MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
Official Minutes

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October 7, 2026

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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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