISON	IS 29	2
ATCHISON	RT U	1
AUDRAIN	US 54	1
AUDRAIN	RT J	1
BARTON	IS 49	1
BATES	IS 49	1
BATES	RT B	2
BATES	RT BB	1
BATES	RT M	1
BENTON	CST MAIN ST	4
BOLLINGER	RT P	1
BOONE	IS 70	2
BOONE	RT HH	1
BOONE	S OR 70	1
BUTLER	BU 60	1
BUTLER	MO 142	1
CALLAWAY	IS 70	1
CALLAWAY	RT D	1
CAMDEN	US 54	1
CAMDEN	RT D	1
CAPE GIRARDEAU	RT AA	1
CARROLL	RT E	1
CARROLL	RT E	1
CARROLL	RT V	1
CARROLL	RT Z	1
CASS	RT J	1
CHARITON	US 24	1
CHARITON	MO 139	1
CHARITON	US 24	1
CLAY	CRD NE 128TH ST	1
COLE	RT H	1
COLE	RT A	1
COOPER	RT K	1
COOPER	RT DD	1
CRAWFORD	MO 49	1
CRAWFORD	RT CC	1
DADE	US 160	1
DADE	US 160	1
DEKALB	RT D	1
DEKALB	RT A	1
DEKALB	RT A	1
DENT	RT FF	1
DUNKLIN	RT ZZ	1
DUNKLIN	MO 153	1
FRANKLIN	MO 47	2
FRANKLIN	RT AD	1
FRANKLIN	RT HH	1

COUNTY	ROUTE	# BRIDGES
GASCONADE	RT J	1
GASCONADE	RT A	1
GASCONADE	MO 100	3
GENTRY	US 169	1
GREENE	MO 266	1
GRUNDY	US 65	1
HARRISON	IS 35	2
HARRISON	RT V	1
HARRISON	RT P	1
HARRISON	RT EE	1
HENRY	MO 18	1
HOLT	IS 29	4
HOLT	US 159	1
HOLT	RT B	1
HOLT	RT T	1
HOLT	RT T	1
HOLT	RT H	1
HOWARD	RT Z	1
HOWARD	RT EE	1
HOWARD	US 40	1
HOWELL	RT ZZ	1
IRON	MO 72	1
JACKSON	CST BLUE RIDGE BLVD	1
JACKSON	CST 140TH ST	1
JACKSON	CST HILLCREST RD	1
JACKSON	US 50	2
JACKSON	US 24	4
JACKSON	CST BLUE RIDGE BLVD	1
JACKSON	US 24	1
JASPER	IS 49	3
JASPER	MO 96	1
JASPER	RT U	1
JASPER	LP 49	1
JEFFERSON	MO 30	3
LACLEDE	IS 44	1
LACLEDE	MO 32	1
LEWIS	RT C	1
LEWIS	RT K	1
LINCOLN	MO 79	1
LINCOLN	RT M	1
LIVINGSTON	US 65	1
LIVINGSTON	MO 190	1
MACON	RT D	1
MACON	RT DD	1
MADISON	RT C	1
MARIES	US 63	2
MARIES	RT N	1
MARION	US 61	2
MCDONALD	RT EE	1
MERCER	RT BB	1
MERCER	RT M	1
MILLER	RT C	1
MONITEAU	RT CC	2

COMPLETED

PROJECT LIST: **FOCUS ON BRIDGES**

CONSTRUCTED FY 2020-2023 | 250 BRIDGES | $351 MILLION

COUNTY	ROUTE	# BRIDGES
MONROE	US 24	1
MONTGOMERY	IS 70	2
MONTGOMERY	RT N	1
MONTGOMERY	RT P	1
MONTGOMERY	RT JJ	1
MONTGOMERY	RT J	1
MONTGOMERY	MO 161	1
NEW MADRID	US 61	2
NEW MADRID	RT ZZ	1
NEW MADRID	RT W	1
NEW MADRID	RT D	2
NEW MADRID	RT H	2
NEW MADRID	MO 162	2
NEW MADRID	MO 162	1
NEWTON	RT CC	1
NEWTON	RT E	1
NODAWAY	US 136	1
NODAWAY	US 136	1
NODAWAY	MO 46	1
NODAWAY	MO 46	1
NODAWAY	MO 46	1
NODAWAY	MO 46	1
NODAWAY	MO 46	1
OREGON	BU 63	1
OSAGE	MO 100	1
OSAGE	RT D	1
OSAGE	RT N	1
OSAGE	MO 100	1
OSAGE	MO 89	1
OSAGE	MO 100	1
OZARK	RT J	1
PEMISCOT	RT CC	1
PEMISCOT	RT A	1
PEMISCOT	RT T	1
PEMISCOT	RT EE	13
PEMISCOT	RT A	1
PEMISCOT	MO 153	1
PEMISCOT	RT A	1
PETTIS	RT O	1
PETTIS	RT D	1
PETTIS	RT D	1
PHELPS	RT U	1
PHELPS	RT B	1
PIKE	RT U	1
PIKE	RT U	1
PIKE	RT C	1
PLATTE	MO 273	1
PLATTE	IS 29	2
PLATTE	IS 29	1
PLATTE	RT FF	1
POLK	MO 123	1
PUTNAM	RT Y	1
RALLS	US 61	1
RALLS	US 61	1
RALLS	RT H	1
RAY	RT J	1
RIPLEY	MO 142	1
SALINE	MO 41	1
SALINE	MO 41	1
SALINE	MO 41	1
SALINE	MO 41	1
SALINE	MO 122	1
SALINE	RT YY	1
SCOTLAND	MO 15	1
SCOTT	BU 61	1
SCOTT	MO 91	1
SCOTT	MO 91	1
SCOTT	RT ZZ	1
ST. CLAIR	RT C	1
ST. CLAIR	RT ZZ	1
ST. FRANCOIS	US 67	1
ST. LOUIS	MO 141	2
ST. LOUIS	RT AB	1
ST. LOUIS	CST MIDLAND BLVD	2
ST. LOUIS CITY	CST BROADWAY	2
STODDARD	RT Z	4
STODDARD	MO 91	1
STODDARD	MO 91	1
STODDARD	RT WW	1
STONE	MO 265	1
SULLIVAN	RT PP	1
TANEY	US 65	1
TEXAS	MO 17	1
VERNON	IS 49	1
VERNON	US 54	1
VERNON	RT FF	1
VERNON	RT K	1
VERNON	RT BB	1
WASHINGTON	RT AA	1
WAYNE	MO 34	1
WAYNE	MO 34	1
WAYNE	RT A	1
WAYNE	RT FF	1
WORTH	RT YY	1
WRIGHT	MO 38	1

COMPLETED

PROJECT LIST:
2023 GOVERNOR'S RURAL ROUTES

SFY 2023 | 1,704 LANE MILES | $100 MILLION

COUNTY	ROUTES	LANE MILES
ADAIR	A, J, K	66
ATCHISON	CC, EE, KK, Z	36
BENTON	AA, VV	37
BOLLINGER	AA	5
CAPE GIRARDEAU	AA	5
CARROLL	B, C, MM, YY, Z	87
CHARITON	129, DD, HH, KK, O, VV, WW	138
CLARK	D	20
DALLAS	EE, T, U, YY	45
DOUGLAS	KK, VV	12
DUNKLIN	TT	17
GENTRY	M	19
GRUNDY	B, C, K, NN, U	58
HARRISON	F, M, MM, T	102
HOLT	BB, DD, H, HH, T	54
HOWARD	BB, CC, FF, H, HH, JJ, K, O, U	87
KNOX	AA, M	36
LINCOLN	T	8
LINN	139, CC, J, O, V	86
LIVINGSTON	BB, JJ, K, KK, U, Y, Z	86
MACON	EE, HH, J, JJ	49
MADISON	NN, V	6
MERCER	C, D, JJ, NN, U	89
MISSISSIPPI	NN	8
MONROE	NN	7
MONTGOMERY	MM, T	17
NODAWAY	DD, M, PP	45
OREGON	A, OO	18
PUTNAM	BB, EE, F, FF, KK, N	85
RANDOLPH	H, NN, P	34
RAY	BB, CC, EE, FF, H, HH, OO, V, W, Z	70
REYNOLDS	U	5
SCHUYLER	A, E, N, T	67
SCOTLAND	M, T W	37
SCOTT	NN	8
SULLIVAN	139, BB, CC, KK, M, O, U, V	127
WARREN	CC, N	18
WORTH	M	13

COMPLETED

PROJECT LIST:
2024 GOVERNOR'S RURAL ROUTES

SFY 2024 | 1,969 LANE MILES | $100 MILLION

COUNTY	ROUTES	LANE MILES
ANDREW	BB, P, RA, T, V, Z	60
AUDRAIN	AA, BB	20
BARRY	WW	7
BARTON	49 E O.R., T	14
BATES	AA, D, E, Y	75
BOLLINGER	A, B	22
BUCHANAN	31, Z	25
CALDWELL	A, BB, D, E, HH, KK, N, W	107
CAMDEN	RA	3
CAPE GIRARDEAU	V	12
CARROLL	139, KK, N	32
CASS	O	18
CHARITON	129, NN	29
CHRISTIAN	H, MM, V	31
CLARK	C	21
CLINTON	BB, HH	14
DADE	FF	7
DAVIESS	E	12
DEKALB	A, D, E, F, H, V	95
DOUGLAS	AM, DD, U	33
DUNKLIN	ZZ	5
FRANKLIN	AC, AD, AH, ZZ, 44 S O.R., SP 185	42
GASCONADE	E, K, KK, NN, OO, T, V, W, Z	89
GENTRY	A, BB, D, H	33
GREENE	HH,	6
HOWELL	AM, PP	28
IRON	CC	6
JASPER	K, T, U	43
JEFFERSON	JJ	6
JOHNSON	2, O, Y, Z	95
KNOX	K	26
LAFAYETTE	Z	15
LAWRENCE	DD, N, OO, T, U, W, Z	81
LEWIS	61 E O.R., K, N, P	51
LINN	129, 139, C, M	83
MACON	AA, DD, T	42
MADISON	A, K	22
MCDONALD	EE, J, K, NN, PP, W, Y SP J	71
MILLER	BB, OO, Z	29
MONROE	K, M	24
MONTGOMERY	A, AA, BB	38
MORGAN	AA, D, DD, HH, MM, N, NN, OO, RA, WW	116
NEWTON	Y	6
OSAGE	DD, FF, HH, JJ, K, KK, NN, OO, RA, Z	64
OZARK	H, P	35
PIKE	Y	29
PULASKI	P	5
PUTNAM	129, Y, YY	48
RANDOLPH	CC, FF, K, M	39
REYNOLDS	H	20
RIPLEY	BB	8
SCOTT	C	10
SHANNON	EE	5
ST. FRANCOIS	JJ	6
STONE	A, U, V	26
SULLIVAN	129, M	38
TANEY	H	17
TEXAS	DD	11
WRIGHT	U	14

COMPLETED

PROJECT LIST:
2024 LEGISLATIVELY DESIGNATED AND FUNDED INITIATIVES

ROAD AND BRIDGE PROJECTS (INCLUDES ENGINEERING)

$2.9 BILLION

COUNTY	ROUTE	DESCRIPTION	LANE MILES	GR FUNDS*	STATUS
BOONE CALLAWAY	IS 70	Safety and capacity improvements from Columbia to Kingdom City.	93	$297,162	AWARDED
BOONE	IS 70	Safety and capacity improvements from the Missouri River near Rocheport to Columbia.	57	$382,774	AWARDED
CALLAWAY MONTGOMERY WARREN	IS 70	Safety and capacity improvements from Kingdom City to Warrenton.	189	$557,547	ANTICIPATED 11/2026
COOPER	IS 70	Safety and capacity improvements from Boonville to the Missouri River near Rocheport.	49	$125,000	AWARDED
JACKSON LAFAYETTE	IS 70	Safety and capacity improvements from Blue Springs to Rte. H east of Odessa.	49	$323,513	AWARDED
JEFFERSON	E OR 55	Payment to Jefferson Co. to add lanes, bridge and interchange improvements, and pavement resurfacing from Airport Road to Rte. 61.	6	$12,000	PAYMENT PENDING COMPLETION
LAFAYETTE SALINE COOPER	IS 70	Safety and capacity improvements from Concordia to Boonville.	174	$556,531	ANTICIPATED 2027
LAFAYETTE	IS 70	Safety and capacity improvements from Rte. H east of Odessa to Concordia.	55	$163,000	ANTICIPATED 2027
WARREN ST. CHARLES	IS 70	Safety and capacity improvements from Warrenton to I-64 in Wentzville.	96	$434,345**	AWARDED
VARIOUS	IS 44	Environmental Impact Study on the IS 44 corridor.	1,333	$20,000	TWO CONSULTANT CONTRACTS COMPLETE, THREE CONSULTANT CONTRACTS ACTIVE

**IN THOUSANDS*
***INCLUDES $40 MILLION FY2025 GENERAL REVENUE FUNDS*

PROJECT LIST:
2025 GOVERNOR'S RURAL ROUTES

SFY 2025 | 2,139 LANE MILES | $100 MILLION

COUNTY	ROUTES	LANE MILES
ADAIR	D, T	29
AUDRAIN	C, CC, JJ, Y	69
BARRY	AA, Y	16
BENTON	A, DD, W	44
BOONE	F, T	31
CALDWELL	CC, M	26
CAMDEN	E, H, JJ	35
CAPE GIRARDEAU	KK	9
CARROLL	E, EE, NN, T, UU	83
CHARITON	C, TT, W, ZZ	36
COLE	V	5
COOPER	BB, CC, H, HH, KK, NN, OO, PP, T, W	76
CRAWFORD	F, KK	49
DALLAS	C, DD, F, JJ, JJ, TT, Y	93
DAVIESS	B, CC, M, NN, T, V, Y, YY	108
DOUGLAS	AF, AK, FF, N, NN, OO, WW, Y	65
FRANKLIN	M, V	20
GENTRY	T	11
HARRISON	A, H, HH, M, O, UU, YY	110
HENRY	T, W	32
HICKORY	HH, O	20
HOWARD	A, AA, EE	49
HOWELL	P	15
JOHNSON	F, YY	29
LACLEDE	AC, H, JJ, Y	29
LAFAYETTE	AA	22
LEWIS	Y	29
LINCOLN	K, V, W, Y	49
LINN	EE, MM, TT, W, ZZ	53
LIVINGSTON	A, T	20
MADISON	H, KK	12
MARION	F, P	21
MCDONALD	B, CC, MM, TT	57
MISSISSIPPI	AA, O, OO	21
MONITEAU	H, MM, P, V	24
MONROE	C, M, U, Y	85
MORGAN	PP	4
NEW MADRID	E, OO, U	46
NEWTON	AA	8
OZARK	AR, FF, N	40
PERRY	KK	9
PETTIS	127, O, W	75
PHELPS	EE	7
PIKE	W, WW	37
POLK	AB, B, C, FF, HH, O, UU	77
PULASKI	NN, PP	14
RALLS	EE	9
RANDOLPH	O, T, U, W	23
SALINE	127, EE	23
SCHUYLER	H, W	26
ST. CLAIR	TT	21
ST. FRANCOIS	H	10
SULLIVAN	D, DD, FF, H, OO, Y, Z	91
WEBSTER	F, Y	33
WORTH	AA, D, F, HH, K, O	50
WRIGHT	E, K	54

Additional mileage may be obtained through award savings

UNDER CONSTRUCTION

PROJECT LIST:
2025 LEGISLATIVELY DESIGNATED AND FUNDED INITIATIVES

ROAD AND BRIDGE PROJECTS (INCLUDES ENGINEERING)

$745 MILLION

COUNTY	ROUTE	DESCRIPTION	LANE MILES	GR FUNDS*	STATUS
BENTON HICKORY DALLAS	US 65	Construct passing lanes from Warsaw to Buffalo.	92	$38,000	ANTICIPATED 5/2027
BOONE	US 63	Roadway improvements in Columbia at Route AC.	3	$4,200	AVAILABLE FUNDING WON'T COVER ANTICIPATED COSTS OF $32.8 M
BUTLER	US 67	Roadway improvements from County Road 352 to Arkansas State line.	15	$44,664	ANTICIPATED 11/2026
BUTLER	US 67	Roadway improvements from north of Rte. 160 to CR 352.	10	$15,336	AWARDED
CASS	IS 49	Interchange and roadway improvements at Rte. 58 in Belton.	4	$20,000	ANTICIPATED 12/2027
CLINTON	RT BB	Scoping and roadway work over I-35 in Cameron.	1	$1,000	ANTICIPATED 6/2027
FRANKLIN	IS 44	Interchange and pavement improvements at Rte. 50. Potential Design-Build project.	2	$58,220	ANTICIPATED 4/2027
GREENE	CST LE COMPTE RD	Payment to local entity for repairs and upgrades from Division Street to Eastgate Avenue.	N/A	$3,400	PAYMENT PENDING COMPLETION
GREENE	IS 44	Rebuild pavement from Rte. 13 (Kansas Expressway) to Rte. 65 in Springfield.	21	$12,860	AWARDED
JASPER LAWRENCE WEBSTER GREENE LACLEDE	IS 44	Safety, capacity and pavement improvements at various locations from Joplin to Conway. Potential Design-Build.	209	$328,150	AWARDED
LACLEDE	IS 44	Rebuild pavement on WB lanes from 2 miles east of Rte. N to 2 miles east of Rte. F. Potential Design-Build project.	10	$44,625	ANTICIPATED 12/2026

**IN THOUSANDS*

PROJECT LIST:
2025 LEGISLATIVELY DESIGNATED AND FUNDED INITIATIVES

ROAD AND BRIDGE PROJECTS (INCLUDES ENGINEERING)

$745 MILLION

COUNTY	ROUTE	DESCRIPTION	LANE MILES	GR FUNDS*	STATUS
NEWTON	IS 44	Add lanes from Rte. 43 (Main Street) to Loop 49 (Rangeline Road) in Joplin.	8	$21,021	ANTICIPATED 1/2027
PETTIS	US 65	Payment to Sedalia for intersection and road improvements at Rte. B.	1	$4,700	PAYMENT PENDING COMPLETION
PHELPS	IS 44	Capacity and safety improvements at Rte. 68 in St. James. Potential Design-Build project.	2	$3,489	ANTICIPATED 5/2027
PHELPS	IS 44	Capacity and safety improvements at Rte. V in Rolla. Potential Design-Build project.	2	$16,640	ANTICIPATED 5/2027
PHELPS	IS 44	Rebuild pavement on westbound lanes from east of Rte. 63 to Sugar Tree Road. Potential Design-Build project.	25	$51,645	ANTICIPATED 5/2027
PLATTE JACKSON CLAY	IS 29	Corridor improvements on I-29, I-35 and Rte. 169 in Platte, Clay and Jackson counties.	456	$30,000	ANTICIPATED 1/2028
ST. LOUIS	IS 44	Rebuild pavement from Rte. 141 to Rte. 109.	50	$40,850	ANTICIPATED 3/2027
TANEY	MO 76	Payment to Kirbyville R-VI School District to add turn lane at Kirbyville Elementary School.	N/A	$350	COMPLETED
TANEY	CST 76 COUNTRY BLVD	Payment to local entity for roadway improvements in Branson.	N/A	$6,200**	PAYMENT PENDING COMPLETION

**IN THOUSANDS*
***DOES NOT INCLUDE "RESTRICTED" FUNDING*

PROJECT LIST:
2026 GOVERNOR'S RURAL ROUTES

SFY 2026 | 439 LANE MILES | $20 MILLION

COUNTY	ROUTES	LANE MILES	AWARD
BARRY	EE	10	AWARDED
BATES	J	8	AWARDED
BOONE	SP 240	1	AWARDED
CARROLL	M, WW	37	AWARDED
CHARITON	M, UU, V	26	AWARDED
CLAY	Y	4	AWARDED
COOPER	V	4	AWARDED
DUNKLIN	Z	5	AWARDED
GREENE	CC, JJ	27	AWARDED
HOWARD	O, V	35	AWARDED
JOHNSON	CC, JJ	14	AWARDED
LAWRENCE	O, V	19	AWARDED
NEW MADRID	AD, ZZ	14	AWARDED
PEMISCOT	BB,CC, K, M, Y	52	AWARDED
PLATTE	D	4	AWARDED
POLK	JJ, Y	12	AWARDED
RAY	Y	4	AWARDED
SCHUYLER	D, J, U, V	63	AWARDED
SCOTLAND	D	23	AWARDED
SULLIVAN	E, PP, W	52	AWARDED
VERNON	AA	25	AWARDED

UNDER CONSTRUCTION

PROJECT LIST:
2026 LEGISLATIVELY DESIGNATED AND FUNDED INITIATIVES

ROAD AND BRIDGE PROJECTS (INCLUDES ENGINEERING)

$6.5 MILLION

COUNTY	ROUTE	DESCRIPTION	LANE MILES	GR FUNDS*	STATUS
TANEY	PVT BUFFALO RIDGE BLVD	Payment to Taney County for roadway improvements from Rte. 65 to Branson National Airport.	N/A	$2,000	PAYMENT PENDING COMPLETION
PLATTE	I-29	Payment to Ambassador Building Community Improvement District to add roundabouts at I-29	N/A	$4,500	PAYMENT PENDING COMPLETION

Does not include "restricted" projects added to the FY2026-2030 program

**IN THOUSANDS*

PROJECT LIST:
2027 GOVERNOR'S RURAL ROUTES

SFY 2027 | 433 LANE MILES | $20 MILLION

COUNTY	ROUTES	LANE MILES	AWARD
BATES	B	72	ANTICIPATED 1/2027
BENTON	UU	5	ANTICIPATED 12/2026
DUNKLIN	P	55	ANTICIPATED 2/2027
FRANKLIN	D	10	ANTICIPATED 1/2027
HOWELL	FF	25	ANTICIPATED 2/2027
LAFAYETTE	T	25	ANTICIPATED 1/2027

COUNTY	ROUTES	LANE MILES	AWARD
LAWRENCE	TT	17	ANTICIPATED 1/2027
MERCER	DD	81	ANTICIPATED 12/2026
RAY	DD	17	ANTICIPATED 1/2027
SHELBY	W	77	ANTICIPATED 1/2027
WASHINGTON	C	49	ANTICIPATED 12/2026



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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
MDCCCXX

4

CONSIDERATION OF PROPOSALS FOR THE IMPROVE I-70 KINGDOM CITY TO WARRENTON DESIGN-BUILD PROJECT

-- Presented by Eric Schroeter, Deputy Director and Chief Engineer, 573-526-2903, and Zachary Osman, Project Director, 573-508-5062.

ISSUE: Approval of the award of best value selection of the Improve I-70 Kingdom City to Warrenton Design-Build Project, in various counties in the Central and Northeast Districts, which will improve safety and reliability, maintain the serviceability of bridges and pavement, improve accessibility for local communities, and minimize overall traffic impacts along the corridor.

RECOMMEND that the Commission:

- Accept the orally presented staff recommendation for award or rejection of the best value proposal for the Improve I-70 Kingdom City to Warrenton,
- Authorize the Director, Deputy Director/Chief Engineer, Chief Financial Officer, or their designee to negotiate and execute a contract with the best value proposer, subject to approval as to form by the Chief Counsel's Office and contingent on the transfer of funds to the State Road Fund I-70 Project Fund, and
- Authorize payment of the agreed stipend to the two unsuccessful proposing teams.

DEPARTMENT VIEW:

- On July 12, 2023, the Missouri Highways and Transportation Commission approved the use of Design-Build for Statewide Improve I-70.
  - **Procurement Process** – Four teams were prequalified on June 17, 2026, to compete for the contract. The Request for Proposals was issued on June 22, 2026. The MoDOT Design-Build team held ten confidential discussions with each team over a period of sixteen weeks to discuss their proposal ideas. Final proposals were due on October 23, 2026.
  - **Property Acquisition** – Right of Way may be required for this project. If it is required, all cost and schedule impacts associated with any new Right of Way or easements will be at the contractor's expense.
  - **Disadvantaged Business Enterprise Goal and Workforce Utilization** – MoDOT's Business Development and Compliance Division established a 0 percent DBE goal for Construction Activities and a 0 percent DBE goal for Professional Services.
  - **Project Goals** – MoDOT has established the following goals for the Project, which were used in evaluating and determining the Best Value Proposal:
    1. Deliver the project by December 31, 2030, within the program budget.
    2. Provide a third lane of travel for eastbound and westbound I-70 from Kingdom City to Warrenton.
    3. Modernize I-70 while improving pavement, bridges, and interchanges to enhance mobility and freight movement.
    4. Minimize construction impacts with a focus on work zone safety, communication, and construction staging while maintaining mobility.
    5. Provide expanded employment opportunities while developing and using a diverse workforce.

OTHER VIEWS:

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

MHTC POLICY:

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

OTHER PERTINENT INFORMATION:

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

SOURCE OF FUNDING:

- Total funding for the project is $583 million. The Design-Build contract has a not-to-exceed project cost of $566 million. The remaining funds outside of the Design-Build contract will be used for Stipends, Contingency, Construction Engineering, and Preliminary Engineering.
- Of this funding $557.5 million is from state funds legislatively designated for the Improve I-70 Program and $25.8 million is from STIP projects previously programmed.



Improve I-70

Kingdom City to Warrenton

Final Recommendation Report

November 5, 2026

IMPROVE I-70

NOVEMBER 2026

Totals listed are STIP funds unless otherwise noted.

Planned Capacity Improvements
Blue Springs to Wentzville

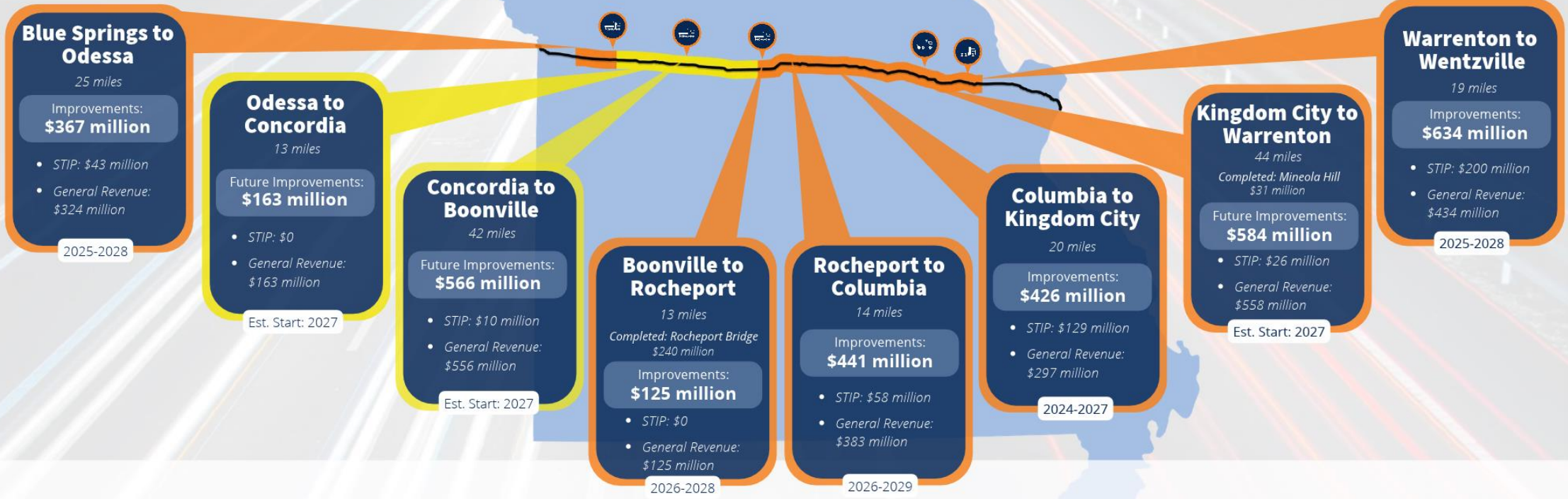
Under Construction *- $2.61 billion*

Funded Future Improvements *- $729 million*

PROGRAM SCHEDULE: 2024-2030

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

Federal Grant: $33 million



Blue Springs to Odessa
25 miles
Improvements: **$367 million**
- *STIP: $43 million*
- *General Revenue: $324 million*

2025-2028

Odessa to Concordia
13 miles
Future Improvements: **$163 million**
- *STIP: $0*
- *General Revenue: $163 million*

Est. Start: 2027

Concordia to Boonville
42 miles
Future Improvements: **$566 million**
- *STIP: $10 million*
- *General Revenue: $556 million*

Est. Start: 2027

Boonville to Rocheport
13 miles
Completed: Rocheport Bridge $240 million
Improvements: **$125 million**
- *STIP: $0*
- *General Revenue: $125 million*

2026-2028

Rocheport to Columbia
14 miles
Improvements: **$441 million**
- *STIP: $58 million*
- *General Revenue: $383 million*

2026-2029

Columbia to Kingdom City
20 miles
Improvements: **$426 million**
- *STIP: $129 million*
- *General Revenue: $297 million*

2024-2027

Kingdom City to Warrenton
44 miles
Completed: Mineola Hill $31 million
Future Improvements: **$584 million**
- *STIP: $26 million*
- *General Revenue: $558 million*

Est. Start: 2027

Warrenton to Wentzville
19 miles
Improvements: **$634 million**
- *STIP: $200 million*
- *General Revenue: $434 million*

2025-2028

PROJECT STATUS

Design/ Procurement | *Awarded/Under Construction* | *Complete*

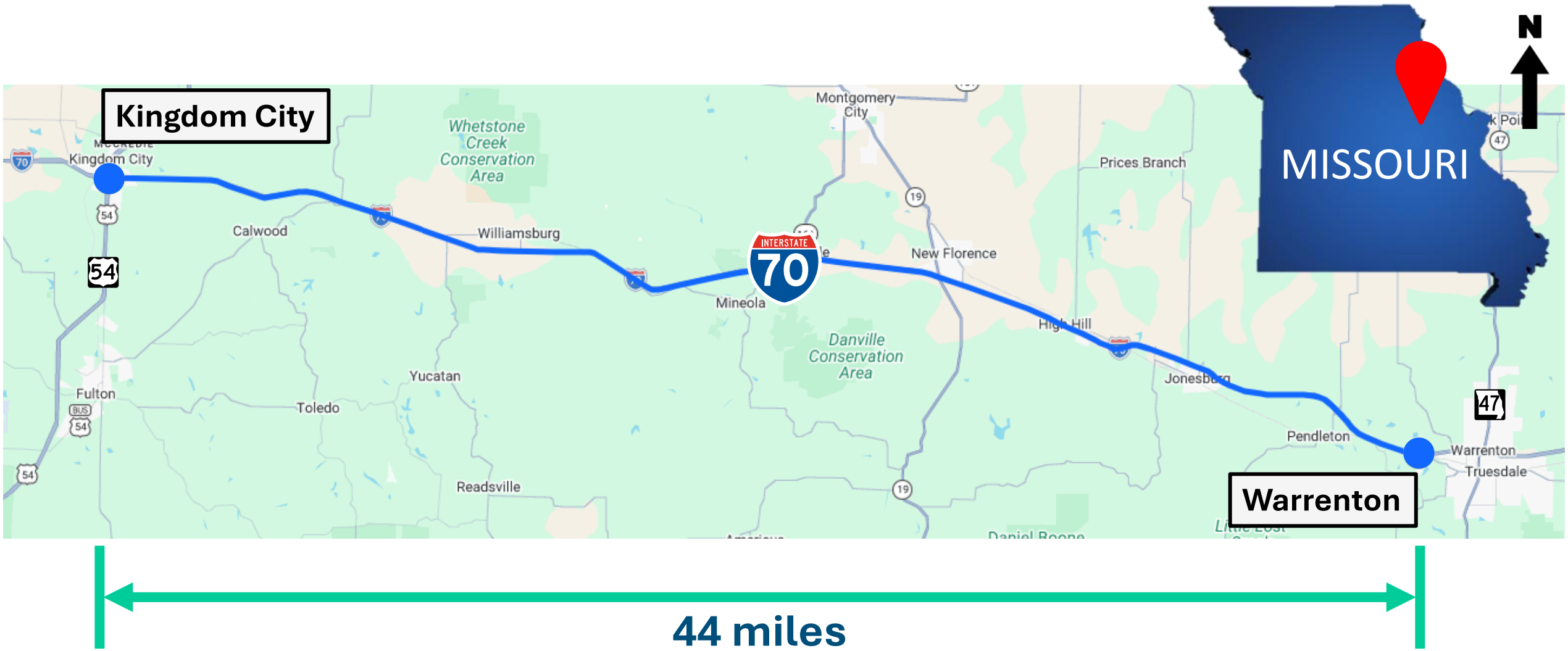
PLANNED CAPACITY IMPROVEMENTS:

STIP funded: *$499 million*
General Revenue funded: *$2.84 billion*

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

modot.org/improveI70

Project Location



Project Needs: Aging Infrastructure







Project Needs: Auxvasse Creek



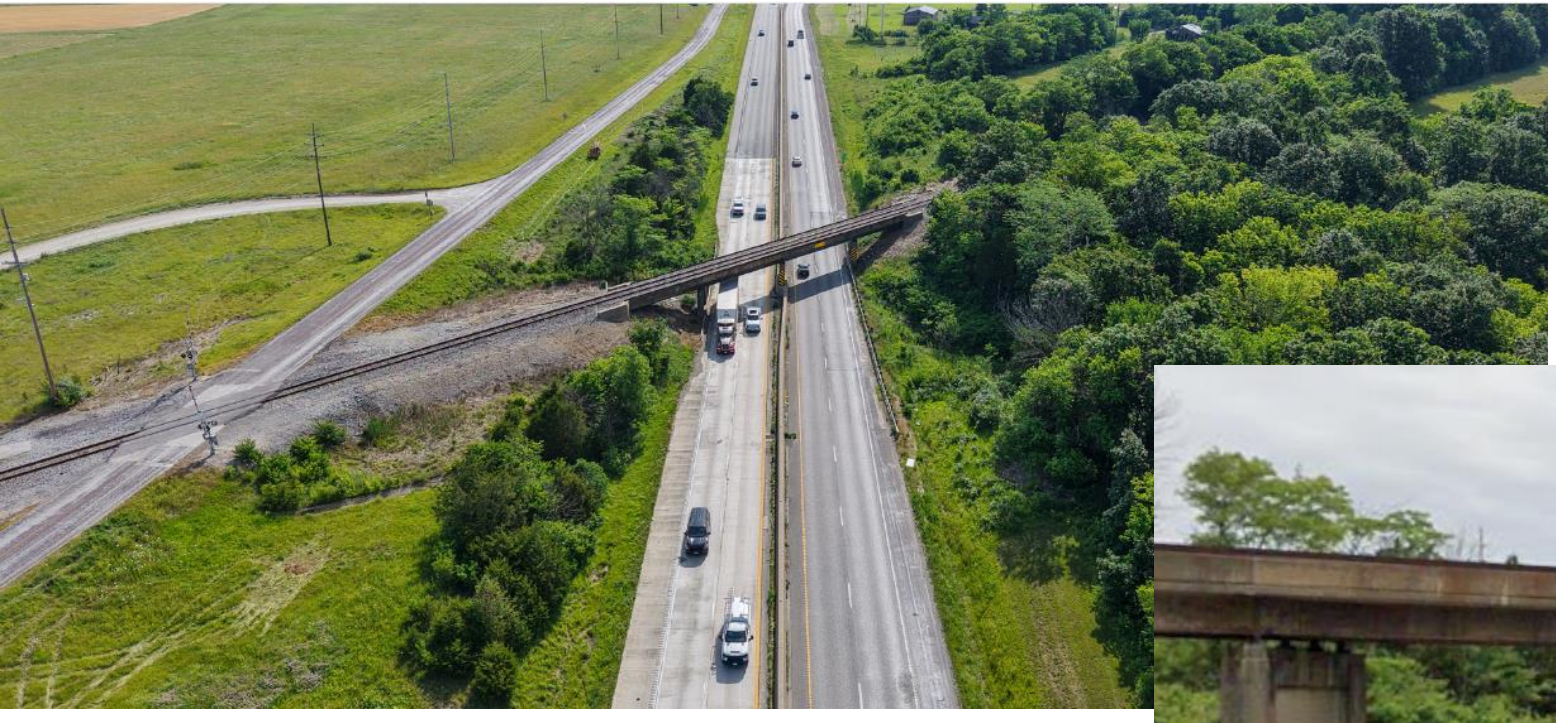
Project Needs: Mineola Hill

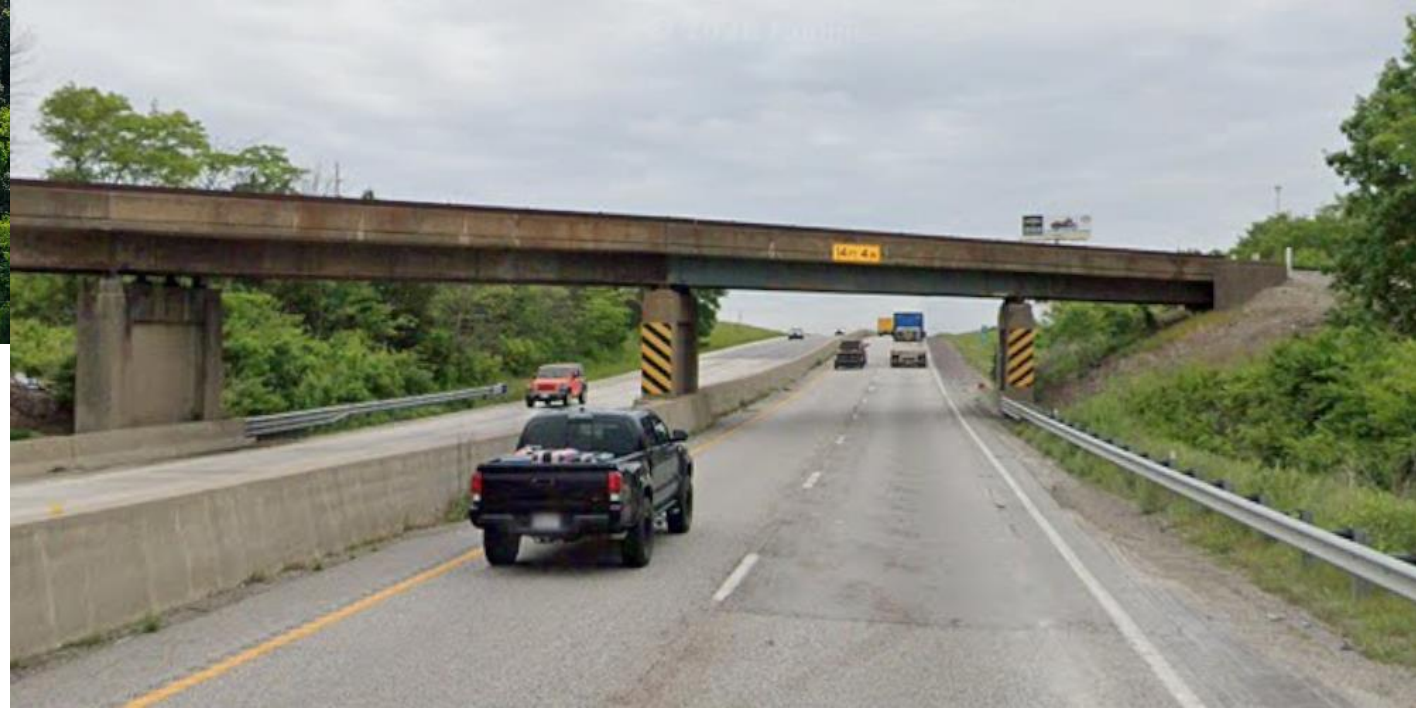






Project Needs: NS Railroad Crossing





Project Needs: Warrenton Curve

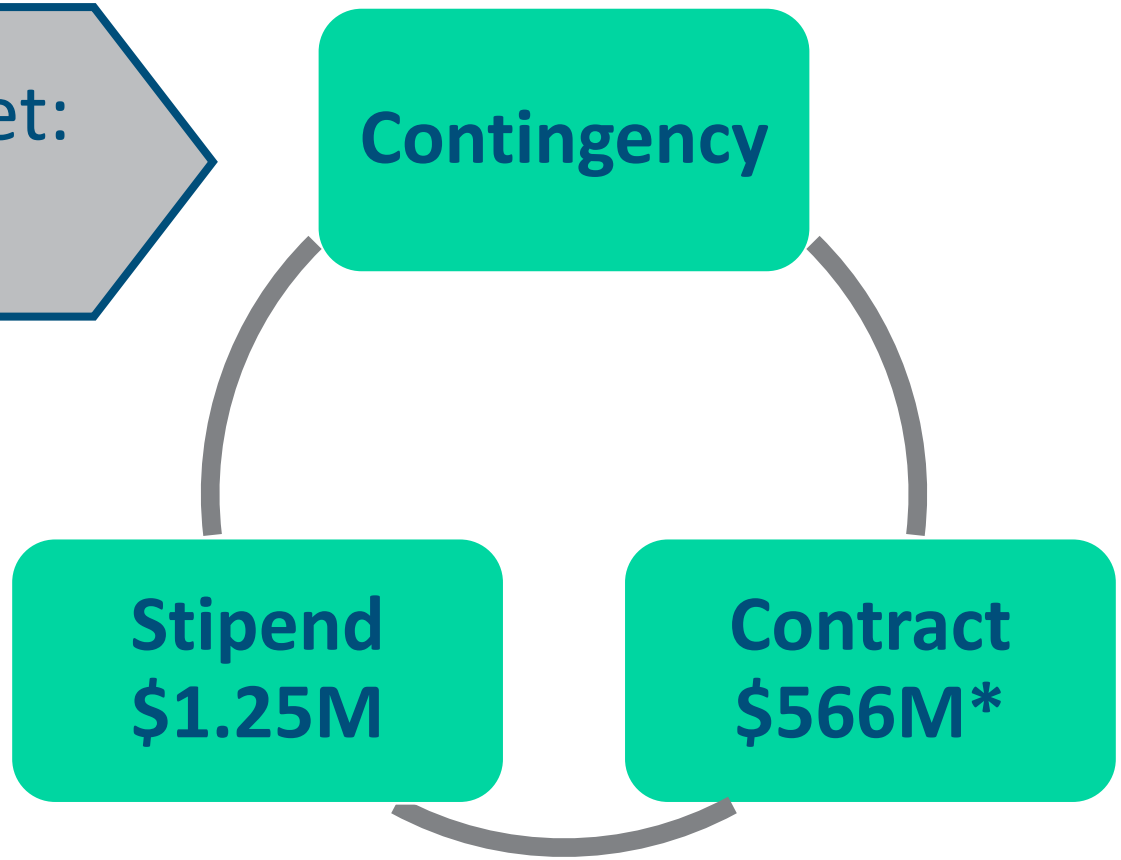


Project Goals

1. Deliver the project by December 31, 2030 within the program budget.
2. Provide a third lane of travel for eastbound and westbound I-70 from Kingdom City to Warrenton.
3. Modernize I-70 while improving pavement, bridges, and interchanges to enhance mobility and movement of freight.
4. Minimize construction impacts with a focus on work zone safety, communication, and construction staging while maintaining mobility.
5. Provide expanded employment opportunities while developing and using a diverse workforce.

Project Budget

Program Budget:
$583 Million



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

DBE & Workforce Goals

DBE GOALS

construction 0%

professional services 0%

WORKFORCE GOALS

11.4% minority per craft

6.9% female per craft

4 construction OJTs at 1000 hours each

Proposing Teams

Millstone Weber



Improve 70 East Alliance



Missouri Interstate Constructors



Evaluation Procedure

COMPLIANCE REVIEW

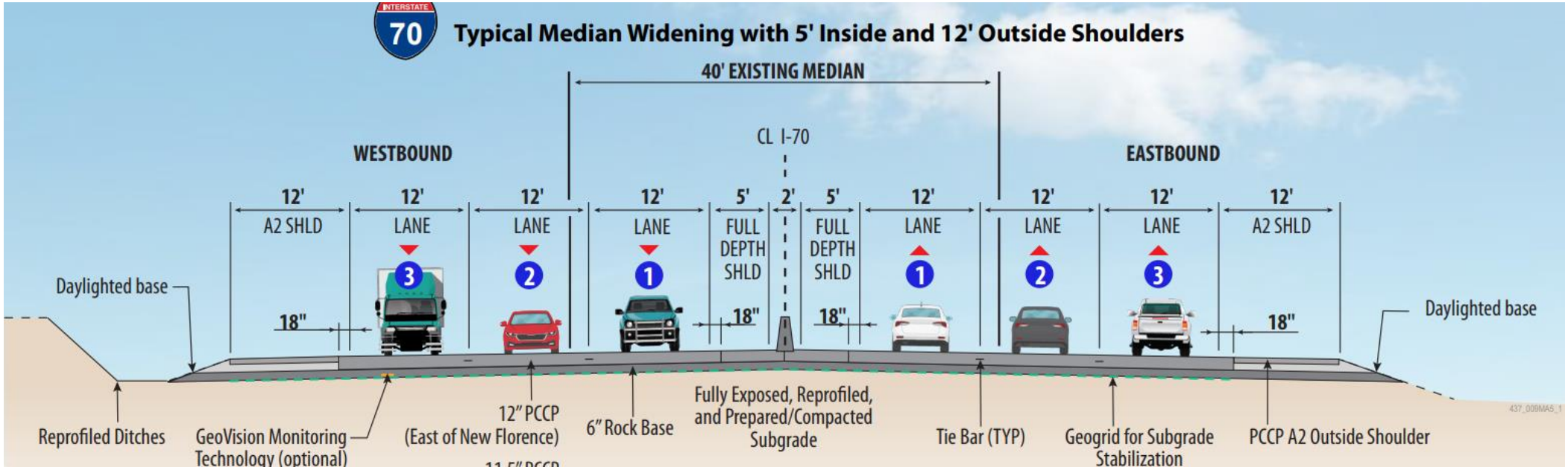
- Proposals reviewed for compliance with submittal requirements

TECHNICAL REVIEW

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

MW Team Highlights

- New 3rd lane on EB and WB I-70 for entire project
- All new I-70 concrete pavement
- New bridges over Auxvasse Creek and at Route F
- Improved railroad crossing at High Hill
- New four lane on EB I-70 climbing lane at Mineola










DO NOT HUMP

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



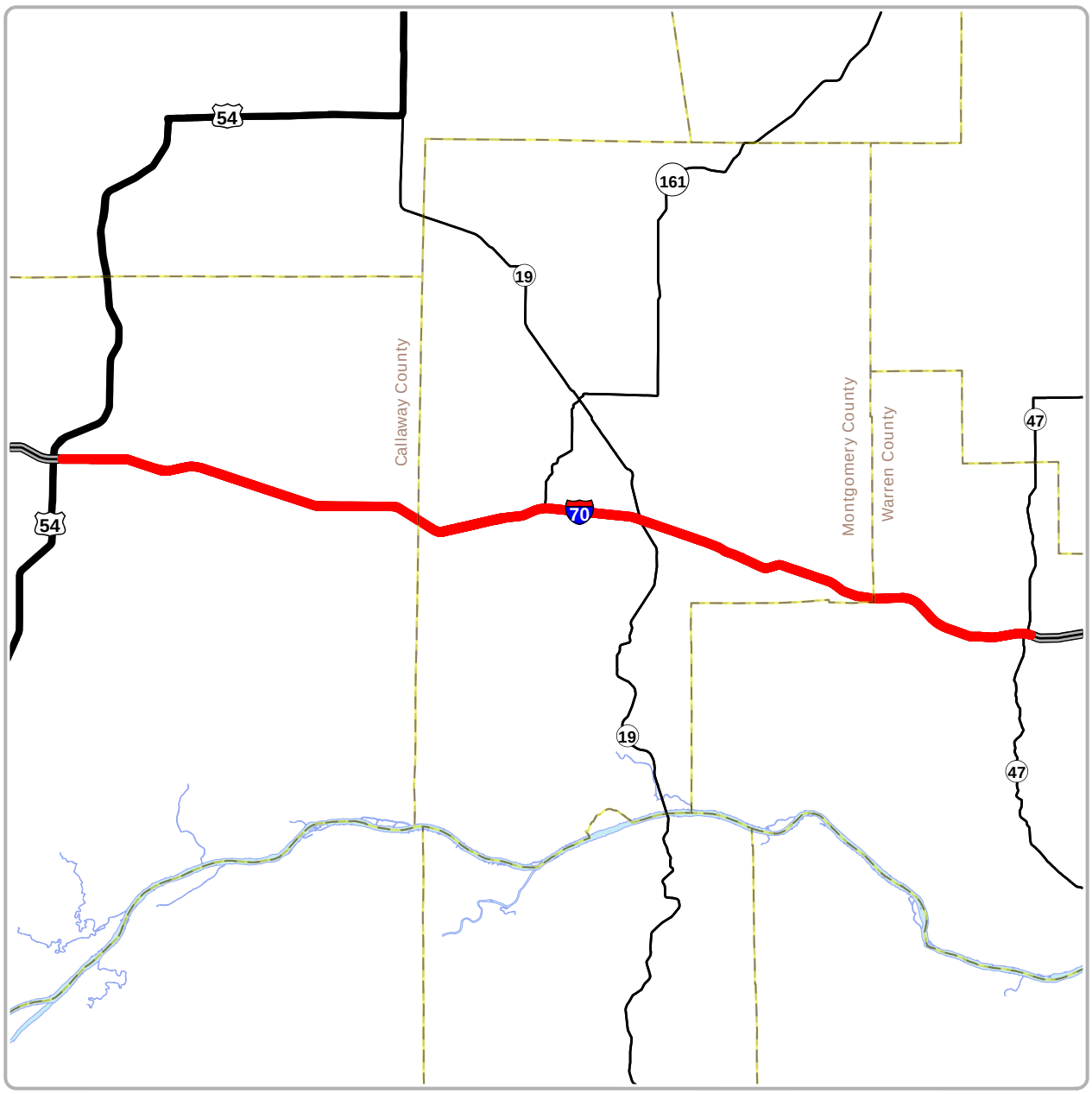
Recommendation of Best Value Proposer

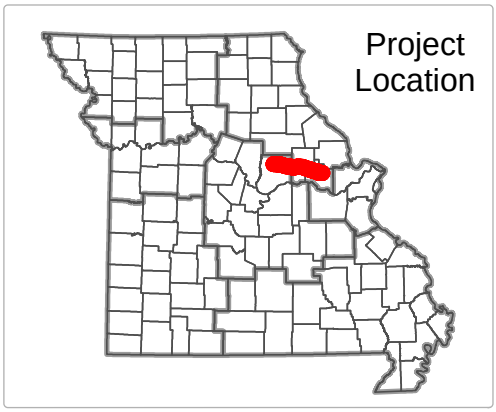
We request the Commission:

- Award the apparent best value proposal to:



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





Project Location

APPROVAL OF LOCATION AND DESIGN JST0018 I-70 CALLAWAY, MONTGOMERY, AND WARREN COUNTIES

0 10 Miles

N


MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
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IMPROVE I-70 PROJECT CONTRACT AUTHORIZATIONS
-- Presented by Brenda Morris, Chief Financial Officer, 573-522-5688.

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

Pursuant to the Consideration of Proposals JST0018, the Commission approved the contingent award of contract number 261105-D01 to The Millstone Weber Team based upon the transfer of funds from the OA I-70 Project Fund to the SRF I-70 Project Fund. This construction contract includes Job Number JST0018, Callaway I-70, which constructs safety and capacity improvements from Kingdom City to Warrenton. The total construction contract is funded with $297,080,000 from the SRF I-70 Project Fund, and the remainder is funded from the State Road Fund I-70 Project Bond Proceeds Fund and the State Road Fund.

RECOMMEND that the Commission:

- Authorize the Director and Chief Financial Officer to request the transfer of funds from the OA I-70 Project Fund to the SRF I-70 Project Fund in the amount of $294,928,044. This amount is the $297,080,000 needed for the project less $2,151,956 of unexpended SRF I-70 Project Fund funds previously transferred for consultant contracts.

DEPARTMENT VIEW:

- The General Assembly approved $2.8 billion during the 2023 Legislative Session to be used to widen I-70 to three lanes in each direction from Blue Springs to Wentzville. The General Assembly continued support for widening I-70 and reappropriated the unexpended portion of the $2.8 billion in the 2024 Legislative Session for fiscal year 2025, the 2025 Legislative Session for fiscal year 2026 and the 2026 Legislative Session for fiscal year 2027.
- An SRF I-70 Project Fund has been created to account for the use of the General Revenue funds previously transferred into the OA I-70 Project Fund and subsequently transferred into the SRF I-70 Project Fund to be used on projects that provide three lanes of traffic in each direction of I-70 from Blue Springs to Wentzville.
- Office of Administration requires the Commission to request the funds from the OA I-70 Project Fund as projects are awarded to design and construct the project in accordance with the MOU.

OTHER VIEWS:

- During the 2026 Missouri Legislative Session for fiscal year 2027, the Missouri General Assembly continued to address the top transportation needs in the state, widening I-70. Missouri's FY 2027 budget approved by the General Assembly and supported by Governor Kehoe provides General Revenue for the costs to plan, design, construct,

reconstruct, rehabilitate, and repair three lanes in each direction on approximately 200 miles of I-70, from Blue Springs to Wentzville.

MHTC POLICY:

- Financial-Budget-Operating Budget.
- Execution of Documents.

OTHER PERTINENT INFORMATION:

- I-70 remains a vital east-west corridor for the state and the nation's economies. Approximately 56,000 daily vehicles travel this route, with an average of 25 percent trucks with segments as high as 40 percent trucks.
- Office of Administration previously transferred $2,650,000 from the OA I-70 Project Fund to the SRF I-70 Project Fund for a consultant contract in accordance with the MOU. The final expenditure amount of the consultant contract of $498,044 is below the transferred amount, leaving $2,151,956 available for reallocation to contract number 261105-D01. Attachment 1 is the unexpended balance for the consultant contract.

SOURCE OF FUNDING: The SRF I-70 Project Fund contingent on transfer from the OA I-70 Project Fund out of the $1.4 billion approved by the General Assembly for fiscal year 2027.

OA I-70 Project Fund Transfers with Unexpended Balances Available for Reallocation

Transfer Month/Year	Agreement Number	Consultant/ Contractor	Project Number	SAMII Numbers	OA Transfer Amount	Total Expended	Unexpended Transfer	Reallocated To
July 2023	2022-05-70017	Jacobs Engineering Group, Inc.	JST0020	20910013 6005J018	2,650,000	498,044	2,151,956	261105-D01 JST0018


MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
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FISCAL YEAR 2026 ANNUAL COMPREHENSIVE FINANCIAL REPORT, INCLUDING INDEPENDENT AUDIT REPORT

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

ISSUE: The MoDOT Fiscal Year 2026 Annual Comprehensive Financial Report (**ACFR**), including the independent auditor's report, will be presented. Section 21.795.2(1), RSMo, requires an annual audit of MoDOT's financial statements to be performed by an independent certified public accountant. Audited financial statements are also required by the Commission's bond indentures.

Click here to view the entire FY2026 Annual Comprehensive Financial Report ebook.

RECOMMEND that the Commission:

- Accept the Fiscal Year 2026 ACFR as presented.

DEPARTMENT VIEW:

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

OTHER VIEWS:

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

MHTC POLICY:

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

OTHER PERTINENT INFORMATION:

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

SOURCE OF FUNDING: Fiscal years 2026 and 2027 budgets.


MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
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RESOLUTION AUTHORIZING THE OFFER FOR SALE OF STATE APPROPRIATIONS MEGA PROJECTS STATE ROAD BONDS, SERIES B 2026
-- Presented by Brenda Morris, Chief Financial Officer, 573-751-2803.

ISSUE: To adopt a resolution that authorizes the offer for sale of State Appropriations Mega Projects State Road Bonds, Series B 2026 in a competitive sale.

RECOMMEND that the Commission:

- Adopt a Resolution (Attachment 1) that, among its provisions, authorizes the preparation, review and distribution of the Preliminary Official Statement and Final Official Statement that states the Commission intends to: (1) issue State Appropriations Mega Projects State Road Bonds, Series B 2026 (hereinafter, **"Series B 2026 Bonds"**); (2) offer for sale the Series B 2026 Bonds; and (3) authorize and approve any other documents and actions in connection with the intent to issue and offer for sale of the Series B 2026 Bonds.
- Authorize the Secretary to the Commission to execute the Resolution confirming its adoption by the Commission, subject to approval as to form by the Chief Counsel's Office.
- Authorize the Secretary to the Commission to execute the Financing Agreement (Attachment 2) confirming its adoption by the Commission, which shall be incorporated into the Series B 2026 Bonds transaction to secure repayment of the Series B 2026 Bonds from General Revenue Fund appropriations deposited into the State Road Fund, subject to approval as to form by the Chief Counsel's Office.
- Authorize the Series B 2026 Bonds to be sold through a competitive sale.
- Authorize the Director or the Chief Financial Officer to execute the following documents for the Series B 2026 Bonds: (1) Financing Agreement; (2) Supplemental Bond Trust Indenture No. 3; (3) Tax Compliance Agreement; (4) Continuing Disclosure Agreement; and (5) any other documents, certificates, or instructions necessary to complete the bond issuance, subject to approval as to form by the Chief Counsel's Office.

DEPARTMENT VIEW:

- The department supports the Forward 44 Program (the **"Program"**) that was approved by the Governor and General Assembly during the 2024 legislative session which makes $577.7 million available in General Revenue Fund moneys ($213.7 million in cash and $363.8 million in bonding authority) to fund the costs to plan, design, construct, reconstruct, rehabilitate, and repair Interstate 44 from Missouri Route T to Missouri Route 68, from U.S. Route 160 to Missouri Route 125, and from I-49 to Missouri Route 249 and rebuild pavement and improve the I-44/Route 13 interchange and the I-44/I-49 interchange and other I-44 Tier 2 and Tier 3 projects listed on the unfunded needs list (the **"I-44 Projects"**).

OTHER VIEWS:

- The Governor and Missouri General Assembly recognized the critical need to improve Interstate 44 (**"I-44"**) by passing and signing the Senate Substitute for Senate Committee

Substitute for House Committee Substitute for House Bill No. 4 (**"House Bill 4"**) during the 2024 legislative session.

- MoDOT's financial advisor, PFM Financial Advisors LLC (PFM), believes investors are ready for new MHTC bonds. A sufficient demand for municipal bonds and the MHTC's conservative Debt Management Policy should result in the MHTC receiving a favorable True-Interest Cost (TIC) given the market conditions.
- Credit rating agencies view MHTC's Debt Management Policy, and its conservative approach to using debt, in a positive manner. The result is credit ratings assigned to the MHTC's outstanding bonds ranging from "AAA" to "AA+". Of the $1.803 billion of outstanding bonds, the MHTC has $1.048 billion in outstanding bonds which are rated by at least one of the credit rating agencies as "AAA" or "Aaa," which is the highest credit rating available.
- Missouri citizens and travelers across the state will benefit from the planning, design, construction, reconstruction, rehabilitation, and repair of I-44 included in the Program.
- Department stakeholders, highway contractors, and consulting engineers support the Commission issuing state road bonds for the Program.
- Business owners, their families, and employees across the state will benefit from the added economic activity provided by the Program.

MHTC POLICY:

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

OTHER PERTINENT INFORMATION:

- The General Assembly originally took action in the 2024 legislative session and reappropriated in subsequent years to support the Program by enacting:
    - $363,750,000 of General Revenue Funds in House Bill 4 originally to pay a portion of the costs associated with the I-44 Projects, which was subsequently reduced to $213,750,000 in the Truly Agreed to and Finally Passed House Bill 17 in fiscal year 2027;
    - $44.0 million in General Revenue funds to pay debt service annually including fiscal year 2027 for a portion of the $363,750,000 in Commission state road bonds that will be issued to fund the Program;
    - $363,750,000 of bonding proceeds available for the Program with the term of each bond issue not to exceed 10 years and total annual debt service not to exceed $44.0 million; and
    - Authorized the Office of Administration and the Commission to execute a financing agreement to secure state funds for the Program. The financing agreement requires the Office of Administration to annually seek General Assembly appropriations of General Revenue Fund revenues for deposit into the State Road Fund in amounts sufficient to pay the debt service, but not to exceed $44.0 million, on Commission state road bonds issued to fund the Program.
- The current MHTC Debt Management Policy was approved on October 12, 2023.
- The Series B 2026 Bonds will be under the State Appropriations Mega Projects debt structure of the Commission's State Appropriations Mega Projects State Road Bonds.

- With the assistance of MoDOT's financial advisor, PFM, an analysis has been completed that shows the issuance of the Series B 2026 Bonds complies with the Commission's October 12, 2023, Debt Management Policy by:
    - Having at least 2.0 times Debt Service Coverage from Mega Projects State Appropriations plus Excess Net Pledged State Revenue;
    - Provided that a new or additional funding source, state appropriations, has been designated for the exclusive purpose of covering debt service to advance construction projects; and
    - The estimated debt service will not disrupt system asset management and operating capacity.
- The Commission has three bond programs in place: Amendment 3 (Third Lien), Federal Reimbursement-Grant Anticipation Revenue Vehicle (GARVEE) Bonds, and State Appropriations Mega Projects Bonds.
- The Series B 2026 Bonds are not subject to optional redemption prior to maturity (i.e., the Bonds are noncallable). This means the Bonds cannot be paid off early.
- MoDOT staff presented information (Attachment 3) to three credit rating agencies: Standard & Poor's, Moody's, and Fitch regarding the Series B 2026 Bonds.
- MoDOT staff will give a Series B 2026 Bond sale summary at the December 2, 2026, MHTC meeting that will set out the final terms of the sale.
- MoDOT plans to award the competitive sale on November 17, 2026, with expected closing and delivery of funds on December 15, 2026.
- All estimates are subject to change, which could impact the expected debt service payment amounts. To the extent the debt service payment amounts no longer meet the conditions of the Commission's Debt Management Policy guidelines or the Financing Agreement, staff will modify, postpone, or cancel the transaction.

SOURCE OF FUNDING: All costs associated with the Series B 2026 Bond issue will be paid from Series B 2026 Bond proceeds. Principal and interest on the Series B 2026 bonds will be paid as provided in the Master Bond Indenture dated December 1, 2023, from the State Road Fund Revenues and State Road Bond Fund Revenues subordinate to the Series 2005 Master Indenture Bonds; however, the Financing Agreement will pledge appropriations of General Revenue Fund moneys in an amount sufficient to pay the debt service. Such appropriations of General Revenue Fund moneys shall be deposited into the State Road Fund.

Gilmore & Bell, P.C.
Draft: September 4, 2026

RESOLUTION

RESOLUTION AUTHORIZING THE ISSUANCE OF STATE APPROPRIATIONS MEGA PROJECTS STATE ROAD BONDS, SERIES B 2026, IN AN AGGREGATE PRINCIPAL AMOUNT NOT TO EXCEED $363,750,000, TO FINANCE THE COSTS OF PROJECTS FOR THE STATE HIGHWAY SYSTEM; AND AUTHORIZING AND APPROVING CERTAIN DOCUMENTS AND ACTIONS IN CONNECTION WITH THE ISSUANCE OF SAID SERIES B 2026 BONDS.

---

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

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

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

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

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

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

6. Pursuant to the State Highway Act, and House Bill No. 2004 (enacted by the 102nd General Assembly in 2024) the Commission proposes to issue its **State Appropriations Mega Projects State Road Bonds, Series B 2026** (the **"Series B 2026 Bonds"**), as Mega Projects Bonds under the 2023 Master Bond Indenture, as amended and supplemented by Supplemental Bond Trust Indenture No. 3 (the **"Supplemental Bond Indenture No. 3"**), for the purpose of providing funds to (i) finance a portion of the costs of planning, designing, constructing, reconstructing, rehabilitating and repairing of Interstate 44 on the State Highway System (**"I-44"**) from Missouri Route T to Missouri Route 68, from US Route 160 to Missouri Route 125, and from I-49 to Missouri Route 249, rebuilding pavement and improving the I-44/Route 13 interchange and the I-44/I-49 interchange, and other improvements to I-44 [Tier 2 and Tier 3 projects listed on the Unfunded Needs List] (collectively, the **"Forward 44 Program"**), and (ii) pay costs related to the issuance of the Series B 2026 Bonds.

7. The Commission finds and determines that it is necessary and desirable in connection with the issuance of the Series B 2026 Bonds that the Commission executes and delivers certain documents and that the Commission takes certain other actions as herein provided.

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

Section 1. Authorization of the Series B 2026 Bonds. The Commission is authorized to issue and sell the Series B 2026 Bonds in an aggregate principal amount not to exceed $363,750,000, for purposes aforesaid which shall be issued under and secured by and shall have the terms and provisions set forth in the 2023 Master Bond Indenture, as supplemented and amended as of the date hereof and as further supplemented and amended by the Supplemental Bond Indenture No. 3 referred to herein and thereafter in accordance with its terms (collectively, the **"Mega Projects Master Bond Indenture"**); provided that (1) the principal amount of the Series B 2026 Bonds shall not exceed $363,750,000, (2) the Series B 2026 Bonds shall have a final maturity not later than December 15, 2036, and (3) the Series B 2026 Bonds shall bear interest at various interest rates not to exceed a true interest cost of [6.00]%. The Series B 2026 Bonds shall have such other terms to be determined by the authorized officers of the Commission and MoDOT in the manner described herein.

The Commission hereby authorizes the preparation of a Preliminary Official Statement and a Notice of Sale to provide for the competitive public sale of the Series B 2026 Bonds. Notice of said bond sale is hereby authorized and directed to be given by mailing copies, or by providing electronic notice through *PARITY* electronic bid submission system (**"*PARITY*"**), of the Notice of Sale and Preliminary Official Statement to investment banking firms and banks and other financial institutions located throughout the United States. Bids for the Series B 2026 Bonds may be received by a representative of the Commission, or by electronic bids through *PARITY*, upon the terms and conditions set forth in the Notice of Sale. The Commission hereby consents to the use and public distribution of the Preliminary Official Statement and the Notice of Sale related to the offering for sale of the Series B 2026 Bonds. The Commission further authorizes the filing of an application to Moody's Investors Service, Inc., S&P Global Ratings, a division of S&P Global Inc., and Fitch Ratings, Inc., for a rating of the Series B 2026 Bonds, and to take other actions necessary to carry out the competitive public sale of the Series B 2026 Bonds. The Series B 2026 Bonds shall be sold by the Commission to the underwriters (the **"Underwriters"**) providing the best bid in response to the Notice of Sale distributed by the Commission. The final terms of the Series B 2026 Bonds shall be specified in Supplemental Bond Indenture No. 3 upon the execution thereof, and the signatures of the officers of the Commission or MoDOT executing such Supplemental Bond Indenture No. 3 shall, subject to approval as to form by the Chief Counsel's Office, constitute conclusive evidence of their approval and the Commission's approval thereof.

Section 2. Limited Obligations. The Series B 2026 Bonds shall be limited obligations of the Commission payable solely from the sources and in the manner as provided in the Mega Projects Master Bond Indenture and shall be secured by a pledge and assignment of and a grant of a security interest in the Trust Estate (as defined in the Mega Projects Master Bond Indenture) to the Bond Trustee (herein defined) and in favor of the holders of the Series B 2026 Bonds, as provided in the Mega Projects Master Bond Indenture. The Series B 2026 Bonds shall not be deemed to constitute a debt or liability of the State of Missouri or a pledge of the full faith and credit of the State of Missouri. Nothing in the Series B 2026 Bonds shall be construed as obligating the State of Missouri to pay or redeem any of the Series B 2026 Bonds from, and the owners thereof may not look to, any general or other fund of the State of Missouri or of MoDOT, except as specifically provided in the Mega Projects Master Bond Indenture.

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

(a) Supplemental Bond Indenture No. 3 between the Commission and BOKF, N.A. (the **"Bond Trustee"**), providing for the issuance of the Series B 2026 Bonds pursuant to the 2023 Master Bond Indenture, and setting forth additional terms and provisions applicable to the Series B 2026 Bonds.

(b) Tax Compliance Agreement for the Series B 2026 Bonds between the Commission and the Bond Trustee, which sets forth certain representations, facts, expectations, terms and conditions relating to the use and investment of the proceeds of the Series B 2026 Bonds, to establish and maintain the exclusion of interest on the Series B 2026 Bonds from gross income for federal income tax purposes, and to provide guidance for complying with the arbitrage rebate provisions of §148(f) of the Internal Revenue Code.

(c) Continuing Disclosure Agreement between the Commission and BOKF, N.A., as Dissemination Agent, under which the Commission agrees to provide continuing disclosure of certain financial information, operating data and material events, for the benefit of the owners of the Series B 2026 Bonds and to assist the Underwriters of the Series B 2026 Bonds in complying with Rule 15c2-12 of the Securities and Exchange Commission.

(d) Financing Agreement between the Commission and the Office of Administration related to the appropriation of funds by the State of Missouri to provide funds for payment of the debt service related to the Series B 2026 Bonds.

Section 4. Approval of Notice of Sale, the Preliminary Official Statement and the Final Official Statement. The form and substance of the Preliminary Official Statement and the Notice of Sale relating to the Series B 2026 Bonds submitted to the Commission are hereby in all respects ratified, confirmed and approved, and the officers of the Commission and MoDOT are hereby authorized, empowered and directed to execute the Notice of Sale, the Preliminary Official Statement and the final Official Statement in the name and on behalf of the Commission. The Commission approves the use and distribution of the Notice of Sale, the Preliminary Official Statement and the final Official Statement in connection with the offering and sale of the Series B 2026 Bonds. The Notice of Sale, the Preliminary Official Statement and the final Official Statement shall be in substantially the same form as the draft Notice of Sale and the Preliminary Official Statement now on file in the records of the Secretary to the Commission and hereby approved, with such changes therein as shall be approved by the officer of the Commission or MoDOT executing the same, and such execution shall constitute conclusive evidence of such officer's approval and the Commission's approval of any departures therein from the form of the Notice of Sale and the Preliminary Official Statement now on file in the records of the Secretary to the Commission. For the purpose of enabling the Underwriters to comply with the requirements of Rule 15c2-12(b)(1) of the Securities and Exchange Commission, the Commission hereby deems the information contained in the Preliminary Official Statement to be "final" as of its date, except for the omission of such information as is permitted by Rule 15c2-12(b)(1), and the appropriate officers of the Commission and MoDOT are hereby authorized, if requested, to provide the Underwriters a letter or certification to such effect and to take such other actions or execute such other documents as such officers in their reasonable judgment deem necessary to enable the Underwriters to comply with the requirements of such Rule.

Section 5. Execution of Series B 2026 Bonds and Financing Documents. The Chairman or the Vice Chairman of the Commission, or the Director, the Deputy Director/Chief Engineer or the Chief Financial Officer of MoDOT, are each hereby authorized and directed to execute the Series B 2026 Bonds by manual or facsimile signature and to deliver the Series B 2026 Bonds to the Bond Trustee for authentication for and on behalf of and as the act and deed of the Commission in the manner provided in the Mega Projects Master Bond Indenture. The Chairman or Vice Chairman of the Commission, or the Director, the Deputy Director/Chief Engineer or the Chief Financial Officer of MoDOT, are each hereby authorized and directed to execute and deliver the Financing Documents for and on behalf of and as the act and deed of the Commission subject to approval as to form by the Chief Counsel's Office. The Secretary to the Commission is hereby authorized and directed to attest to the Series B 2026 Bonds by manual or facsimile signature, to the Financing Documents and to such other documents, certificates and instruments as may be necessary or desirable to carry out and comply with the intent of this Resolution.

Section 6. Reimbursement. The Commission has previously made and expects to make capital expenditures in connection with the Forward 44 Program after the date of this Resolution and the Commission intends to reimburse itself for such expenditures with proceeds of the Series B 2026 Bonds.

Section 7. Further Authority. The Commission shall, and the officers, agents and employees of the Commission and MoDOT are hereby authorized and directed to, take such further action, and execute such other documents, certificates and instruments, including, without limitation, any arbitrage certificate, closing certificates, and tax forms, as may be necessary or desirable to carry out and comply with the intent of this Resolution, and to carry out, comply with and perform the duties of the Commission with respect to the Series B 2026 Bonds and the Financing Documents subject to approval as to form by the Chief Counsel's Office.

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

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ADOPTED by the Missouri Highways and Transportation Commission this 5th day of November 2026.

_____
Secretary of the Missouri Highways and Transportation Commission

Approved as to form:

_____
Chief Counsel's Office

Gilmore & Bell, P.C.
Draft: September 4, 2026

FINANCING AGREEMENT

Dated as of December 1, 2026

Between

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

And

OFFICE OF ADMINISTRATION OF THE STATE OF MISSOURI

$[Principal Amount]
Missouri Highways and Transportation Commission
State Appropriations Mega Projects State Road Bonds
Series B 2026

FINANCING AGREEMENT

THIS FINANCING AGREEMENT (the **"Financing Agreement"**), is made and entered into as of December 1, 2026, by and between the **MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION** (the **"Commission"**), duly organized and existing under the laws of the State of Missouri, and the **OFFICE OF ADMINISTRATION OF THE STATE OF MISSOURI** (the **"Office of Administration"**).

RECITALS

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

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

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

4. The 102nd General Assembly of the State of Missouri (the **"102nd General Assembly"**), Second Regular Session, included as part of its budget bills appropriations totaling $577,500,000 to fund the costs of planning, designing, constructing, reconstructing, rehabilitating, and repairing on Interstate 44 on the State Highway System from Missouri Route T to Missouri Route 68, from US Route 160 to Missouri Route 125, and from I-49 to Missouri Route 249 and rebuild pavement and improve the I-44/Route 13 interchange and the I-44/I-49 interchange, and other improvements to I-44 [Tier 2 and Tier 3 projects listed on the Unfunded Needs List] (the **"Forward 44 Program"**) through Sections 4.431, 4.432, 4.433, and 4.434 in House Bill 2004 of the 102nd General Assembly (**"House Bill 2004"**) and Sections 5.240 and 5.242 in House Bill 2005 of the 102nd General Assembly (**"House Bill 2005"**). The appropriations include $363,750,000 in authority to spend from bond proceeds with the intent the Commission issue State Road Bonds in one or more series with the debt service to be paid from funds provided through the annual appropriation process for credit to the State Road Fund (Sections 4.431, 4.432, 4.433, and 4.434 in House Bill 2004) and up to $213,750,000 in appropriations into the **"OA I-44 Improvement Fund"** to be distributed by the Office of Administration to the Commission for deposit into the State Road Fund pursuant to a financing agreement between the parties (Sections 5.240 and 5.242 in House Bill 2005). House Bill 2004 appropriated funds into the State Road Fund to provide funds in an amount as may be necessary to pay the debt service for State Road Bonds issued to finance the Forward 44 Program with a term not to exceed ten years and annual debt service for all State Road Bonds issued for the Forward 44 Program in any fiscal year not to exceed $44,000,000 to fund not to exceed $363,750,000 of the Forward 44 Program. Since the passage of House Bill 2004 and House Bill 2005 by the 102nd General Assembly, the above-described

appropriations have been included in various funding bills passed in subsequent sessions of the Missouri General Assembly.

5. The Commission and the Office of Administration previously entered into a Memorandum of Understanding (the **"MOU"**) relating to the payment of appropriations from the OA I-44 Improvement Fund into the State Road Fund as contemplated by the provisions in House Bill 2005. This Financing Agreement sets forth the parties' duties, responsibilities, and understanding associated with the Series B 2026 Bonds authorized in House Bill 2004. This Financing Agreement does not modify, amend, or alter the MOU and each agreement is wholly independent of each other.

6. The Commission desires to issue its **State Appropriations Mega Projects State Road Bonds, Series B 2026** (the **"Series B 2026 Bonds"**) for the purpose of paying a portion of the costs of the Forward 44 Program, with debt service of the Series B 2026 Bonds to be paid from funds provided through the annual appropriation process by the State of Missouri to the State Road Fund.

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

(a) the application of the proceeds of the Series B 2026 Bonds to pay a portion of the Forward 44 Program;

(b) the application of funds by the Office of Administration as and if appropriated by the General Assembly each year for deposit to the State Road Fund, to be used for the payment of principal of and interest on the Series B 2026 Bonds issued by the Commission for the Forward 44 Program in an amount not to exceed $44,000,000 each year; and

(c) the agreement of the Office of Administration in each fiscal year to annually request inclusion in the Governor's budget submitted to the General Assembly the necessary appropriation requests from legally available funds for each fiscal year to the State Road Fund in amounts sufficient to make the annual payments of the principal of and the interest on the Series B 2026 Bonds related to the Forward 44 Program.

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

ARTICLE I

DEFINITIONS; RULES OF CONSTRUCTION

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

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

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

"Bonds" means the Series B 2026 Bonds, and any other bonds issued pursuant to the Master Bond Indenture.

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

"State's Continuing Disclosure Agreement" means the Continuing Disclosure Agreement relating to the Series B 2026 Bonds, executed and delivered by the Commission and BOKF, N.A., as from time to time amended in accordance with the provisions thereof.

"Costs of Issuance Fund" means the fund of the Commission by that name referred to in **Section 404** of Supplemental Bond Indenture No. 3.

"Financing Agreement" means this Financing Agreement dated as of December 1, 2026, between the Commission and the Office of Administration related to the appropriation of funds by the State of Missouri to the State Road Fund to provide funds for payment of debt service related to the Series B 2026 Bonds.

"Financing Documents" means the Master Bond Indenture, Supplemental Bond Indenture No. 3, this Financing Agreement, the State's Continuing Disclosure Agreement, the State's Continuing Disclosure Undertaking and the Tax Compliance Agreement, as from time to time amended and supplemented pursuant to the terms thereof.

"Fiscal Year" means each July 1 to June 30.

"Forward 44 Program" means planning, designing, constructing, reconstructing, rehabilitating and repairing of Interstate 44 on the State Highway System (**"I-44"**) from Missouri Route T to Missouri Route 68, from US Route 160 to Missouri Route 125, and from I-49 to Missouri Route 249, rebuilding pavement and improving the I-44/Route 13 interchange and the I-44/I-49 interchange, and other improvements to I-44.

"House Bill 2004" means the 102nd General Assembly, Second Regular Session, Truly Agreed and Finally Passed Senate Substitute for Senate Committee Substitute for House Committee Substitute for House Bill No. 2004.

"House Bill 2005" means the 102nd General Assembly, [Second] Regular Session, Truly Agreed and Finally Passed Senate Substitute for Senate Committee Substitute for House Committee Substitute for House Bill No. 2005.

"Investment Earnings" means all investment earnings derived from the initial deposit of the sale proceeds of the Series B 2026 Bonds.

"Master Bond Indenture" means the Master Bond Indenture dated as of December 1, 2023, between the Commission and the Bond Trustee, as from time to time amended and supplemented by Supplemental Bond Indentures in accordance with the provisions of the Master Bond Indenture, including the Supplemental Bond Indenture No. 3.

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

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

"Pledged Revenues" means the State Road Fund Revenues, the State Road Bond Fund Revenues, State Appropriations Revenues and the Additional Transportation Revenues pledged pursuant to the Master Bond Indenture as security for the payments of the Series B 2026 Bonds, all as more fully specified in the Master Bond Indenture.

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

"Series B 2026 Bonds" means the series of Missouri Highways and Transportation Commission State Appropriations Mega Projects State Road Bonds, Series B 2026, aggregating the principal amount of $[Principal Amount], issued, authenticated and delivered under and pursuant to the Master Bond Indenture and Supplemental Bond Indenture No. 3.

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

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

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

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

"State Road Bond Fund Revenues" means:

(a) the proceeds of the state sales tax on all motor vehicles, trailers, motorcycles, mopeds and motortricycles which are deposited in the state treasury and credited to the State Road Bond Fund pursuant to Section 30(b) of Article IV of the Missouri Constitution, as amended, which are appropriated to the payment of State Road Bonds, and

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

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

"State Road Fund I-44 Improvement Bond Proceeds Fund" means the fund of the Commission by that name referred to in **Section 401** of the Supplemental Bond Indenture No. 3.

"State Road Fund Revenues" means:

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

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

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

"State's Continuing Disclosure Undertaking" means the Continuing Disclosure Undertaking relating to the Series B 2026 Bonds, executed and delivered by the Office of Administration, as from time to time amended in accordance with the provisions thereof.

"Supplemental Bond Indenture No. 3" means Supplemental Bond Trust Indenture No. 3, which supplements and amends the Master Bond Indenture, entered into by the Commission and the Bond Trustee pursuant to **Article VIII** of the Master Bond Indenture.

"Tax Compliance Agreement" means the Tax Compliance Agreement for the Series B 2026 Bonds, between the Commission and the Bond Trustee, as from time to time amended in accordance with the provisions thereof.

"Unspent Proceeds" means any sale proceeds of the Series B 2026 Bonds remaining after completion of the Forward 44 Program and/or paying costs of issuing the Series B 2026 Bonds.

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

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

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

(c) All references in this instrument to designated "Articles," "Sections" and other subdivisions are to the designated Articles, Sections and other subdivisions of this instrument as originally executed.

(d) The words "herein," "hereof" and "hereunder" and other words of similar import refer to this Financing Agreement as a whole and not to any particular Article, Section or other subdivision.

(e) The Article and Section headings herein are for convenience only and shall not affect the construction hereof.

ARTICLE II

REPRESENTATIONS

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

(a) *Organization and Authority.* The Commission (1) is duly organized and existing under the laws of the State of Missouri, (2) has lawful power and authority to issue the Series B 2026 Bonds for the purposes set forth in the Financing Documents, to enter into, execute and deliver the Financing Documents and to perform its obligations thereunder and hereunder, and (3) by all necessary corporate action has been duly authorized to execute and deliver the Financing Documents and any other financing documents required to be executed and delivered by it in connection with the issuance of the Series B 2026 Bonds, acting by and through its duly authorized officers.

(b) *No Defaults or Violations of Law.* The execution and delivery by the Commission of the Financing Documents and any other financing documents to which the Commission is a party will not result in a breach of any of the terms of, or constitute a default under, any indenture, mortgage, deed of trust, lease or other agreement or instrument to which the Commission is a party or by which it or any of its property is bound or its bylaws or any of the constitutional or statutory rules or regulations applicable to the Commission or its property.

(c) *Absence of Litigation.* No litigation or proceedings are pending or, to the knowledge of the Commission, threatened against the Commission at law or in equity before any court, tribunal, governmental authority or arbitration board seeking to restrain, enjoin or in any way limit the approval or issuance and delivery of the Series B 2026 Bonds, the Financing Documents or any other financing documents to which the Commission is a party, or which challenges the existence or powers of the Commission to enter into and carry out the

transactions contemplated by the Financing Documents or any other financing documents to which it is a party, or wherein an unfavorable determination could materially and adversely affect the validity or enforceability of the Series B 2026 Bonds, the Financing Documents or any other financing document to which the Commission is a party or its ability to perform its obligations thereunder.

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

(a) *Organization and Authority.* The Office of Administration (1) is a department of the executive branch of the State of Missouri duly organized and validly existing under the laws of the State of Missouri, (2) has lawful power and authority to enter into, execute and deliver this Financing Agreement, the State's Continuing Disclosure Undertaking and any other financing documents required to be executed and delivered by it in connection with the issuance of the Series B 2026 Bonds, and to perform its obligations hereunder and thereunder, and (3) by all necessary corporate action has been duly authorized to execute and deliver this Financing Agreement and the State's Continuing Disclosure Undertaking, acting by and through its Commissioner of Administration.

(b) *No Defaults or Violations of Law.* The execution and delivery by the Office of Administration of this Financing Agreement, the State's Continuing Disclosure Undertaking and any other financing documents required to be executed and delivered by it in connection with the issuance of the Series B 2026 Bonds, will not conflict with or result in a breach of any of the terms of, or constitute a default under, any indenture, mortgage, deed of trust, lease or other agreement or instrument to which the Office of Administration is a party or by which it or any of its property is bound or any of the rules or regulations of any court or other governmental body applicable to the Office of Administration or its property.

(c) *Absence of Litigation.* No litigation or proceedings are pending or, to the knowledge of the Office of Administration, threatened against the Office of Administration or the State of Missouri at law or in equity before any court, tribunal, governmental authority or arbitration board seeking to restrain, enjoin or in any way limit the approval or issuance and delivery of the Series B 2026 Bonds, this Financing Agreement, the State's Continuing Disclosure Undertaking, and any other financing documents required to be executed and delivered by it in connection with the issuance of the Series B 2026 Bonds, or which challenges the existence or powers of the Office of Administration to enter into and carry out the transactions contemplated by this Financing Agreement, the State's Continuing Disclosure Undertaking, or any other financing documents required to be executed and delivered by it in connection with the issuance of the Series B 2026 Bonds, or wherein an unfavorable determination could materially and adversely affect the validity or enforceability of the Series B 2026 Bonds, this Financing Agreement, the State's Continuing Disclosure Undertaking or any other financing documents required to be executed and delivered by it in connection with the issuance of the Series B 2026 Bonds.

Section 2.3. Survival of Representations. All representations of the Commission and the Office of Administration contained in this Financing Agreement or in any certificate or other instrument delivered by the Commission and the Office of Administration pursuant to this Financing Agreement, the Financing Documents, or in connection with the transactions contemplated thereby, shall survive the execution and delivery thereof and the issuance, sale and delivery of the Series B 2026 Bonds, as representations of facts existing as of the date of execution and delivery of the instruments containing such representations.

ARTICLE III

AGREEMENT TO ISSUE SERIES B 2026 BONDS; USE OF PROCEEDS

Section 3.1. Commission's Agreement to Issue Series B 2026 Bonds. The Commission hereby agrees to issue the Series B 2026 Bonds in the principal amount of $[Principal Amount] as provided in the Master Bond Indenture, and particularly Supplemental Bond Indenture No. 3.

Section 3.2. Use of Proceeds of the Series B 2026 Bonds.

(a) *Sale Proceeds.*

(1) *Project Costs.* Proceeds of the sale of the Series B 2026 Bonds in the amount of $[_____] shall be deposited into the State Treasury for deposit and credit to the State Road Fund I-44 Improvement Bond Proceeds Fund in the State Road Fund to be held as part of the Trust Estate created pursuant to the Master Bond Indenture and shall be administered and expended for the payment of and applied as provided in the Master Bond Indenture and in this Financing Agreement to finance a portion of the costs of the Forward 44 Program.

(2) *Costs of Issuance.* All remaining proceeds of the sale of the Series B 2026 Bonds shall be deposited into the Costs of Issuance Fund held by the Bond Trustee, and used to pay costs of issuing the Series B 2026 Bonds, as provided in the Master Bond Indenture and Supplemental Bond Indenture No. 3.

(b) *Investment Earnings; Unspent Proceeds.* All Investment Earnings and any Unspent Proceeds shall be credited to the State Road Fund, as required by the Master Bond Indenture. Such Investment Earnings shall be applied in the following order of priority:

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

(2) *Second,* to the payment of any arbitrage rebate liability related to the Series B 2026 Bonds; then

(3) *Third,* to the payment of any fees of the Bond Trustee related to the Series B 2026 Bonds; and

(4) *Finally*, to payment of debt service on the Series B 2026 Bonds on the next succeeding payment date.

ARTICLE IV

REVENUE TRANSFERS; BOND PAYMENTS

Section 4.1. Term of Agreement. This Financing Agreement shall be effective concurrently with the initial delivery of the Series B 2026 Bonds and shall continue in force and effect until (a) the principal of and interest on the Series B 2026 Bonds have been fully paid (or provisions for their payment have been made in accordance with the Master Bond Indenture) and (b) all sums to which the Commission is entitled from the Office of Administration under **Section 4.3** hereof have been paid.

Section 4.2. Bond Payments. The Commission shall duly and punctually pay or cause to be paid, but solely from the Pledged Revenues and other sources specified in the Master Bond Indenture, the principal of, redemption premium, if any, and interest on the Series B 2026 Bonds in accordance with the terms of the Series B 2026 Bonds, the Master Bond Indenture and the Supplemental Bond Indenture No. 3 on parity with all other Bonds issued under the Master Bond Indenture, on the dates and otherwise as set out in the Master Bond Indenture. The payments required to be made by this Section with respect to the Series B 2026 Bonds are shown on **Exhibit A** and referred to herein as **"Bond Payments"**.

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

(a) to request that it be included in the Governor's budget submitted to the General Assembly for each Fiscal Year a request or requests for an appropriation to the State Road Fund in an amount equal to the debt service payments payable during the next succeeding Fiscal Year pursuant to **Section 4.2** hereof, as set forth on **Exhibit A** attached hereto, but in no event in excess of $44,000,000, and

(b) to take such further action (or cause the same to be taken) as may be necessary or desirable, and within the authority of the Office of Administration, to assure the availability of moneys appropriated to pay such moneys directly to the State Road Fund in each Fiscal Year in an amount equal to the debt service payments payable during the next succeeding Fiscal Year pursuant to **Section 4.2** hereof as set forth on **Exhibit A** attached hereto, *less* any Investment Earnings and Unspent Proceeds credited in the prior Fiscal Year to the State Road Fund to pay principal of and interest on the Series B 2026 Bonds pursuant to **Section 3.2(b)** hereof (the **"Revenue Transfer"**).

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

To provide for the transfers required to be made pursuant to this Section, the Office of Administration hereby agrees that, pursuant to and upon appropriation made by the General Assembly and approved by the Governor for the Forward 44 Program, the Office of Administration will submit a warrant to the State Treasurer to pay over such funds to the State Road Fund. If appropriated, the transfers shall be paid to the State Road Fund on or before the dates set forth on **Exhibit A** attached hereto. As and when such funds are deposited into the State Road Fund, such funds shall constitute State Road Fund Revenues.

Section 4.4. Limited Obligations. The obligations of the Office of Administration with respect to the transfers under this Financing Agreement are subject to annual appropriations by the General Assembly of the State of Missouri as provided in **Section 4.3** hereof. The obligations of the Office of Administration with respect to the transfers and the Series B 2026 Bonds shall not constitute a debt or liability of the State of Missouri or of any agency or political subdivision of the State of Missouri within the meaning of any State of Missouri constitutional or statutory debt limitation and shall not, directly, indirectly or contingently,

obligate the General Assembly, the Office of Administration, or the State of Missouri to levy any form of taxation therefor or to make any payments beyond those which are specifically set forth in this Financing Agreement. Notwithstanding the foregoing, this limitation shall not be interpreted to in any way limit the covenants and agreements of the Commission and Office of Administration under the Master Bond Indenture with respect to the Trust Estate, or the collection and application of any Pledged Revenues as set forth in the Master Bond Indenture.

ARTICLE V

COVENANTS OF THE COMMISSION

Section 5.1. The Forward 44 Program. The Commission agrees to diligently pursue the Forward 44 Program until completion using proceeds of the Series B 2026 Bonds, other Bonds, and other legally available funds for the costs of the Forward 44 Program.

Section 5.2. Maintenance of Tax Exemption. The Commission covenants and agrees that, it will comply with all the terms and covenants of the Tax Compliance Agreement, and it will, to the extent reasonably practical, take whatever action is necessary to comply with the requirements of the Internal Revenue Code to maintain the tax-exempt status of the interest on the Series B 2026 Bonds.

Section 5.3. Maintenance of Records and Inspection of Books. The Commission covenants and agrees that, so long as any of the Series B 2026 Bonds remain outstanding, the Commission will keep proper books of record and account in which full, true and complete entries will be made of all transactions relating to the acquisition and construction of the Forward 44 Program. The Commission covenants and agrees that all books and documents in its possession relating to the Series B 2026 Bonds, the Forward 44 Program and the transactions relating thereto shall at all reasonable times on reasonable notice be open to inspection by the Office of Administration.

ARTICLE VI

EVENTS OF DEFAULT; REMEDIES

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

(a) failure of the Office of Administration to request that an appropriation to the State Road Fund in an amount equal to the Commission's Series B 2026 Bond debt service payments that are payable during the next succeeding Fiscal Year pursuant to **Section 4.2** hereof, be included in the Governor's budget submitted to the General Assembly in any Fiscal Year in which any portion of the Series B 2026 Bonds remain outstanding;

(b) failure of the Office of Administration to make any transfer provided herein, to the extent of annual appropriations by the General Assembly of the State of Missouri as provided in **Section 4.3** hereof, when the same shall become due and payable; or

(c) failure of the Commission or the Office of Administration to observe or perform any of the other covenants, conditions or provisions hereof or to make any other payment required to be made hereunder and to remedy such default within **60** days after written notice thereof from the Commission or the Office of Administration, provided that if such default is correctable but is such that it cannot be corrected within such period, it shall not constitute an Event of Default if corrective action is instituted by the Commission or the Office of Administration within such period and diligently pursued until the default is corrected.

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

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

ARTICLE VII

MISCELLANEOUS PROVISIONS

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

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

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

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

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

Section 7.5. Immunity of Officers, Employees and Members of the Commission, the Office of Administration and MoDOT. No recourse shall be had for the payment of the principal of or interest on any of the Series B 2026 Bonds or for any claim based thereon or upon any representation, obligation, covenant or agreement in this Financing Agreement contained against any past, present or future officer, member, employee, commissioner, director or agent of the Commission, MoDOT or the Office of Administration, as such, either directly or through the Commission, MoDOT or the Office of Administration, under any rule of law or equity, statute or constitution or by the enforcement of any assessment or penalty or otherwise, and all such liability of any such officers, members, employees,

commissioners, directors or agents as such is hereby expressly waived and released as a condition of and consideration for the execution of this Financing Agreement and the issuance of the Series B 2026 Bonds.

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

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

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

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

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

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

ATTEST:

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

APPROVED AS TO FORM:

_____
Chief Counsel's Office

OFFICE OF ADMINISTRATION OF THE STATE OF MISSOURI

By:_____
Name: Kurt Schaefer
Title: Commissioner of Administration

EXHIBIT A
TO FINANCING AGREEMENT

Bond Payments

Payment Date	Principal	Interest	Total Bond Payment
May 1, 2027	$[_____]	$[_____]	$[_____]
November 1, 2027	[_____]	[_____]	[_____]
May 1, 2028	[_____]	[_____]	[_____]
November 1, 2028	[_____]	[_____]	[_____]
May 1, 2029	[_____]	[_____]	[_____]
November 1, 2029	[_____]	[_____]	[_____]
May 1, 2030	[_____]	[_____]	[_____]
November 1, 2030	[_____]	[_____]	[_____]
May 1, 2031	[_____]	[_____]	[_____]
November 1, 2031	[_____]	[_____]	[_____]
May 1, 2032	[_____]	[_____]	[_____]
November 1, 2032	[_____]	[_____]	[_____]
May 1, 2033	[_____]	[_____]	[_____]
November 1, 2033	[_____]	[_____]	[_____]
May 1, 2034	[_____]	[_____]	[_____]
November 1, 2034	[_____]	[_____]	[_____]
May 1, 2035	[_____]	[_____]	[_____]
November 1, 2035			
May 1, 2036			
TOTAL	$[Principal Amount]	$[_____]	$[_____]

Schedule of Projected Revenue Transfers for Series B 2026 Bonds

Fiscal Year Ending June 30	Revenue Transfer Payment Dates	Total FY Revenue Transfer Payments[(1)]	Total Appropriation Requests
2027	5/1/2027	$[_____]	$[_____]
2028	11/1/2027	[_____]	[_____]
2028	5/1/2028	[_____]	[_____]
2029	11/1/2028	[_____]	[_____]
2029	5/1/2029	[_____]	[_____]
2030	11/1/2029	[_____]	[_____]
2030	5/1/2030	[_____]	[_____]
2031	11/1/2030	[_____]	[_____]
2031	5/1/2031	[_____]	[_____]
2032	11/1/2031	[_____]	[_____]
2032	5/1/2032	[_____]	[_____]
2033	11/1/2032	[_____]	[_____]
2033	5/1/2033	[_____]	[_____]
2034	11/1/2033	[_____]	[_____]

2034	5/1/2034	[_____]	[_____]
2035	11/1/2034	[_____]	[_____]
2035	5/1/2035	[_____]	[_____]
2036	11/1/2035	[_____]	[_____]
2036	5/1/2036	[_____]	[_____]
TOTAL		$[_____]	$[_____]

[1] Actual Revenue Transfers will equal this amount less any Investment Earnings and Unspent Proceeds credited in the prior Fiscal Year to the State Road Fund to pay principal and interest on the Series B 2026 Bonds, pursuant to **Section 4.3(b)** hereof.

pfm

Missouri Highways and Transportation Commission

$350,065,000* State Appropriations Mega Projects State Road Bonds, Series B 2026

October 13, 2026

PFM Financial Advisors LLC

801 Grand Avenue
Suite 3300
Des Moines, IA

www.pfm.com

* Preliminary; subject to change.

Presentation Participants

Missouri Highways and Transportation Commission

Ed Hassinger, Director

Brenda Morris, Chief Financial Officer
brenda.morris@modot.mo.gov
573.522.5688

Doug Hood, Financial Services Director
douglas.hood@modot.mo.gov
573.526.3955

Janel Lueckenotte, Asst. Financial Services Director
janel.lueckenotte@modot.mo.gov
573.522.8099

Jared Martin, Sr. Financial Services Specialist
jared.martin@modot.mo.gov
573.522.1481

State of Missouri – Office of Administration

Trevor Foley, Director
trevor.foley@oa.mo.gov
573.751.3925

Stacy Neal, Director
stacy.neal@oa.mo.gov
573.751.4013

Felicia Hubble, Assistant Director
felicia.hubble@oa.mo.gov
573.522.5863

Curtis Forck, Assistant Director
curtis.forck@oa.mo.gov
573.751.1987

PFM Financial Advisors LLC

Matthew Stoffel, Director
stoffelm@pfm.com
515.724.5737

Jessica Cameron Mitchell, Managing Director
cameronj@pfm.com
515.724.5737

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I. Department Overview and Governance

MHTC & MoDOT Overview

MHTC Mission:

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

MoDOT Mission:

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

MoDOT Responsibilities:

- 33,805 state highway miles – 7th largest in the nation
- 10,423 bridges
- 120 public airports
- 3,800 miles of mainline railroad track
- 19 port authorities along the Missouri and Mississippi Rivers
- 34.3 million transit trips per year
- Leading highway safety advocate



Commission Governance

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



Warren K. Erdman



W. Dustin Boatwright



Daniel Hegeman



Gregg C. Smith



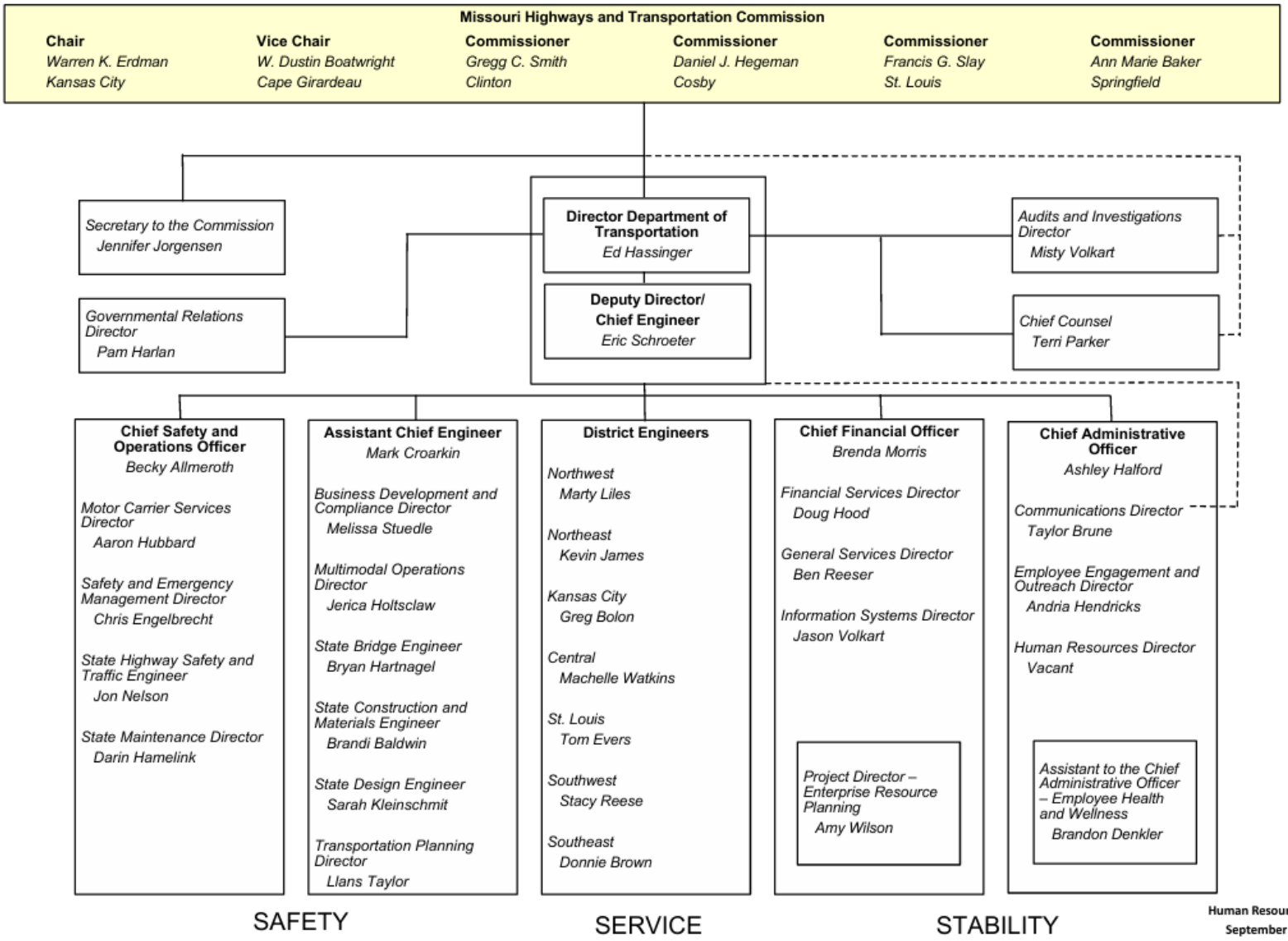
Ann Marie Baker



Francis Slay

Missouri Department of Transportation

Attachment 3

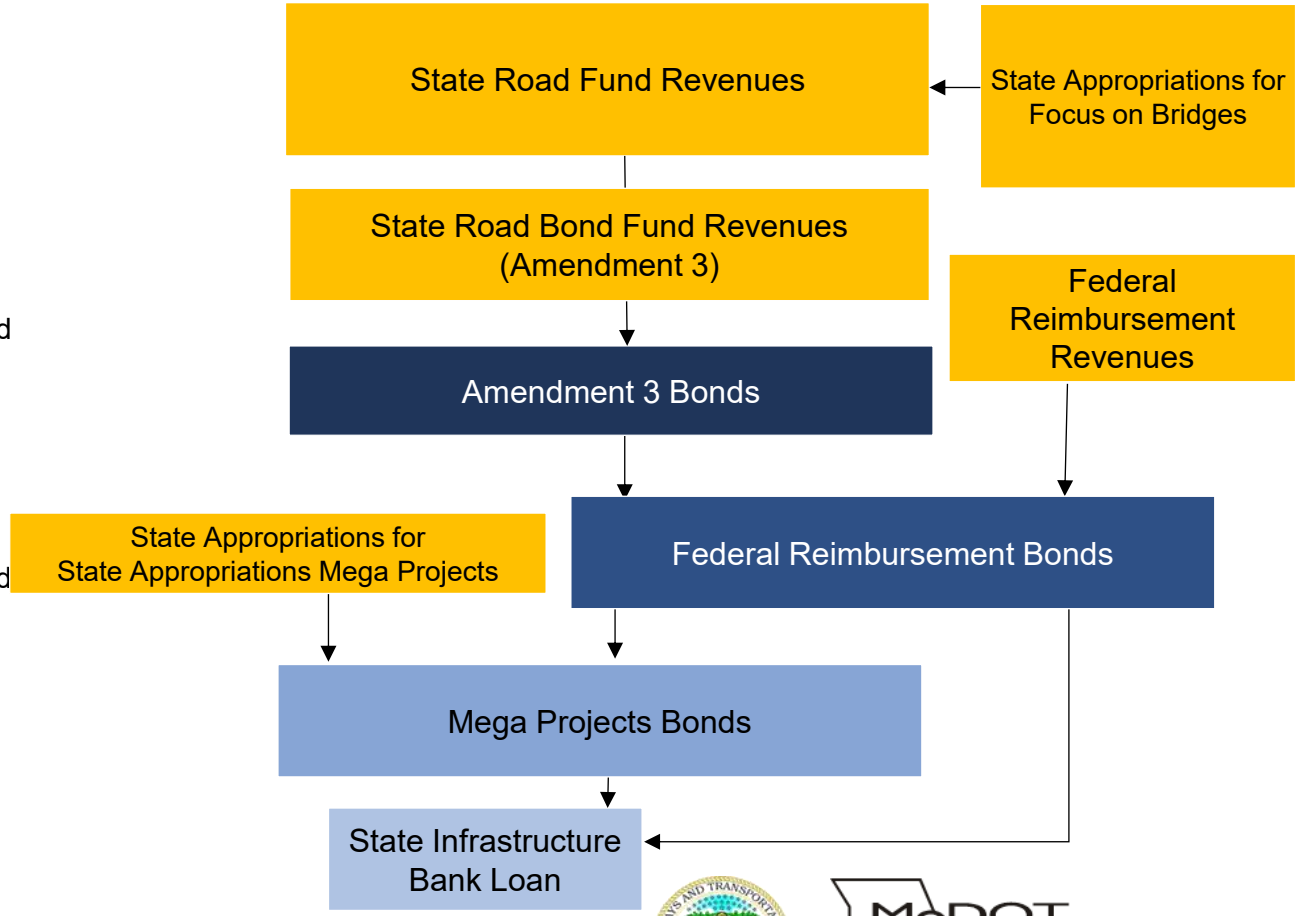


II. Debt Overview

MHTC Lien Structure

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

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

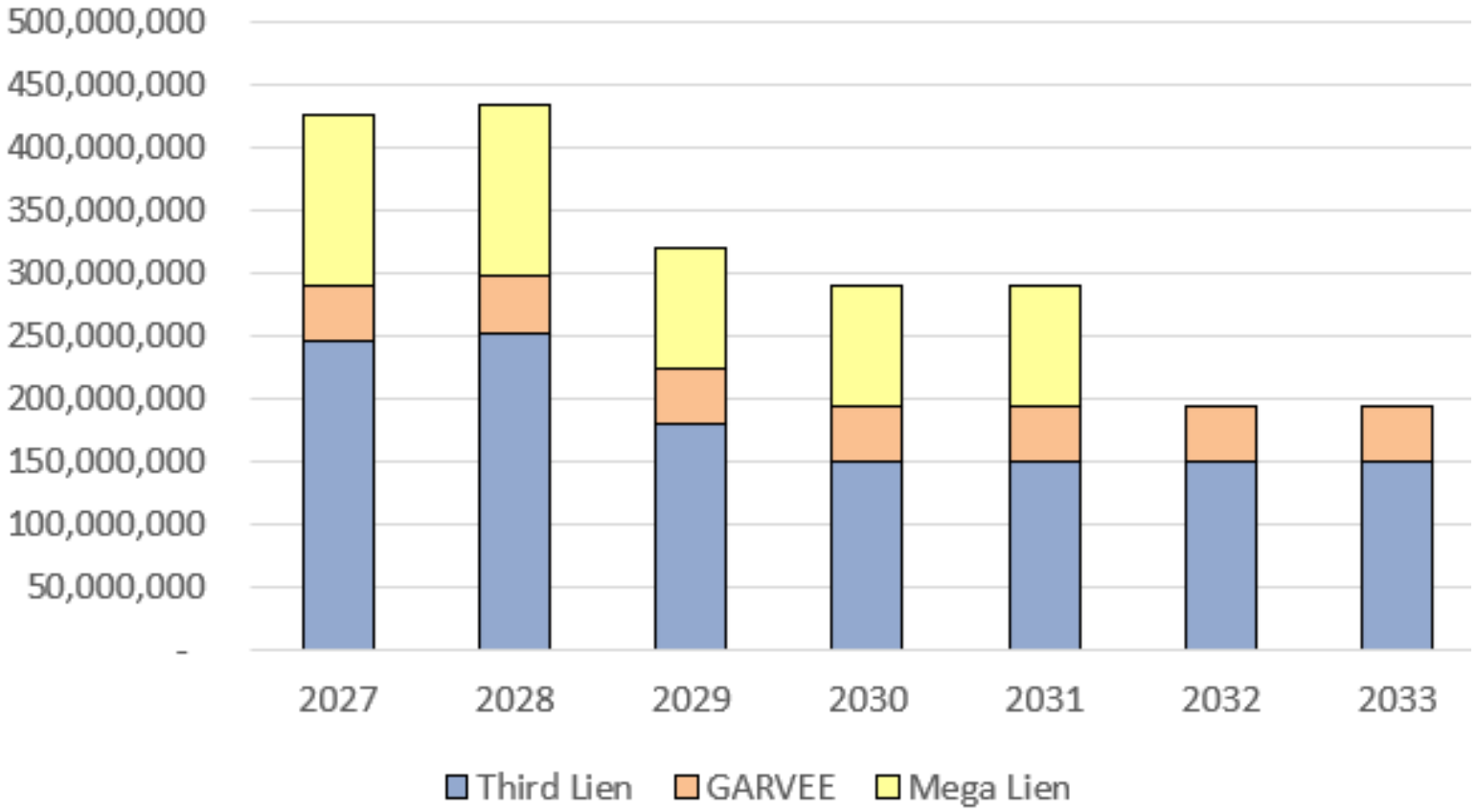


MHTC State Road Bonds

Series	Par Issued	Par Outstanding *	Tax Status	Use of Proceeds	Final Maturity	Call Date
Amendment 3 Bonds						
Third Lien State Road Bonds						
Series C 2009 (BAB)	$300,000,000	$81,095,000	Taxable BAB	New Money	5/1/2029	MWC
Series A 2022	$453,005,000	358,575,000	Tax-Exempt	New Money	5/1/2033	none
Series A 2026	$608,520,000	608,520,000	Tax-Exempt	New Money	5/1/2033	none
Total Amendment 3 Bonds		**$1,048,190,000**				
Federal Reimbursement State Road Bonds						
Series B 2009 (BAB)	$404,375,000	$273,300,000	Taxable BAB	New Money	5/1/2033	MWC
Total Federal Reimbursement Bonds		**$273,300,000**				
State Appropriations Mega Projects State Road Bonds						
Series A 2025	$481,780,000	481,780,000	Tax-Exempt	New Money	5/1/2031	none
Total State Appropriation Mega Bonds		**$481,780,000**				
Total State Road Bonds		**$1,803,270,000**				

* Outstanding bonds as of November 1, 2026

MHTC State Road Bonds Debt Payments



Debt Management Policy Objectives

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

Debt Management Policy Objectives

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

Sources of Pledged Revenue

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

- State Road Fund Revenues
  - Available to pay Amendment 3 Bonds then GARVEE bonds then State Appropriations Mega Projects Bonds if needed
  - Motor fuel tax
  - Motor vehicle and driver licensing fees
  - Motor vehicle sales tax
- State Road Bond Fund Revenues – redirected motor vehicle sales tax pursuant to Amendment 3
- State Appropriations:
  - Focus on Bridge State Appropriations
  - State Appropriations Mega Projects
- Authorized deductions prior to debt service
  - Enforcement of Motor Vehicle Laws
  - MoDOT Retirement Programs
  - Refunds
  - Cost of Collection (Missouri Department of Revenue)
  - Allocations to local governments

Transportation Funding Bill

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

Fiscal Year	Motor Fuel Tax from SB 262 (in millions)
2022	$36.7
2023	$142.4
2024	$212.1
2025	$282.1
2026	$362.8

III. Legislation & Program Overview

Overview of the Program



Overview of the Legislation

- $363.75M of Bonding Authority available for I-44 Projects
  - Each series not to exceed 10 years
  - MoDOT to receive state appropriations to pay annual debt service
- Fiscal year debt service not to exceed $44M
- $213.75M of cash available for I-44 Projects
- Financing Agreement between OA and MHTC



IV. Plan of Finance

Proposed State Appropriations Mega Projects State Road Bonds, Series B 2026

Par Amount	$350,065,000*
Term	May 1, 2027 – 2036
Pricing Date	November 17, 2026
Closing Date	December 15, 2026
Issuer/Obligor	Missouri Highways and Transportation Commission (the “Commission” or “MoDOT”)
Security	The Master Bond Indenture provides for the issuance of State Appropriations Mega Projects State Road Bonds of the Commission payable from a first lien on State Appropriation Revenues and a subordinate lien (subordinate to Amendment 3 Bonds and GARVEE Bonds) on State Road Fund Revenues and State Road Bond Fund Revenues as provided in the Missouri Constitution, and Additional Transportation Revenues, if any, from time to time designated by the Commission.

* Preliminary; subject to change.

Proposed State Appropriations Mega Projects
State Road Bonds, Series B 2026*

Sources	
Par Amount	$350,065,000 *
Premium	$15,035,524
Total:	$365,100,524

Uses	
Project Fund	$363,750,000
COI/UD	$1,350,524
Total:	$365,100,524

- Expected Closing December 15, 2026
- 10 Year Term
- May Principal Payments
  - 2027 through 2036
- First Interest May 1, 2027
- Non-callable

Payment Date	Principal Amount	Interest Amount	Total Debt Service	Annual Debt Service
05/01/27	$37,385,000	$6,612,339	$43,997,339	$43,997,339
11/01/27		7,817,000	$7,817,000	
05/01/28	28,365,000	7,817,000	$36,182,000	43,999,000
11/01/28		7,107,875	$7,107,875	
05/01/29	29,780,000	7,107,875	$36,887,875	43,995,750
11/01/29		6,363,375	$6,363,375	
05/01/30	31,270,000	6,363,375	$37,633,375	43,996,750
11/01/30		5,581,625	$5,581,625	
05/01/31	32,835,000	5,581,625	$38,416,625	43,998,250
11/01/31		4,760,750	$4,760,750	
05/01/32	34,475,000	4,760,750	$39,235,750	43,996,500
11/01/32		3,898,875	$3,898,875	
05/01/33	36,200,000	3,898,875	$40,098,875	43,997,750
11/01/33		2,993,875	$2,993,875	
05/01/34	38,010,000	2,993,875	$41,003,875	43,997,750
11/01/34		2,043,625	$2,043,625	
05/01/35	39,910,000	2,043,625	$41,953,625	43,997,250
11/01/35		1,045,875	$1,045,875	
05/01/36	41,835,000	1,045,875	$42,880,875	43,926,750
Totals	$350,065,000	$89,838,089	$439,903,089	$439,903,089

* Preliminary; subject to change.

Historical Pledged Revenue (Dollars in Thousands)

	2022	2023	2024	2025	2026 [1]
Motor Fuel Tax					
Motor Fuel Tax Revenues (Net of Refunds)	$ 733,673	$ 941,752	$ 1,001,691	$ 1,094,149	$ 1,217,993
Distribution to Cities and Counties	$ (205,217)	$ (252,557)	$ (277,640)	$ (307,636)	$ (341,200)
Pledged Fuel Tax Revenues	$ 528,456	$ 689,195	$ 724,051	$ 786,513	$ 876,793
Motor Vehicle Fees					
Motor Vehicle Fees (Net of Refunds)	$ 345,455	$ 361,808	$ 342,712	$ 352,621	$ 349,676
Distribution to Cities and Counties	$ (31,096)	$ (32,135)	$ (30,156)	$ (30,820)	$ (30,772)
Pledged Motor Vehicle Fee Revenues	$ 314,359	$ 329,673	$ 312,556	$ 321,801	$ 318,904
Sales Tax on Motor Vehicles					
Sales Tax on Motor Vehicles (Net of Refunds)	$ 468,541	$ 511,587	$ 527,113	$ 555,574	$ 555,050
Distribution to Cities and Counties	$ (66,297)	$ (71,546)	$ (73,532)	$ (78,332)	$ (77,578)
Pledged Sales Tax on Motor Vehicles	$ 402,244	$ 440,041	$ 453,581	$ 477,242	$ 477,472
General Revenue Transfer into State Road Fund	$ 45,251	$ 45,249	$ 45,245	$ 41,732	$ 45,205
Gross Pledged Revenues	$ 1,290,310	$ 1,504,158	$ 1,535,433	$ 1,627,288	$ 1,718,374
Less Authorized Costs Paid from the Highway Fund:					
Missouri Department of Transportation's Retirement Benefit Costs	$ (127,739)	$ (141,636)	$ (155,034)	$ (149,775)	$ (110,994)
Cost of Enforcement of Motor Vehicle Laws	$ (247,430)	$ (267,430)	$ (308,306)	$ (319,910)	$ (340,745)
Cost of Collection (Missouri Department of Revenue)	$ (22,957)	$ (26,855)	$ (28,405)	$ (30,496)	$ (31,766)
Net Pledged Revenues	**$ 892,184**	**$ 1,068,237**	**$ 1,043,688**	**$ 1,127,107**	**$ 1,234,869**

1. 2026 financials are unaudited results. The FY 2025-2026 ACFR is expected to be final in November 2026.

Projected Debt Service Coverage Mega Projects Bonds

Pro Forma Debt Service Coverage Table*

Mega Projects Bonds

Fiscal Year	Mega Projects Master Indenture Bond Revenues [1]	(Improve I-70) Series A 2023 & Series A 2025 Debt Service	(Forward 44) Series B 2026 Debt Service*	Total Mega Projects Debt Service [2]	Coverage (without State Approp.) [3]	Coverage (with State Approp.) [4]
2026	$944,755,297	$135,996,000	$0	$135,996,000	6.95 x	8.28 x
2027	944,286,109	135,997,375	43,997,339	179,994,714	5.25 x	6.47 x
2028	936,630,694	135,995,250	43,999,000	179,994,250	5.20 x	6.20 x
2029	1,010,574,632	96,157,750	43,995,750	140,153,500	7.21 x	8.21 x
2030	1,039,647,120	96,159,500	43,996,750	140,156,250	7.42 x	8.42 x
2031	1,039,647,370	96,148,500	43,998,250	140,146,750	7.42 x	8.42 x
2032	1,039,642,370	0	43,996,500	43,996,500	23.63 x	24.63 x
2033	1,039,647,870	0	43,997,750	43,997,750	23.63 x	24.63 x
2034	1,189,664,420	-	43,997,750	43,997,750	27.04 x	28.04 x
2035	1,189,664,420	-	43,997,250	43,997,250	27.04 x	28.04 x
2036	1,189,664,420	-	43,926,750	43,926,750	27.08 x	28.08 x

(1) Mega Projects Bonds Master Indenture Bond Revenues assume fiscal year 2026 Amendment 3 Revenues of $1,189,664,420 less Amendment 3 Bond debt service. Mega Projects Master Indenture Bond Revenues are not reduced by any amount attributable to Federal Reimbursement Bond debt service, which is expected to be paid from Federal Reimbursement Revenues.

(2) Amounts shown do not include projected debt service on future Mega Projects Bonds.

(3) Coverage does not include deposits to the State Road Fund for the Amendment 3 Bonds pursuant to the Focus on Bridges Financing Agreements and does not include deposits to the State Road Fund for the Mega Projects Bonds pursuant to the Financing Agreements.

(4) Coverage includes deposits to the State Road Fund for the Amendment 3 Bonds pursuant to the Focus on Bridges Financing Agreements and deposits to the State Road Fund for the Mega Projects Bonds pursuant to the Financing Agreements.

* Preliminary; subject to change.

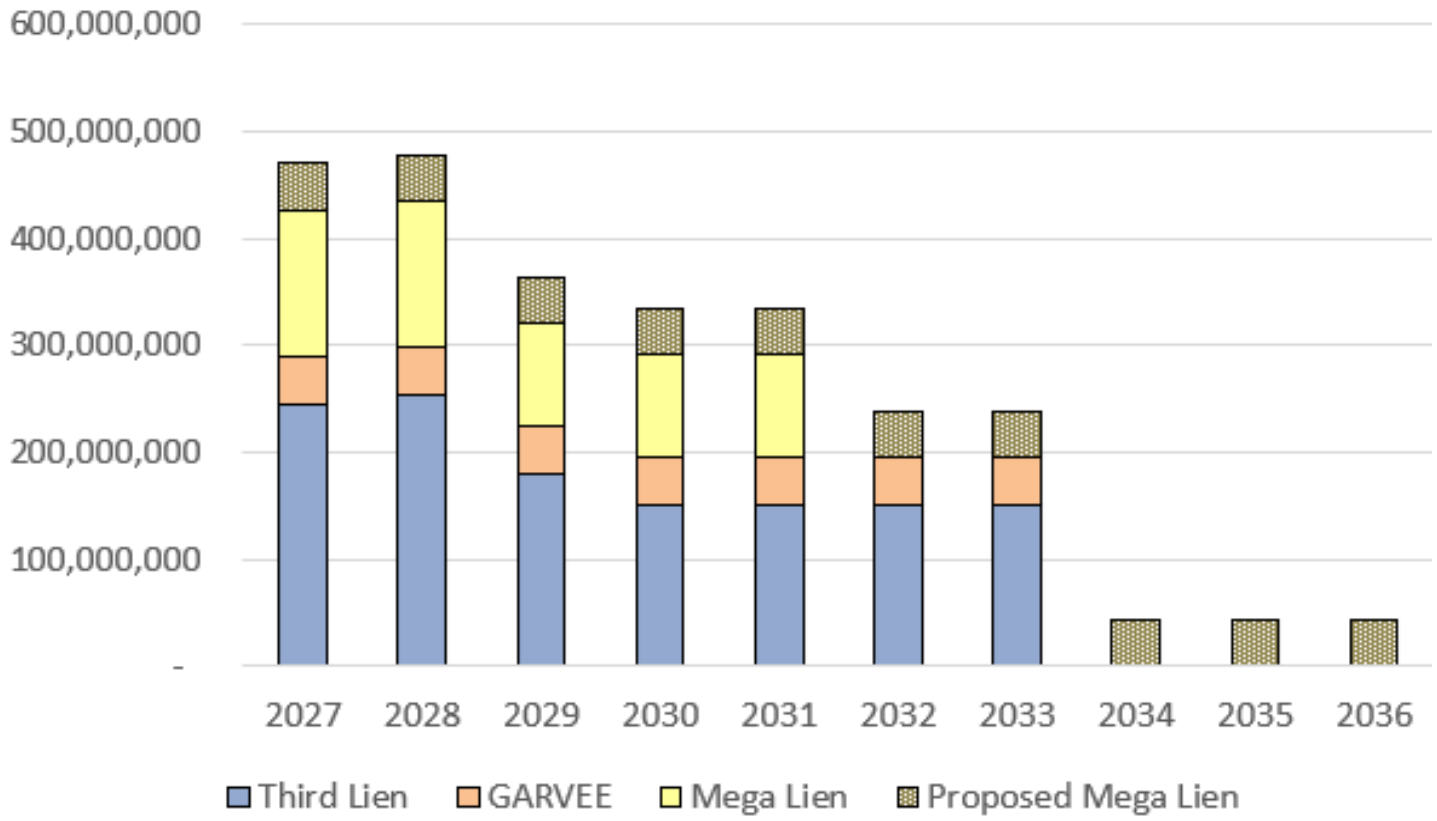
MHTC State Road Bonds Including Series B 2026

Series	Par Issued	Par Outstanding *	Tax Status	Use of Proceeds	Final Maturity	Call Date
Amendment 3 Bonds						
Third Lien State Road Bonds						
Series C 2009 (BAB)	$300,000,000	$81,095,000	Taxable BAB	New Money	5/1/2029	MWC
Series A 2022	$453,005,000	358,575,000	Tax-Exempt	New Money	5/1/2033	none
Series A 2026	$608,520,000	608,520,000	Tax-Exempt	New Money	5/1/2033	none
Total Amendment 3 Bonds		**$1,048,190,000**				
Federal Reimbursement State Road Bonds						
Series B 2009 (BAB)	$404,375,000	$273,300,000	Taxable BAB	New Money	5/1/2033	MWC
Total Federal Reimbursement Bonds		**$273,300,000**				
State Appropriations Mega Projects State Road Bonds						
Series A 2025	$481,780,000	481,780,000	Tax-Exempt	New Money	5/1/2031	none
Proposed Series B 2026**	$350,065,000	350,065,000	Tax-Exempt	New Money	5/1/2036	none
Total State Appropriation Mega Bonds		**$831,845,000**				
Total State Road Bonds		**$2,153,335,000**				

* Outstanding bonds projected as of December 15, 2026

** Preliminary, Subject to change

MHTC State Road Bonds Debt Payments
(Including Series B 2026*)



* Preliminary; subject to change.

State of Missouri – Year to Date General Revenue
(as of Close of Business September 30, 2026)

	FISCAL YEAR 2027	FISCAL YEAR 2026	DIFFERENCE	PERCENT
SALES AND USE TAX	$909,841,828.80	857,145,073.45	52,696,755.35	6.15%
INDIVIDUAL INCOME TAX	1,960,533,117.47	1,929,197,829.94	31,335,287.53	1.62%
PASS THROUGH ENTITY TAX	41,690,513.22	58,958,890.86	(17,268,377.64)	-29.29%
INCOME/PTE TOTALS	**2,002,223,630.69**	**1,988,156,720.80**	**14,066,909.89**	**0.71%**
CORPORATE INCOME & FRANCHISE TAX	226,779,744.35	159,522,909.82	67,256,834.53	42.16%
COUNTY FOREIGN INSURANCE	91,177,982.05	83,442,877.22	7,735,104.83	9.27%
OTHER GENERAL REVENUE	113,166,850.41	138,829,757.71	(25,662,907.30)	-18.49%
TOTAL GENERAL REVENUE RECEIPTS	$3,343,190,036.30	3,227,097,339.00	116,092,697.30	3.60%
LESS: REFUND EXPENDITURES	224,767,884.95	226,644,721.35	(1,876,836.40)	-0.83%
LESS: DEBT OFFSET ESCROW	1,610,398.08	1,764,465.67	(154,067.59)	-8.73%
NET GENERAL REVENUE COLLECTIONS	**$3,116,811,753.27**	**2,998,688,151.98**	**118,123,601.29**	3.94%

State of Missouri – Fiscal Year Financial Metrics

Year-End Cash Balances		
Fiscal Year	General Revenue	Budget Reserve
2022	$ 4,899,052,196	$ 772,139,203
2023	$ 5,765,663,412	$ 893,301,026
2024	$ 4,802,183,414	$ 927,779,995
2025	$ 4,320,169,337	$ 954,560,121
2026	$ 2,772,819,936	$ 955,558,351

V. Credit Summary and Bond Sale Schedule

MHTC Credit Summary

MHTC demonstrates credit strengths that align with premium ratings.

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

Bond Sale Schedule

Date	Event
October 13	Presentation to rating agencies
Week of October 19	Follow-up with rating agencies
By October 30	Series B 2026 ratings released
November 17	Pricing of Series B 2026
December 15	Closing and delivery of funds


MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
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2027-2031 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

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

ISSUE: In accordance with Commission policy, revisions to the Statewide Transportation Improvement Program (STIP) must be approved by the Commission. MoDOT is requesting approval to revise the 2027-2031 STIP approved in July 2026 for the implementation of five Highway and Bridge projects.

RECOMMEND that the Commission:

- Approve the attached November 2026 project amendments to the 2027-2031 STIP.

DEPARTMENT VIEW:

- Highway and Bridge Projects:
  - MoDOT requests approval for five projects (Attachment 1)
    - One new project is being added to improve drainage and add bicycle and pedestrian facilities.
    - Two new projects are being added to make timely repairs.
    - One project is being added by dividing an existing project.
    - One existing project's description, location, and length is modified.

MHTC POLICY:

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

OTHER PERTINENT INFORMATION:

- A seven day public comment period will be provided from October 29, 2026 to November 4, 2026. MoDOT does not anticipate receiving public comments. If any are received, a summary will be provided.
- Projects in Metropolitan Planning Organization (MPO) areas also require separate MPO, Governor, and ONEDOT approval.

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

2027 - 2031 STIP
Highway and Bridge Construction Schedule
November Amendment

Attachment 1

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
KC	Jackson	IS 70	KU0503	2029 CN	Corridor improvements for eastbound I-70 from Pittman Road to Rte. 40 in Kansas City. Reason: To modify existing project description, location, and length to update the entire limits of the project. Funding Source: Not Applicable.	$0	$0
CD	Morgan	US 50	CD0266B	2027 CN	Replace signage east of Rte. A to west of Rte. 54 and from Mulberry Street in Jefferson City to west of Rosebud. Reason: To divide project from CD0266 (November Administrative Modification). Funding Source: Not Applicable.	$748	$89
SW	Newton	IS 44	SR0380	2027 CN	Construct bridges and shared use path over Silver Creek in Joplin. $3,675,000 Joplin funds. Reason: To add project to improve drainage and add bicycle and pedestrian facilities. Funding Source: Joplin funds.	$3,500	$165
SW	Various	Various	SR0529	2027 CN	Job Order Contracting for concrete repairs in the rural Southwest District. Reason: To add project to make timely repairs. Funding Source: Available STIP funds.	$500	$32

(Dollars in Thousands)

District	County	Route	Job No.	Tentative Award State Fiscal Year and Change by Type	Description of Location/Improvement/Funding	Change in Construction and Right of Way Funds	Change in Engineering Funds
SW	Various	Various	SR0530	2027 CN	Job Order Contracting for bridge repairs at various locations in the rural Southwest District. Reason: To add project to make timely repairs. Funding Source: Available STIP funds.	$1,000	$65
					Total:	$5,748	$351


MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
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MISSOURI DEPARTMENT OF TRANSPORTATION FINANCIAL REPORT – FISCAL YEAR 2027

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

ISSUE: Attached is a copy of the Financial Report for fiscal year to date September 30, 2026, with budget and prior year comparisons.

RECOMMEND that the Commission:

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

DEPARTMENT VIEW:

- This report is presented based on cash disbursements.
- Significant differences between the current and prior year Financial Report, Attachment 1, are described below:
    - Total MoDOT disbursements are $60.2 million more than the same period last fiscal year. The increase is due to the net effect of increased spending in Personal Services, Expense and Equipment, Improve I-70 and Forward 44 Programs, and Program Delivery General Assembly Designated and Funded Projects and decreased spending in Fringe Benefits, Low Volume Roads, Program Delivery Program, and Multimodal Program.
    - Personal Services disbursements are $1.8 million more than the same period last fiscal year, and Fringe Benefits disbursements are $4.4 million less than the same period last fiscal year. The increase in personal services is attributable to the ongoing hiring of the additional 90 full-time equivalent (FTE) maintenance worker positions authorized in the fiscal year 2026 budget, as well as higher overtime costs. The decrease in Fringe Benefits can be attributed to the department's retirement contribution rate decreasing from 37.0 percent in fiscal year 2026 to 33.0 percent in fiscal year 2027.
    - Expense and Equipment disbursements are $3.4 million more than the same period last fiscal year due to an increase in maintenance activities, including striping, pavement repair, mowing, and fuel purchases.
    - Disbursements for Low Volume Roads (includes monies first appropriated in fiscal years 2025, 2026, and 2027) are $35.5 million less than the same period last fiscal year. This decrease is primarily due to the significantly larger appropriation of $100.0 million first appropriated in fiscal year 2025, compared to $20.0 million appropriated in both fiscal years 2026 and 2027. These appropriations will be spent over multiple years, and disbursements will vary based on the construction season.
    - The Program disbursements for Program Delivery decreased $73.4 million compared to the same period last fiscal year. The construction program still remains at historic levels; however, the timing of contractor payments can vary for a variety of reasons including weather and project progress. This change is just a timing fluctuation.
    - The Improve I-70 Program disbursements for Program Delivery are $131.5 million more than the same period last fiscal year. As of September 30, 2026, MoDOT has awarded six of the nine projects that make up this program.

  - The Forward 44 Program disbursements for Program Delivery are $23.2 million more than the same period last fiscal year due to the timing and progression of work within this program. Work began near the end of fiscal year 2025. This program has multiple funding sources including those tracked within this budget category.
  - The General Assembly Designated and Funded Projects disbursements for Program Delivery are $20.0 million more than the same period last fiscal year, reflecting ongoing progress on these multi-year projects.
  - The Program disbursements for Multimodal decreased by $7.3 million compared to the same period last fiscal year. This change reflects the net effect of several factors: lower rail expenditures due to the completion of Consolidated Rail Infrastructure and Safety Improvements (CRISI) federal grant activities last fiscal year, with no comparable rail federal spending occurring so far in fiscal year 2027; lower transit and aviation expenditures resulting from the timing of federal funding reimbursements; and increased disbursements for freight and port due to the timing of projects.
- Attachment 2 provides a breakdown of the ARPA (American Rescue Plan Act) and the General Assembly Designated and Funded projects MoDOT is overseeing. The Office of Administration is responsible for making the disbursements on these projects.
- Attachment 3 provides details for the funding of the Improve I-70 Program.
- Attachment 4 provides details for the funding of the Forward 44 Program.

OTHER VIEWS:

- Not applicable.

MHTC POLICY:

- Financial – Budget – Operating Budget.

OTHER PERTINENT INFORMATION:

- The Financial Report is prepared on a cash basis and does not reflect outstanding construction awards or funds encumbered for expenses and equipment.

SOURCE OF FUNDING: Disbursements are funded from the department's various funds.

Fiscal Year 2027 Financial Summary

Three Months Ended September 30, 2026 and 2025

Cash Basis (Dollars in Thousands)

	Fiscal Year 2027 Budget	Amended Fiscal Year 2027 Budget[1]	Fiscal Year 2027 Actual	Percentage of Budget-to-Date	Fiscal Year 2026 Actual
Administration					
Personal Services	$ 24,865	$ 24,865	$ 5,733	23.1 %	$ 5,853
Expense and Equipment	6,647	6,647	671	10.1	720
Total Administration	31,512	31,512	6,404	20.3	6,573
Safety and Operations					
Personal Services	198,421	198,421	45,154	22.8	43,461
Expense and Equipment	331,246	331,246	86,362	26.1	82,981
Program	35,401	35,401	8,943	25.3	8,652
Low Volume Roads	49,464	37,327	11,479	30.8	46,946
Total Safety and Operations	614,532	602,395	151,938	25.2	182,040
Program Delivery					
Personal Services	99,688	99,688	23,295	23.4	23,205
Expense and Equipment	41,117	41,117	5,018	12.2	4,712
Program	2,623,449	2,623,430	542,416	20.7	615,804
Improve I-70 Program	2,299,476	2,187,641	220,544	10.1	89,093
Forward 44 Program	577,192	577,192	23,477	4.1	231
Gen. Assembly Designated/Funded Projects	285,435	289,176	25,810	8.9	5,774
Total Program Delivery	5,926,357	5,818,244	840,560	14.4	738,819
Fleet, Facilities, and Information Systems					
Personal Services	15,356	15,356	3,568	23.2	3,479
Expense and Equipment	120,457	120,457	15,583	12.9	15,840
Total Fleet, Facilities, and Information	135,813	135,813	19,151	14.1	19,319
Multimodal					
Personal Services	3,358	3,358	675	20.1	655
Expense and Equipment	1,166	1,166	124	10.6	105
Program	265,830	264,736	25,970	9.8	33,232
Railroad Grade Crossing Safety Program	20,641	20,641	935	4.5	388
Gen. Assembly Designated/Funded Projects	57,035	49,864	1,747	3.5	2,728
Total Multimodal	348,030	339,765	29,451	8.7	37,108
Fringe Benefits					
Retirement and Long-Term Disability	190,082	190,082	25,091	13.2	28,768
Medical, Life Insurance, and EAP	60,521	60,521	15,486	25.6	13,720
Retiree Medical Insurance	23,840	23,840	5,590	23.4	5,108
Workers' Compensation	12,573	12,573	2,336	18.6	4,947
Other Fringe Benefits[2]	29,905	29,905	6,220	20.8	6,594
Total Fringe Benefits	316,921	316,921	54,723	17.3	59,137
Subtotal MoDOT Disbursements	**7,373,165**	**7,244,650**	**1,102,227**	**15.2**	**1,042,996**
Motor Carrier Refunds	41,000	41,000	6,412	15.6	5,460
Total MoDOT Disbursements	**$ 7,414,165**	**$ 7,285,650**	**$ 1,108,639**	**15.2 %**	**$ 1,048,456**

[1] Fiscal year 2027 amended budget is Truly Agreed to and Finally Passed appropriation amounts adjusted for restrictions and reverted amounts and to reallocate certain appropriations from Attachment 2 to Attachment 1 to correct the reporting categories.

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

Fiscal Year 2027 Financial Summary
ARPA[1] of 2021 and General Assembly Designated and Funded Projects[2]
Three Months Ended September 30, 2026 and 2025
Cash Basis (Dollars in Thousands)

	Fiscal Year 2027 Budget	Amended Fiscal Year 2027 Budget[4]	Fiscal Year 2027 Actual	Percentage of Budget-to-Date	Fiscal Year 2026 Actual
Projects[3]					
Waste Water Improvements[1]	$ ---	---	$ ---	--- %	$ 1,918
Carrolton Amtrak Station[1]	954	954	---	---	7
Washington County Airport[1]	144	144	125	86.8	188
Buffalo Municipal Airport[1]	260	260	221	85.0	48
Port Capital Improvement Projects[1]	7,618	7,618	1,440	18.9	818
New Madrid County Port Authority[1]	1,161	1,161	1,161	100.0	---
Elderly and Disabled Transit Assistant[1]	3,588	3,588	1,131	31.5	1,497
Highway 76 Road Improvements in Branson[2]	4,168	---	---	---	---
I-35, I-29, and US 169 Road Improvements[2]	29,695	---	---	---	35
Total Disbursements	**$ 47,588**	**13,725**	**$ 4,078**	**29.7 %**	**$ 4,511**

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

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

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

[4]Fiscal year 2027 amended budget is Truly Agreed to and Finally Passed appropriation amounts adjusted to reallocate certain appropriations from Attachment 2 to Attachment 1 to correct the reporting categories.

Fiscal Year 2027 Financial Summary
Improve I-70 Program
Three Months Ended September 30, 2026
Cash Basis (Dollars in Thousands)

Bonding	**Budget**	**Bond Proceeds To Date**	**Prior Fiscal Year Disbursements**	**Fiscal Year 2027 Disbursements**	**Remaining**
I-70 Bonds	$ 1,400,000	$ 907,498	---	N/A	$ 492,502
I-70 Construction from Bonds		$ 907,498	$ 610,837	$ 219,748	$ 76,913

Cash	**Budget**	**Transfers To Date**	**Prior Fiscal Year Disbursements**	**Fiscal Year 2027 Disbursements**	**Remaining**
OA I-70 Project	$ 1,400,000	$ (414,231)	---	N/A	$ 985,769
I-70 Construction from General Revenue Transfer		$ 414,231	$ 52,192	$ 796	$ 361,243

Fiscal Year 2027 Financial Summary
Forward 44 Program
Three Months Ended September 30, 2026
Cash Basis (Dollars in Thousands)

	Budget	Bond Proceeds to Date	Prior Fiscal Year Disbursements	Fiscal Year 2027 Disbursements	Remaining
Bonding					
I-44 Bonds	$ 363,750	$ N/A	---	N/A	$ 363,750
I-44 Construction from Bonds		$ N/A	$ ---	$ ---	$ ---

	Budget	Transfers To Date	Prior Fiscal Year Disbursements	Fiscal Year 2027 Disbursements	Remaining
Cash					
OA I-44 Project	$ 213,750	$ (115,372)	---	N/A	$ 98,378
I-44 Construction from General Revenue Transfer		$ 115,372	$ 6,297	$ 23,477	$ 85,598


MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
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CONSULTANT SERVICES CONTRACT REPORT
-- Presented by Sarah Kleinschmit, State Design Engineer, 573-751-2876.

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

RECOMMEND that the Commission:

- This report is informational and requires no action.

DEPARTMENT VIEW:

- Fiscal Year 2027 DBC Budget Status as of October 1, 2026:
  Budgeted: $110 million
  Expenditures: $32.7 million
- Attachment 1 (DBC Budget Contracts Only) This attachment shows the active contracts held by individual engineering consultant firms prior to September 1, 2026. The table indicates the number of contracts held by each consultant, the total value of the contracts and the unexpended contract costs for each consultant. The firms certified as Disadvantaged Business Enterprises (DBE) are noted and include both minorities owned and women owned consultant business enterprises.
- Attachment 2 Indicates new contracts executed between September 1-30, 2026.

OTHER VIEWS:

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

MHTC POLICY:

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

OTHER PERTINENT INFORMATION:

- Not applicable.

SOURCE OF FUNDING: Expenditures from the Statewide Transportation Improvement Program budget are used to fund DBC contracts shown in Attachment 1 and 2.

Engineering Consultant Services Contracts Utilizing the DBC Budget Active Contracts Prior to September 1, 2026			
Consultant	**Number of Contracts**	**Total Contract Cost**	**Unexpended Contract Cost**
Crawford, Murphy & Tilly (CMT)	56	$57,859,803.00	$41,908,937.00
HDR	38	$56,501,901.00	$22,842,200.00
Wilson & Company	23	$35,933,665.00	$26,543,450.00
George Butler Associates, Inc. (GBA)	26	$34,907,916.00	$16,877,370.00
Garver LLC	32	$30,592,456.00	$17,437,358.00
Olsson Assoc.	41	$25,437,480.00	$12,717,899.00
Burns & McDonnell	12	$24,477,011.00	$17,193,923.00
TREKK Design Group, LLC	25	$23,026,475.00	$8,549,396.00
Bartlett & West	43	$20,210,941.00	$12,011,453.00
HNTB	26	$18,115,167.00	$10,315,339.00
Hanson Professional Services, Inc.	11	$16,424,442.00	$5,172,406.00
Jacobs Engineering Group	8	$14,296,346.00	$12,377,202.00
WSP USA Inc.	18	$14,231,110.00	$12,598,472.00
AECOM Technical Services, Inc.	7	$14,050,310.00	$14,077,351.00
HG Consult, Inc.	10	$13,623,182.00	$10,844,133.00
HR Green, Inc.	29	$11,623,481.00	$5,819,651.00
Oates Associates, Inc.	13	$10,587,328.00	$3,866,059.00
Kapsch TrafficCom USA, Inc.	1	$9,763,797.00	$9,763,797.00
Horner & Shifrin, Inc.	16	$9,576,563.00	$6,127,213.00
Bacon Farmer Workman Engineering & Testing	21	$8,558,497.00	$3,165,842.00
Lochmueller Group	19	$7,912,554.00	$2,995,592.00
EFK Moen	30	$7,837,702.00	$3,924,506.00
Gonzalez Companies, LLC	12	$7,540,250.00	$5,542,699.00
TranSystems	13	$7,088,940.00	$4,032,907.00
Thouvenot, Wade & Moerchen, Inc.	8	$6,869,657.00	$4,285,161.00
Engineering Design Source Inc. (EDSI)	3	$4,984,971.00	$4,586,287.00
Alfred Benesch and Company	8	$4,568,914.00	$1,938,003.00
CDM Smith	2	$4,486,789.00	$4,486,789.00
Kimley-Horn and Associates	7	$4,474,282.00	$1,857,588.00
Civil Design	8	$4,185,519.00	$899,559.00
OWN, Inc.	8	$4,011,952.00	$992,466.00
Transcore ITS, LLC	4	$3,948,254.00	$3,948,254.00
Veenstra & Kim	12	$3,314,960.00	$2,357,186.00

Consultant	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
Klingner & Associates, P.C.	8	$3,308,401.00	$751,610.00
Affinis	4	$3,266,979.00	$821,796.00
Surveying and Mapping, LLC	12	$2,769,043.00	$2,244,789.00
GFT Infrastructure, Inc.	3	$2,586,247.00	$1,485,078.00
CDG Engineers	3	$2,032,116.00	$1,307,164.00
Modjeski and Masters, Inc.	2	$2,010,223.00	$8,408.00
EXP U.S. Services, Inc.	1	$1,871,551.00	$1,857,175.00
George L. Crawford & Associates dba CBB	7	$1,478,977.00	$1,306,426.00
Parsons Transportation Group	1	$1,215,898.00	$1,215,898.00
Prairie Engineers P.C.	11	$1,146,523.00	$466,387.00
Anderson Engineering	4	$1,107,145.00	$342,999.00
Powell & Assoc.	2	$1,022,258.00	$645,967.00
Terracon Consultants, Inc.	12	$976,193.00	$686,337.00
CASCO Diversified Corporation	8	$888,780.00	$888,780.00
Access Engineering, LLC	2	$745,758.00	$745,758.00
CB Engineering, Inc. dba Cochran	4	$720,105.00	$557,055.00
Wood Environment & Infrastructure Solutions	1	$641,533.00	$118,625.00
Pickering Firm, Inc.	5	$482,301.00	$157,474.00
Quigg Engineering, Inc.	5	$469,633.00	$74,660.00
R. Hitt Consulting, LLC	1	$453,886.00	$453,886.00
Engineering Surveys & Services, LLC	4	$376,697.00	$119,907.00
SCI Engineering, Inc.	6	$272,298.00	$185,693.00
Cook, Flatt & Strobel Engineers, P.A.	4	$255,616.00	$255,616.00
Powell CWM, Inc.	1	$243,358.00	$22,958.00
GeoEngineers	3	$230,594.00	$98,126.00
Infrasense, Inc.	2	$227,854.00	$170,491.00
Kaskaskia Engineering	2	$213,845.00	$213,845.00
HW Lochner	1	$184,618.00	$1,615.00
UES Professional Solutions 25, LLC f/k/a Geote	1	$178,909.00	$27,773.00
Hutchison Engineering, Inc.	1	$177,658.00	$177,658.00
Geotechnology, Inc.	4	$142,737.00	$39,016.00
ABNA Engineering, Inc.	1	$136,535.00	$18,098.00
Renaissance Infrastructure Consulting, Inc.	1	$115,234.00	$115,234.00
Toth & Associates, Inc.	1	$114,182.00	$114,182.00
S.H. Smith & Co. Inc. (dba Smith & Co.)	1	$99,705.00	$10,042.00
Bowlby & Assoc.	4	$95,269.00	$42,671.00
All Civil Engineering, LLC	1	$87,558.00	$87,558.00

Consultant	Number of Contracts	Total Contract Cost	Unexpended Contract Cost
Golder Associates Inc.	1	$82,523.00	$118.00
St. Charles Engineering & Surveying, Inc.	1	$71,651.00	$71,651.00
Farnsworth Group Inc.	2	$69,664.00	$14,178.00
Merge Midwest Engineering	2	$61,346.00	$206.00
HS Smith and Company	1	$56,479.00	$840.00
HDR Engineering, Inc.	1	$55,850.00	$55,850.00
Volkert, Inc.	1	$52,646.00	$12,266.00
Midland Surveying	2	$33,223.00	$33,223.00
BioSurvey Group, LLC	1	$23,027.00	$23,027.00
Custom Engineering Inc.	1	$21,415.00	$507.00
Allstate Consulting LLC	1	$11,400.00	$4,054.00
Totals	717	$553,908,056.00	$330,109,123.00

Engineering Consultant Services
Contracts Utilizing the DBC Budget
Contracts Executed

Consultant	DBE Firm Y/N?	Number of Contracts	Current Budget Amount	Available Budget Amount
HDR	N	1	$499,979	$499,979
HNTB	N	1	$176,141	$176,141
Parametrix, Inc.	N	1	$31,124	$31,124
Terracon Consultants, Inc.	N	1	$332,794	$332,794
WSP USA Inc.	N	2	$285,660	$285,660
		6	$1,325,697	$1,325,697